

ORIGINAL

Decision No. 75013

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
Watts-Compton Improvement Association  
for certificate of public convenience  
and necessity to operate passenger  
stage service between the South-Central  
Los Angeles area and the Flair Industrial  
Park area in the City of El Monte,  
Los Angeles County.

Application No. 50502  
(Filed August 22, 1968)

O P I N I O N

Applicant, a non-profit California corporation, seeks authority to operate a passenger stage service between the South-Central Los Angeles area, on the one hand, and the Flair Industrial Park area in the City of El Monte, on the other hand.<sup>1/</sup>

As justification for the proposed service, applicant states that many residents of the South-Central Los Angeles area are in need of jobs; that jobs can be obtained by said residents

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<sup>1/</sup> The term "South-Central Los Angeles area" means the area within the following boundaries:

Commencing at the intersection of Vermont Avenue and Slauson Avenue in the City of Los Angeles, thence along Slauson Avenue, Alameda Street, Rosecrans Avenue, and Vermont Avenue to point of beginning at Slauson Avenue.

"Flair Industrial Park area" means the area bounded as follows:

Commencing at the intersection of Rosemead Boulevard and the San Bernardino Freeway in the City of El Monte, thence along the San Bernardino Freeway, the Rio Hondo channel and Rosemead Boulevard to the point of beginning at San Bernardino Freeway.

in other areas if low-cost, direct public transportation is available to them; that applicant has been informed that 100 on-the-job training positions are being created at Flair Industrial Park, and that a significant number of these positions will be open to residents of the South-Central Los Angeles area. The establishment of the proposed service is an action which applicant would take to enable residents of the South-Central Los Angeles area to take advantage of these job opportunities.

Applicant states that the proposed service would be provided in cooperation with the Transportation-Employment Project, a State agency, and with the support in part of funds from the United States Department of Housing and Urban Development. The service would be limited to employees and prospective employees of industries which are located within Flair Industrial Park. Schedules would be operated as needed to meet employee shift changes and at other times as needed to transport persons seeking employment in Flair Industrial Park. The proposed fare is \$2.50 per week for one round trip per day, Mondays through Fridays.

The equipment which would be used in the service would be leased from Blue & White Bus Company of Watts, Inc., a passenger stage corporation operating in the South-Central Los Angeles area. Said company would maintain the equipment, provide insurance and perform supervisory functions as requested by applicant.<sup>2/</sup>

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<sup>2/</sup> The terms under which applicant would lease buses from Blue & White Bus Company of Watts, Inc., and under which Blue & White Bus Company of Watts, Inc., would maintain the equipment, provide insurance and perform supervisory functions are set forth in Exhibit "B" attached to Application No. 49492. Pursuant to said application, applicant herein was authorized by Decision No. 73245, dated October 24, 1967, to provide passenger stage service, virtually the same as that proposed in this matter, between South-Central Los Angeles area and various designated industrial areas in and about Los Angeles.

Other passenger carriers who might be affected by the establishment of the proposed service allegedly are Southern California Rapid Transit District and Blue & White Bus Company of Watts, Inc. Applicant states that it has been advised by these carriers that they have no objection to the proposed service. The City of El Monte has informed the Commission that it does not object to the establishment of the service.

Upon consideration of the application and the representations therein contained, the Commission finds as a fact that:

1. Many residents of the South-Central Los Angeles area are in need of jobs;
2. Job opportunities are available at industrial plants in the Flair Industrial Park area in the City of El Monte;
3. At the present time there is no direct, low-fare public transportation between the South-Central Los Angeles area and the Flair Industrial Park area;
4. The proposed service would provide direct, low-fare public transportation between the South-Central Los Angeles area and the Flair Industrial Park area; and
5. The proposed service is required by public convenience and necessity.

The Commission concludes that the application should be granted. A public hearing on the application is not necessary.

In addition to granting the sought authority, the order which follows will reflect a change in the contract which has been referred to in Footnote 2, above, as Exhibit "B" to Application No. 49492. Said contract was originally entered into between

applicant and South Los Angeles Transportation Company. It sets forth terms and conditions under which applicant leased buses from South Los Angeles Transportation Company, a company which formerly operated passenger stage service in the South-Central Los Angeles area. On December 19, 1967, said passenger stage service of South Los Angeles Transportation Company was transferred to Blue & White Bus Company of Watts, Inc., and applicant herein thereafter leased buses needed for its operations from the Blue & White company. Included as Schedule "A" in the formal file in this matter is a memorandum naming Blue & White Bus Company of Watts, Inc., as successor in interest to and assignee of said contract.

Watts-Compton Improvement Association is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Watts-Compton Improvement Association, a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the South-Central Los Angeles area and the Flair Industrial Park area as hereinabove described.

2. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. Applicant is placed on notice that, if it accepts the certificate of public convenience and necessity herein granted, it will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 101-B.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than one day after the effective date of this order on not less than one day's notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.

- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetable set forth in the Commission's General Orders Nos. 79 and 98-A.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

3. The certificate of public convenience and necessity under which applicant conducts passenger stage operations pursuant to authority heretofore granted is hereby amended by incorporating therein the revised pages attached hereto, which pages are identified as First Revised Page 2 and First Revised Page 5, and which are made a part hereof by this reference.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 26 th.  
day of NOVEMBER, 1968.

William Symons, Jr.  
President

William W. Bennett

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Commissioners

Commissioner A. W. GATEY, being  
Necessarily absent, did not participate  
in the disposition of this proceeding.  
Commissioner Fred P. Morrissey, being  
necessarily absent, did not participate  
in the disposition of this proceeding.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,  
LIMITATIONS AND SPECIFICATIONS.

\*The Watts-Compton Improvement Association, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers between the South Central Los Angeles Area, on the one hand, and the Pomona, Fullerton, Long Beach, Torrance, Harbor General Hospital (Los Angeles), Santa Monica, Commerce, West San Fernando Valley, Van Nuys, East Pasadena, Industry and Flair Industrial Park areas or locations as hereinafter described, on the other hand, subject to the following conditions and restrictions:

- \*(a) All buses used in the service herein authorized shall be owned or leased by the Blue & White Bus Company of Watts, Inc., and shall be maintained and insured by the Blue & White Bus Company of Watts, Inc.
- (b) Passengers shall be transported only between points within the South-Central Los Angeles Area, on the one hand, and points within the areas described, on the other hand.
- (c) No passengers shall be transported whose origin and destination are both within the South-Central Los Angeles Area or within one or more of the described areas.
- (d) No passengers shall be picked up or discharged at intermediate points outside the South-Central Los Angeles Area or the described areas.
- (e) All passengers transported shall be bona fide employees of industries located within the named industrial areas or persons seeking employment at such industries.
- (f) Passenger stage services shall be operated only at times required to meet employee shift changes at the industries served and at other times when necessary to transport persons seeking employment at said industries.
- (g) Industries to be served in the Torrance and Santa Monica industrial areas shall be restricted to those named in Appendices A and B attached to the application, as amended. These and subsequent additions or deletions shall be reflected in applicant's tariff.
- \*(h) Industries to be served in the City of Commerce, West San Fernando Valley, Van Nuys, East Pasadena, Flair Industrial Park and City.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 75013, Application No. 50502.

SECTION 2. (Continued)

Also, commencing at the intersection of Reseda Boulevard and Parthenia Street, thence along Parthenia Street, Topanga Canyon Boulevard, Lassen Street and Reseda Boulevard to Parthenia Street.

(j) Van Nuys

Commencing at the intersection of Sherman Way and Balboa Boulevard, thence along Sherman Way, Lankershim Boulevard, Roscoe Boulevard, Heyvenhurst Avenue, Parthenia Street, and Balboa Avenue to Sherman Way.

(k) East Pasadena

Along Foothill Boulevard between Daisy Street and Sierra Madre Villa Avenue, and along Sierra Madre Villa Avenue between Foothill Boulevard and Orange Grove Avenue, City of Pasadena.

(l) City of Industry

Commencing at the intersection of Valley Boulevard and Lemon Avenue, thence along Valley Boulevard, Hacienda Boulevard, Nelson Avenue, Vineland Avenue, Amar Road, Temple Avenue, Valley Boulevard, 5th Avenue, Salt Lake Avenue, Turnbull Canyon Road, Gale Avenue, Azusa Avenue, Pomona Freeway, Nogales Avenue, Walnut Drive, and Lemon Avenue to Valley Boulevard.

\*(m) Flair Industrial Park

Commencing at the intersection of Rosemead Boulevard and San Bernardino Freeway, thence along San Bernardino Freeway, Rio Hondo Channel, Rosemead Boulevard to the point of beginning.

SECTION 3. ROUTE DESCRIPTIONS

\*The Watts-Compton Improvement Association shall conduct said passenger stage operations between the South-Central Los Angeles Area and the Pomona, Fullerton, Long Beach, Torrance, Harbor General Hospital (Los Angeles), Santa Monica, Commerce, West San Fernando Valley, Van Nuys, East Pasadena, Industry and Flair Industrial Park areas and locations as described, over and along the most direct or appropriate route or routes.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 75013, Application No. 50502.