

ORIGINAL

Decision No. 82297

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of Antelope Valley Bus, Inc., a corporation, for authority to extend and amplify its Route No. 14, Edwards-Lancaster-Palmdale-LAX, serving the Los Angeles International Airport.

Application No. 54176

(Filed July 16, 1973)

O P I N I O N

Antelope Valley Bus, Inc.'s passenger stage operating authority is stated in Decision No. 80617 dated October 17, 1972, in Application No. 53307. Included in its authority is Route No. 14 described as:

Beginning at Edwards Air Force Base, thence via Rosamond Blvd., State Highway 14, Interstate 5, Interstate 405 and any appropriate route to the Los Angeles International Airport (LAX).

Alternates

From the intersection of Interstate 5 and Interstate 405, thence via Interstate 5 and any appropriate route to Hollywood-Burbank Airport.

From State Highway 14, thence via any appropriate route to Palmdale Airport.

All available streets and highways within the Newhall General Service Area, as described herein in Item 5.1 (f) of "Conditions and Restrictions".

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By the application herein, applicant requests authority to enlarge Route No. 14 as follows:

- (1) Establish a new LAX General Service Area.
- (2) Include its present San Fernando General Service Area as a part of its Route No. 14.
- (3) Establish an alternate to serve Van Nuys Airport by operating along Woodley Ave. between Roscoe Blvd. and Sherman Way.

Applicant states the added authority will permit it to transport commuting employees of industries adjacent to the Los Angeles International Airport from and to their homes in its General Service Areas in Antelope Valley, as well as commuters between industries in Antelope Valley and their homes in certain parts of San Fernando Valley.

The proposed LAX General Service Area is described as follows:

Bounded on the north by Manchester Blvd. and on the south by El Segundo Blvd. and their respective prolongations to the Pacific Ocean; on the east by Interstate 405; and on the west by Pacific Ocean.

The proposed Route No. 14 is as follows:

Edwards-Lancaster-Palmdale-LAX, including Hollywood-Burbank Airport and Van Nuys Airport

Beginning at Edwards Air Force Base, thence via Rosamond Blvd., State Highway 14, Interstate 5, Interstate 405 and any appropriate route to the Los Angeles International Airport (LAX) General Service Area, as described herein in Item 5.1 of "Conditions and Restrictions."

Alternates

From the intersection of Interstate 5 and Interstate 405, thence via Interstate 5 and any appropriate route to Hollywood-Burbank Airport.

From State Highway 14, thence via any appropriate route to Palmdale Airport.

From Interstate 405, via Roscoe Blvd.; Woodley Ave. and Sherman Way to Interstate 405, serving Van Nuys Airport.

All available streets and highways within the Lancaster, Western Lancaster, West or East Quartz Hill, Palmdale, Newhall, San Fernando or LAX General Service Areas, as described herein in Item 5.1 of "Conditions and Restrictions."

Proposed fares are:

Adult Weekly Fares  
(5 days per week)

<u>And</u>	<u>Between</u>	<u>LAX General Service Area</u>	<u>East Quartz Hill General Service Area</u>
Lancaster General Service Area		\$15.00	*
East Quartz Hill General Service Area		15.00	*
Palmdale General Service Area		13.00	*
Newhall General Service Area		10.00	\$11.00
San Fernando General Service Area		*	13.00

\*Present restriction does not permit transportation of passengers locally on Route No. 14.

For the present, service is proposed to meet shift changes of persons employed at:

- (1) North American Rockwell and Hughes Aircraft Co. Plants, along Imperial Highway, immediately west of Aviation Blvd., El Segundo, south of the Los Angeles International Airport, and living in the Antelope Valley;
- (2) Air Force Plant 10, Palmdale, (located in present East Quartz Hill General Service Area), and living in Burbank and San Fernando.

Applicant states that if employees at other industries in the LAX General Service Area request bus service between their homes in Antelope Valley and places of employment, it is willing to provide such service if sufficient patronage can be developed.

The proposed schedules are:

No. 14 - Lancaster-LAX and Return Route

<u>Route</u>	<u>A.M.</u>	<u>P.M.</u>
Lancaster General Service Area	Lv 5:25	Ar 6:15
Palmdale General Service Area	" 5:40	" 6:00
Newhall General Service Area	" 6:10	" 5:30
LAX General Service Area	Ar 7:10	Lv 4:20

Service to be operated work days only.

Van Nuys - Palmdale and Return Route

<u>Route</u>	<u>A.M.</u>	<u>P.M.</u>
Van Nuys Airport	Lv 5:25	Ar 4:55
San Fernando General Service Area	" 5:32	4:45
Lockheed Plant 10 (East Quartz Hill General Service Area)	Ar 6:40	3:45

Service to be operated work days only.

Applicant is now operating 31 owned or leased buses in its certificated and chartered services. It alleges that this equipment will be adequate to provide service on its present routes, as well as the proposed extensions of Route No. 14.

Applicant's financial condition is sound and for the first three months of 1973 it had a net profit from operations of \$3,405 (Exhibit E).

Applicant alleges that the proposed services are required by public convenience and necessity for the reasons that:

(a) Both population and industry have increased in Antelope Valley within the past few years; that while residents of Lancaster, Palmdale and vicinity have found employment at local industries, particularly aircraft plants, they desire transportation to and from employment locations adjacent to Los Angeles International Airport; and that people living within applicant's present San Fernando General Service Area (for which authority is now held to carry commuters to and from Saugus) desire transportation to and from jobs in applicant's East Quartz Hill General Service Area.

(b) Applicant has been requested to provide service between Lancaster, Palmdale, and Newhall, on the one hand, and North American Rockwell or Hughes Aircraft Co. Plants in El Segundo, adjacent to the southern boundary of the Los Angeles International Airport, on the other hand.

(c) Applicant has been requested to provide service between points within its present San Fernando General Service Area and Van Nuys Airport, on the one hand, and applicant's East Quartz Hill General Service Area, on the other hand.

Applicant alleges that the proposed service involves short extensions from present Route No. 14 in the Los Angeles Metropolitan Area as follows:

- (1) 1-3/4 miles from Century and Aviation Blvds. to North American Rockwell and Hughes Aircraft Co. Plants on El Segundo Blvd., west of Aviation Blvd.
- (2) 2.5 miles from Interstate 405, via Roscoe Blvd., Woodley Ave., and Sherman Way, returning to Interstate 405.

Applicant alleges that rather than ask for authority to serve specific industries, it is seeking a new LAX General Service Area authority to be able to provide commuter service for people living in the Antelope Valley and employed at one of the many industries near Los Angeles International Airport, should the need arise for such service.

Applicant states it has had long experience in providing bus service for employees traveling between their homes and industrial locations using persons employed at such industries as bus drivers; that this method of operation enables it to keep both its costs of operation and fares at levels lower than could be done if full-time bus drivers were used; and that this same type of operation will be followed in providing the services proposed herein.

Applicant states that the proposed operation of Route No. 14 through the Antelope Valley along all available streets and highways within applicant's present Lancaster, Western Lancaster, West or East Quartz Hill, Palmdale, and San Fernando General Service Areas is desired to allow applicant to pick up and discharge commuter passengers as near as practicable to their homes; and that such authority is already in effect with respect to its Newhall General Service Area.

Copies of the application were served upon Greyhound Lines-West, Southern California Rapid Transit District, Airporttransit, the County Clerk of Los Angeles County, the city of Palmdale, the City Clerk of the city of El Segundo, and the Board of Public Utilities and Transportation of the city of Los Angeles. No protest has been received.

The Commission finds that public convenience and necessity require the granting of the application and concludes that the application should be granted. A public hearing is not necessary. The Commission finds with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

Antelope Valley Bus, Inc. is 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. 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 Antelope Valley Bus, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A, attached hereto and made a part hereof.

2. Appendix A to Decision No. 80617 is amended by substituting First Revised Page 2, First Revised Page 3, and First Revised Page 8, which comprise Appendix A attached hereto, for Original Page 2, Original Page 3, and Original Page 8 of Appendix A to Decision No. 80617.

3. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series and the insurance requirements of the Commission's General Order No. 101-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service 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 ten days after the effective date of this order on not less than ten days' 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 authorized service.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.



- (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.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California,  
this 2nd day of JANUARY, 1974.

Vernon L. Sturgeon  
President

William J. Aguirre Jr.

[Signature]

[Signature]  
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

CONDITIONS AND RESTRICTIONS (Contd.)

## 5.1 (Contd.)

(b) Western Lancaster General Service Area

Bounded on the north by Avenue H, on the east by 25th Street West, on the south by Avenue L, and on the west by 60th Street West.

(c) East Quartz Hill General Service Area

Bounded on the north by Avenue L, on the east by 30th Street East, on the south by Avenue P, and on the west by the Antelope Valley Freeway (State Route 14).

(d) West Quartz Hill General Service Area

Bounded on the north by Avenue L, on the east by the Antelope Valley Freeway (State Route 14), on the south by Avenue P, and on the west by 80th Street West.

(e) Palmdale General Service Area

Bounded on the north by Avenue P, on the east by 40th Street East, on the south by Avenue U, and on the west by 15th Street West.

(f) Newhall General Service Area

Bounded on the west by a line parallel to and one-half mile west of Interstate 5 and Castaic Canyon Road; on the north by the northerly line of Township 4 North S.B.B.M.; on the east by a line parallel to and one-half mile east of Shadow Pines Blvd.; on the east and south by a line parallel to and one-half mile south of State Highway 14.

(g) San Fernando General Service Area

Bounded on the north by the city boundary of the City of Los Angeles; on the south and east by Nordhoff Street, Osborne Street, Foothill Blvd. and Osborne Street; and on the west by the Golden State Freeway and the San Diego Freeway.

\*(h) Los Angeles International Airport Service Area

Bounded on the north by Manchester Blvd. and on the south by El Segundo Blvd. and their respective prolongations to the Pacific Ocean; on the east by Interstate 405; and on the west by Pacific Ocean.

Issued by California Public Utilities Commission.

\*Added by Decision No. 82297, Application No. 54176.

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Appendix A

ANTELOPE VALLEY BUS, INC.  
(a corporation)

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Cancels  
Original Page 3

CONDITIONS AND RESTRICTIONS (Contd.)

- \*6. On-call service shall be operated as required for:
- (a) One or more persons between Lancaster and Fox Airfield; or
  - (b) Two or more persons between Edwards Air Force Base and Fox Airfield; or
  - (c) Five or more persons between Palmdale Airport and Palmdale, Lancaster, Newhall General Service Area or Los Angeles International Airport; or
  - (d) Five or more persons between Lancaster, Palmdale, Palmdale Airport or Newhall General Service Area and Hollywood-Burbank Airport; or
  - (e) 28 or more persons on Routes Nos. 7, 8, 9, 10 and 11; or
  - (f) 24 or more persons on Routes Nos. 12 and 13.
7. Palmdale Airport is the area now contained within that airport or as it may exist in the future.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 82297, Application No. 54176.

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Appendix A ANTELOPE VALLEY BUS, INC.  
(a corporation)

First Revised Page 8  
Cancels  
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ROUTE DESCRIPTIONS (Contd.)

Route No. 12 - Lancaster

Beginning at Lancaster, thence via State Route 14 and any appropriate route to any point of interest listed in Item 8 of "Conditions and Restrictions" of this Appendix.

Route No. 13 - Palmdale

Beginning at Palmdale, thence via State Route 14 and any appropriate route to any point of interest listed in Item 8 of "Conditions and Restrictions" of this Appendix.

\*Route No. 14 - Edwards-Lancaster-Palmdale-LAX,  
including Hollywood-Burbank Airport

Beginning at Edwards Air Force Base, thence via Rosamond Blvd., State Highway 14, Interstate 5, Interstate 405 and any appropriate route to the Los Angeles International Airport (LAX) General Service Area, as described herein in Item 5.1 of "Conditions and Restrictions."

Alternates

From the intersection of Interstate 5 and Interstate 405, thence via Interstate 5 and any appropriate route to Hollywood-Burbank Airport.

From State Highway 14, thence via any appropriate route to Palmdale Airport.

From Interstate 405, via Roscoe Blvd., Woodley Ave. and Sherman Way to Interstate 405, serving Van Nuys Airport.

All available streets and highways within the Lancaster, Western Lancaster, West or East Quartz Hill, Palmdale, Newhall, San Fernando or LAX General Service Areas, as described herein in Item 5.1 of "Conditions and Restrictions."

Route No. 15 - Bermite Division Plant

Beginning at any point in the Western Lancaster, Lancaster East or West Quartz Hill or Palmdale General Service Areas, thence along the Antelope Valley Freeway (State Route 14), or alternate Sierra Highway, Soledad Canyon Road to Bermite Division Plant, Whittaker Corporation, 22116 West Soledad Canyon Road, Saugus.

Route No. 16 - San Fernando-Bermite via San Fernando Road

Beginning at any point in the San Fernando General Service Area, thence via the Golden State Freeway (Interstate 5), State Route 14, San Fernando Road and Soledad Canyon Road to the Bermite Division Plant in Saugus.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 82297, Application No. 54176.