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ORIGINAL

Decision No. S3109

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 establish its Route 23, West San Fernando Valley - LAX General Service Area, only for the transportation of persons to or from industries in that area.

Application No. 54605  
(Filed January 28, 1974)

In the Matter of the Application of ANTELOPE VALLEY BUS, INC., a corporation, for authority to establish its Route 24, Lancaster-San Fernando Valley - LAX General Service Area, only for the transportation of persons to or from industries in that area.

Application No. 54666  
(Filed February 15, 1974)

James H. Lyons, Attorney at Law, for applicant.

Stephen T. Parry, for Southern California Rapid Transit District, protestant.

John deBrauwere, for the Commission staff.

### O P I N I O N

Antelope Valley Bus, Inc., presently providing service as a passenger stage corporation between various points in southern California, requests authority to extend service between specified areas in Lancaster and the San Fernando Valley, on the one hand, and its Los Angeles General Service Area, on the other hand, via proposed Routes 23 and 24. The services are designed to meet the commutation needs and requirements of individuals who work at industries located in the general vicinity of the Los Angeles International Airport.

The application was protested by the Los Angeles Rapid Transit District (RTD), and a public hearing was held before Examiner

Daly on May 13, 1974 at Los Angeles, with the matter being submitted upon receipt of briefs, since filed and considered.

The record indicates that applicant, in addition to its certificated operations, is also authorized to operate pursuant to a charter-party permit and at the request of certain individuals has been providing a commute service over Route 23 for the past year and over Route 24 since January 1974.

Service over Route 23 commences at 6:05 a.m. with the first pickup at Oakdale Avenue and Parthenia Street in West San Fernando Valley. Subsequent stops are made at Parthenia Street and Mason Avenue, Victory Boulevard and Canoga Avenue, Canoga Avenue and Ventura Freeway, Ventura Freeway and White Oak Avenue, White Oak Avenue and Burbank Boulevard, Burbank Boulevard and Balboa Boulevard, Balboa Boulevard and Ventura Freeway, Imperial Highway and Aviation Avenue, with arrival at the Rockwell International plant at 7:15 a.m. The return trip leaves Rockwell International at 4:25 p.m. and arrives at Oakdale Avenue and Parthenia Street at 5:45 p.m.

Applicant proposes a single round trip fare of \$2.50 and a weekly 10-ride fare of \$10.00 on Route 23.

Route 24 commences at 5:15 a.m. with the first pickup point being the Sears parking lot in Lancaster. Subsequent pickups are made at 5th Street West and Palmdale Boulevard in Palmdale, the Princessa off-ramp in Newhall, Devonshire Avenue and Sepulveda Boulevard in Mission Hills, with arrival at the Rockwell International plant at 6:55 a.m. and final destination at the Hughes Aircraft Company at 7:03 a.m. The return trip leaves Hughes Aircraft Company at 4:10 p.m. and arrives at Lancaster at 6:05 p.m.

The proposed fares for Route 24 are \$10 per week from the Newhall-Saugus area, \$13 per week from the Palmdale area and \$15 per week from the Lancaster area. No daily round trip fare is proposed on Route 24.

Applicant owns and operates 41 air-conditioned buses, with capacities ranging from 36 to 45 passengers. As of September 30, 1973, applicant indicated a net worth in the amount of \$112,442.

Three public witnesses appeared in support of proposed Route 23 and three appeared in support of proposed Route 24. In brief, they testified that before using applicant's service between the proposed points they relied upon private automobiles or car pools to commute between home and work; that applicant's service was reliable and convenient; that there was no existing direct public transportation service between points in the San Fernando Valley and their place of employment; and that if certificated they would continue to use applicant's service.

One witness, who is employed at Rockwell International and who drives Route Bus 23, testified that she was instrumental in getting applicant to commence the service on an experimental basis. After she, and others acting at her suggestion, had contacted RTD, they had been informed that travel between points in the San Fernando Valley and the Rockwell International plant via RTD would require several transfers and would vary in time from 2 to 3 hours.

A representative of RTD testified that his company employs 4,000 people and operates 1,800 buses; that RTD presently provides service between the San Fernando Valley and points in the vicinity of the Los Angeles International Airport; that said service would require transferring and under the most favorable conditions from some points in the valley could be traveled slightly in excess of one hour; that such service is available at a fare of 25 cents plus 10 cents for transfer privileges; that said 35 cents fare is subsidized by the county of Los Angeles; that the subsidy will expire on June 30, 1974, unless approved by the electorate; that RTD is

in the process of planning park-and-ride centers, from which direct bus service will be provided to downtown Los Angeles and hopefully to the Los Angeles International Airport; and that the proposed service would be in direct competition with RTD's existing and planned services.

After consideration the Commission finds that:

1. Applicant is presently authorized to conduct operations as a passenger stage corporation and as a charter-party permit carrier.

2. For some time past applicant has been providing a commute service between points in the Lancaster, Palmdale, Newhall, and San Fernando Valley areas, on the one hand, and the Rockwell International plant and the Hughes Aircraft Company; on the other hand, for employees of said companies.

3. At the present time there is no direct public means of transportation between the proposed areas although RTD is considering the construction of park and ride centers, from which direct bus service may be available to the Los Angeles International Airport area.

4. The proposed service would provide no local competition with RTD, but would meet an existing need for direct bus service for many individuals between their homes and places of employment.

5. The proposed service would help to reduce the use of private automobiles and thereby help to reduce traffic congestion and air pollution.

6. Although applicant requests authority to serve all points within specified areas, its actual operations, which applicant assertedly seeks to continue as a certificated carrier and which

are supported by the public witness testimony, are being conducted between specifically designated points of pickup within said areas and specific places of employment, i.e. Rockwell International near Imperial Highway and Hughes Aircraft near Nash and Imperial Highway.

7. We find with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

After consideration the Commission concludes that the applications should be granted to the extent necessary to cover the exact points of pickup and destination as set forth in Exhibit 2 in each application, over any and all available routes, and in all other respects denied.

O R D E R

IT IS ORDERED that:

1. Appendix A of Decision No. 80617 dated October 17, 1972 in Application No. 53307 is amended by incorporating Second Revised Page 5 and Original Page 10, attached hereto and made a part hereof.

2. Within sixty days after the effective date hereof and on not less than five days' notice to the Commission and to the public, applicant shall amend its tariffs and timetables presently on file with this Commission to reflect the authority herein granted.

A. 54605, 54666 af

3. In all other respects Applications Nos. 54605 and 54666 are denied.

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

Dated at San Francisco, California, this 9<sup>th</sup> day of JULY, 1974.

James L. Lister  
President  
William J. Lister  
William J. Lister  
William J. Lister  
William J. Lister  
Commissioners

CONDITIONS AND RESTRICTIONS--Contd.

9. Where route descriptions are given in one direction they apply to operation in either direction unless otherwise directed.
10. For operating convenience only, motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets, or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
11. No persons or express shall be transported between Palmdale and Lancaster, except between the Palmdale Airport and Lancaster and school children using special school service.
12. Canceled. Service area descriptions formerly shown in this item are set forth in Item 5.1.
13. No passengers or express shall be transported on Route 14 where origin and destination are both:
  - a. South of the intersection of Interstate 5 and State Highway 14; or
  - b. Between Rosamond and the Newhall General Service Area, both points inclusive including intermediate points. This part of the restriction shall not apply to passengers traveling to or from Palmdale Airport.
14. Service on Routes 16, 17, and 18 shall be limited to the transportation of passengers destined to or originating at the Bermite Division Plant in Saugus.
- \*15. Service on Route 22 is to be limited to passengers destined to or originating at Mojave Airport or industries thereon.
- \*16. Service on Route 23 shall be limited to passengers destined to or originating at the Rockwell International Plant on Imperial Highway.
- \*17. Service on Route 24 shall be limited to passengers destined to or originating at the Rockwell International and Hughes Aircraft Plants on Imperial Highway.

Issued by California Public Utilities Commission.

\*Added by Decision No. 83109, Applications Nos. 54605 and 54666.

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APPENDIX A  
(Dec. 80617)

ANTELOPE VALLEY BUS, INC.  
(a corporation)

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ROUTE DESCRIPTIONS - Contd.

\*Route No. 23

Between the following intersection points in West San Fernando Valley, on the one hand: Oakdale Avenue and Parthenia Street, Parthenia Street and Mason Avenue, Victory Boulevard and Canoga Avenue, Canoga Avenue and Ventura Freeway, Ventura Freeway and White Oak Avenue, White Oak Avenue and Burbank Boulevard, Burbank Boulevard and Balboa Boulevard, Balboa Boulevard and Ventura Freeway, and, on the other hand, Imperial Highway and Aviation Avenue, and the Rockwell International plant on Imperial Highway, via any and all available routes.

\*Route No. 24

Between the Sears parking lot in Lancaster; 5th Street West and Palmdale Boulevard in Palmdale; the Princessa off-ramp in Newhall; Devonshire Avenue and Sepulveda Boulevard in Mission Hills, on the one hand, and the Rockwell International and Hughes Aircraft plants on Imperial Highway, on the other hand, via any and all available routes.

Issued by California Public Utilities Commission.

\*Added by Decision No. 83109, Applications Nos. 54605 and 54666.