

ORIGINAL

Decision No. 83120

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of SOUTHERN CALIFORNIA COMMUTER
BUS SERVICE, INC., a corporation,
for a certificate of public
convenience and necessity for
passenger stage service and to
issue and sell stock.

Application No. 54141
(Filed June 27, 1973;
amended November 2, 1973)

James H. Lyons, Attorney at Law, for Southern
California Commuter Bus Service, Inc., applicant.
Richard T. Powers, Attorney at Law, and Stephen T.
Parry, for Southern California Rapid Transit
District; and Russell & Schureman, by
R. Y. Schureman and Christopher Ashworth,
Attorneys at Law, for Four Winds Transportation,
Inc., Douglas Bus Lines, Inc., Mark IV Charter
Lines, Inc., and Great Western Stage Lines;
protestants.
Kennard R. Smart, Jr., Attorney at Law, for Orange
County Transit District, interested party.
John deBrauwere and Fred K. Hendricks, for the
Commission staff.

O P I N I O N

Applicant Southern California Commuter Bus Service, Inc.,
a California corporation, requests a certificate of public convenience
and necessity to operate as a passenger stage corporation between the
junction of Oso Parkway and Goleta Drive (Golf Club), Mission Viejo,
Orange County, and the junction of Century Boulevard and La Cienega
Boulevard, Inglewood, Los Angeles County, with stops at certain
intermediate points. The proposed service will operate only during
the morning and late afternoon commute rush hours and will be
restricted to the transportation of employees of six major employers

located in the vicinity of the Los Angeles International Airport. The major route of traversal will be the San Diego Freeway and the run is some 55 miles long. The application also requests authority to sell and to issue 100 common shares of stock, par value \$100 per share. A hearing was held on the application at Redondo Beach and at Los Angeles at which 17 public witnesses appeared and gave testimony in support of the application. The application was protested by Southern California Rapid Transit District (RTD), Four Winds Transportation, Inc. (Four Winds), Mark IV Charter Lines, Inc. (Mark IV), Douglas Bus Lines, Inc. (Douglas), and Great Western Stage Lines (Western). The matter was submitted upon the filing of concurrent briefs on January 12, 1974. Applicant offered testimony through its president, Ronald J. Hoffman, who is also a full-time employee of the McDonnell-Douglas Corporation.

Mr. Hoffman testified that in January of 1969 McDonnell-Douglas Corporation transferred about 2,000 of its employees from its Santa Monica plants to its new Huntington Beach facility. At that time he was employed at McDonnell-Douglas in Santa Monica as a research supervisor. Not wanting to drive from West Los Angeles to Huntington Beach, and not being able to move at that time, he organized a group of approximately 45 passengers into what he considered to be an extended car pool arrangement. He then contacted several of the existing bus companies to see what kind of service was available. Between January of 1969 and approximately April of 1971, Mr. Hoffman organized five routes running between the McDonnell-Douglas Astronautics plant in Huntington Beach, on the one hand, and Santa Monica, West Los Angeles, Culver City, and the Westchester area, on the other hand. It was about that time that he was approached by other companies to assist them in setting up commuter routes for their employees.

For that purpose Mr. Hoffman founded an individual proprietorship organization which he called Commuter Bus Service and which was commonly known as "Com-Bus". In this organization Mr. Hoffman has "area coordinators" who supervise the organization of several routes in one general location. Mr. Hoffman (or the area coordinator) then appoints one person, who ordinarily rides the bus, as the "bus captain" on each bus. The bus captain assertedly supervises the satisfactory operation by the driver, sees that the proper route is followed, the proper stops are made, receives any complaints from the passengers with regard to equipment or otherwise, assigns passengers to various seats, collects the weekly charge from the passenger, and forwards the money to Mr. Hoffman. For this the bus captain receives nothing more than a free ride to and from work. (The application states that Mr. Hoffman has "personally organized forty-two separate commuter routes.") Buses used in all the operations are leased with drivers. Mr. Hoffman ostensibly leases the buses with drivers who perform the service from charter-party bus companies. The service for which authority is requested in the application is currently being operated by Com-Bus with three buses serving 140 passengers daily each way. It will be taken over by applicant with little or no change in format if this application is granted. Applicant stated that it will secure its buses and drivers to operate the route from Class A charter-party bus companies under individual leases; a copy of one was introduced into evidence. The lease and testimony adduced concerning the lease showed that each bus would be leased only for that period necessary to make (1) the home-to-work run and (2) the work-to-home run. Each of these periods totals approximately 120 minutes. During the remaining 20 hours of the day the bus would revert to the lessor. The lease states that the driver of the bus will be an employee of the lessor; that the lessor will dispatch

the bus in time to make the first pickup in the morning and afternoon as specified in the lease; that lessor will use his best efforts to maintain the schedule specified in the lease with due regard for all safety factors and applicable laws; that lessor will maintain and service the bus and pay all fuel, taxes, and operating expenses of the bus; that lessor will procure insurance to cover the bus and its operations and that the insurance policy will name lessee as an additional insured; that lessor agrees to indemnify and hold harmless the lessee from any and all claims, demands, and liability directly or indirectly attributed to the operation of the bus; that if the bus does not arrive at the initial origin point on schedule, the weekly payment by lessee to the lessor shall be reduced proportionately; and that during the hours of operation under the lease the driver of the bus shall be under the "supervision, direction, and control" of the lessee. The lease sets out the route to be operated and the stops to be made and the timetable to be followed. Rental payments are a flat weekly fee. Drivers of the leased buses will be solely under the lessor of the equipment for the purposes of operating the bus and complying with applicable state laws and regulations that refer to vehicle safety and driving. Applicant has no driver safety rules and does not propose to test a driver's proficiency.

Mr. Hoffman expects applicant to make a gross profit per week per leased bus of \$43. He expects that the operation will need at least three buses, the number which are presently being operated. In the event he is not successful at any time in securing buses under lease, or if the Commission required him to purchase buses, or if he found it expedient or necessary to purchase buses, he stated that he is in a position to purchase buses.

Mr. Hoffman intends to cause applicant to issue him 100 shares of stock at \$100 a share. Applicant presently has no issued or outstanding stock. Once the stock is issued and certain personal property is transferred to applicant, Mr. Hoffman expects that there will be no less than \$5,000 cash available for working capital. Applicant amended the instant application to include service to McDonnell-Douglas pursuant to the request of Mr. Aldrich, an executive of the McDonnell-Douglas Astronautics Company. Mr. Aldrich personally would use the service and knows approximately eight employees of his who live in Orange County near the stops on the bus line.

The amendment to the application to include service for Hughes employees allegedly came at the request of passengers who ride on a commuter bus being operated over the same route as that applied for, which was organized and supervised by Mr. Keith Miller. Mr. Miller, an employee of Hughes, had been using charter-party bus companies to perform the commuter service. He testified concerning his experience in using charter-party bus companies to perform the service in part as follows:

"...we had gone from Leisure to Golden West...

"I then went with a company called Taylor Bus Company and they meant well, but their equipment just continually broke down. I would build up the load and we would get lousy service for several days and would lose several passengers.

"Eventually we went to a company called American Adventures.

"I had called Leisure again to see if they would take us... He called me back and said he couldn't provide it...

"...a fellow named Frank Hanoiski from Las Vegas called and said he had a couple of buses in the area... As time went on we built up the load and every few weeks the minimum would be raised, but along in there somewhere Mr. Hanoiski called and said he thought he was going to get out of the commuter business..."

Mr. Miller subsequently turned over the route to Com-Bus. At the time of his association with Com-Bus he had 33 riders, and at the present time the run is operating a 45-passenger bus and from time to time has a waiting list. He attributes his growth to the good service which they received once they were associated with Com-Bus. When Four Winds suddenly joined the RTD in protest to this application after Mr. Miller thought that there was a mutual understanding as to the arrangement, he thought it was necessary to take some steps to protect his passengers. The question was presented to the bus riders as to whether they would want to support the Four Winds application (54099) or have Com-Bus represent them and amend its present application to include Hughes employees. The passengers voted 40 to 1 in favor of the amendment. As a result this application was amended to include Hughes employees, and three of them, including Mr. Miller, testified as to the need and necessity for this applicant to operate that service. The bus riders themselves preferred Com-Bus because of the philosophy that Com-Bus could go to another bus company if they needed to get good service. Mr. Miller stated his confidence in Com-Bus to arrange to get different buses from any number of sources if one service turns out unsatisfactory. He testified that there are probably a couple of dozen charter bus companies that advertise that buses are available for lease. Com-Bus, he stated, is in the business of trying to arrange routes, dealing with companies, dealing with the passengers, and getting a route laid out and that none of the charter companies are in this business.

Fifteen other public witnesses testified as to the need for the service proposed in this application. These witnesses represented various locations throughout Orange County: Seal Beach, Westminster, Huntington Beach, Garden Grove, El Toro, Irvine, and Santa Ana. These witnesses were employed by TRW, Xerox, FAA, McDonnell-Douglas, and Hughes Aircraft. The reasons given by the various public witnesses were: It eliminated the need for a car pool; they liked the reclining seats on the buses which would enable them to nap or rest on the way to or from work; they like the ability to read on the bus; it eliminated the need to purchase a second car; it helps solve the problems of energy crisis, air pollution, shortage of natural resources, overcrowding freeways, and inadequate parking facilities; the service by bus took only about 10 minutes longer than driving personally; the general reluctance to drive to and from work for any great distance, e.g., Miss Mae Stees testified that she has a 1969 Volvo which has 140,000 miles on it, and all of it, with the exception of a couple months, is driving to and from work. Applicant witness Robison testified that he was supporting the application because "...I feel we need somebody to represent us riders because we went through so many different bus companies." Although many of the witnesses were paying \$10.00 at the time of the hearing, there would be no objection to the \$11.50 rate which the applicant is seeking. Mr. Robison testified that the charge of \$11.50 against the \$10.00 he was presently paying would not frighten him off; Helen Ludwig stated that she was paying \$10.00 a week and would not like \$11.50 as well, but would not have any objection versus the driving. Mr. Keith Miller, a bus captain, stated that the passengers all know that fuel costs are increasing and wages are increasing and sooner or later the fare will have to go up. The fact that they are presently paying \$10.00 and applicant is seeking \$11.50, Mr. Miller thought would make no difference to the passengers. Witness Saferstein testified he checked

with the RTD to see if he could use public transportation from his home to his place of employment. He introduced Exhibit 12 which demonstrated that it would take him three hours and forty-two minutes one way and four hours and three minutes the other way by public transportation to go to work. It would involve taking five buses on different lines involving four transfers. The cost according to his calculations would be \$1.59 one way or \$15.90 a week, but he testified that it was quoted by the RTD Operator No. 78 that the cost would be \$2.21 one way, or a total of \$22.10 a week. At the present time he boards a Com-Bus coach at 7:00 and arrives at work at 7:40 to 7:50. Several witnesses testified that they were unable to work out any program with the RTD.

Various industries appeared to support the commuter bus service for their employees. Mrs. Kathleen Wingert of TRW was of the opinion that transportation being developed right now by the applicant would be of benefit to the employees of TRW. Mr. Bill Williams, speaking for the FAA management, supported the concept of commuter bus programs and stated that he believed that Com-Bus provides the answer. Mr. Aldrich is an executive for the McDonnell-Douglas Astronautics Company and stated his desire to have the service run to his plant. Mr. Jack Green, general manager of the Department of Environmental Quality for the city of Los Angeles, testified that among his duties is the obligation to take a look at proposed programs that will improve the environment and call these to the attention of the mayor and the City Council. He had been directed by Mayor Bradley of Los Angeles to look into the feasibility of establishing car pools and commuter bus or subscription service into the Civic Center area and central business district. His agency is particularly concerned with the greater use of public transportation for commuting because of the urgency of the air pollution problem. The extension of the service

in and around the Los Angeles International Airport, he testified, makes the proposed application a direct concern of his. Mr. Green is also a member of the City Council of the city of Huntington Beach where stops will be made to bring its residents to their place of employment around the Los Angeles International Airport. Mr. Green presented Exhibit 11 which is a resolution to support the application submitted by the city of Huntington Beach.

On brief applicant contends that public convenience and necessity require the granting of the certificate as requested; that a passenger stage corporation does not have to own equipment; that the lease as proposed is not in violation of the Commission's General Order No. 98-A, Section 12.01; and that, if required by the Commission, applicant will purchase equipment and obtain whatever is required by the Commission in the way of insurance. Applicant argues that the granting of this application will be good for all parties. The public will have the service designed to meet their individual needs by an organization which has the expertise and ability to design the routes, stops, schedules, and fares. The charter-party carriers will receive additional revenues at a time when their equipment would otherwise remain idle. The applicant will have a pool of equipment available at reasonable rates and can offer commuter service at fares that are practical and are reasonable to the commuter. Applicant contends that the Commission must recognize that commuter bus service is a new and different concept from the time-honored transit system in that users determine the pickup route, the schedule, and dropoff points, and tailor the bus service to meet the users' needs, instead of the other way around. Furthermore, the service is not open to the general public.

Protestant Mark IV holds a Class A charter-party certificate and has a passenger stage certificate authorizing it to operate a commuter service between Culver City, Palms, and Malibu, on the one hand, and, on the other hand, McDonnell-Douglas at Huntington Beach. Mark IV has been in business two years and operates 11 buses, 6 of which are leased on a long-term basis and are assigned to a commuter run under Com-Bus in areas not involved in this application. Mark IV has no passenger stage certificate competitive with the requested authority. The president of Mark IV stated that he was protesting the application in the interest of protecting his company and his industry, citing his belief that the proposed operation was mere brokerage, the lease arrangement unlawful, and the method of obtaining insurance coverage unlawful as well. Mark IV presently has on file with this Commission several applications which would be directly competitive with certain other applications filed by applicant, and Mark IV assertedly needs the profits from its commuter runs to maintain its charter bus operations. Protestant Four Winds is a charter bus operator and has an application (No. 54099) on file with this Commission to engage in a commuter service which will be in part competitive with this application. Four Winds' application was filed prior to this application and is limited to the transportation of employees of Hughes Aircraft. Four Winds operates 10 of its own buses. The president of Four Winds testified that his company has to have utilization of equipment on commuter runs to sustain his charter operation and at the time of the hearing was operating a commuter run from Orange County in connection with Com-Bus. On brief these protestants contend that because applicant will own no buses or hire any drivers the operation will be illegal because it will violate the Commission's General Order No. 98-A, Part 12, which requires the driver of the vehicle to be under the complete supervision, direction,

and control of the lessee of a passenger stage and such complete supervision, etc., is impossible under the proposal. Protestants also contend that under the proposed operations the lessor owner-operator must have duplicate certificated passenger stage authority to lawfully perform the service under the so-called lease with applicant, as the lessor owner-operator will be engaged in for-hire transportation within the holding of Payments Made to Underlying Carriers, 48 CPUC 581. Protestants further object to the granting of the application because the projected gross profit of the applicant will amount to excessive executive compensation and that the authority sought essentially duplicates authority being sought by Four Winds. Lastly, protestants Mark IV and Four Winds doubt that applicant will be able to get a fuel allocation during the current national fuel shortage.

Protestant RTD is a public corporation established in 1964 by virtue of Section 30000 et seq. of the Public Utilities Code for the purpose, among other things, of providing transit service in southern California, principally in Los Angeles County. The witness for RTD objects to the granting of the application mainly on the grounds that the requested service will interfere with the short-range and long-range plans of RTD in that it would result in the fragmentation of RTD's service area and tend to lessen RTD's mandated responsibility for providing future mass rapid transit service. The witness for RTD asserted that it was RTD's view that the legislation under which RTD operates permits it to establish rapid transit service between its taxing district of Los Angeles County and surrounding counties such as Orange County. The witness testified that during the summer of 1973 RTD embarked upon a program of offering a subscription service of a type similar to that proposed by applicant from San Bernardino to downtown Los Angeles. The witness testified that it was not now possible to make the trip from Mission Viejo to

the destination points contained in the application by RTD service, but that RTD could provide for that service if there is a need or necessity for it but at substantially higher rates than proposed by applicant. The witness pointed out that Section 30637 of the Public Utilities Code prohibits RTD from competing with a private public utility bus company but does not prohibit a private public utility bus company from competing with RTD. The witness also stated that RTD has been in negotiations with TRW, one of the companies whose employees applicant would haul if this application were granted. On brief RTD argues that applicant is a mere "paper organization" which could frustrate the intent of the legislature by preventing RTD from exercising RTD's mandated duties to provide public transit facilities. RTD also argues that applicant under its proposal will not be exercising complete supervision, direction, and control over the drivers of the buses as required by Part 12 of the Commission's General Order No. 98-A.

Four Winds made a motion to consolidate for decision two of its applications, Nos. 54099 and 54413, with the herein application. To date Application No. 54413 has not been heard.

Findings

1. Applicant seeks a certificate of public convenience and necessity to operate as a passenger stage corporation between points in Orange County and certain industrial sites in the vicinity of the Los Angeles International Airport restricted to the transportation of passengers employed at those industrial sites.

2. Applicant proposes to conduct the operation with buses chartered primarily from charter-party carriers and scheduled to cater to commute hour traffic, Monday through Friday.

3. The proposed operation is presently being conducted by applicant's president with three buses serving approximately 140 passengers and will be taken over by applicant if this application is granted.

4. The principal route of operation will be the San Diego Freeway with stops off of the freeway.

5. Buses with drivers are available for charter by applicant from charter-party carriers to maintain the proposed operation.

6. Applicant has "area coordinators" who supervise the organization and operation of buses on several routes in one general location, who in turn appoint one person, who ordinarily rides the bus, as the "bus captain" on each bus. The bus captain supervises the satisfactory operation by the driver, sees that the proper route is followed and the proper stops are made, receives passenger complaints, assigns seats, and collects the weekly fare and forwards the money to applicant.

7. In view of the arrangement set forth in Finding 6 applicant, through its area coordinators and bus captains, will exercise complete supervision, direction, and control of the operation.

8. Applicant should execute a charter agreement for the buses and drivers setting forth the specific times and operations between points, to assure reliability of service and to clearly indicate when applicant has control of the operation.

9. Applicant through its president has the experience and ability to conduct the proposed operation.

10. In using chartered buses belonging to other carriers in the operation applicant will require but a minimum amount of capital, and applicant's proposed capitalization appears adequate to finance the operation.

11. Seventeen public witnesses, all riders in the proposed service, appeared and gave testimony in support of the application.

12. There is presently no certificated passenger stage service between the points and over the routes or within the territory applicant proposes to operate.

13. Service by RTD and connecting lines take a substantially greater time than the service proposed by applicant.

14. Public convenience and necessity require the granting of a certificate restricted as set out in Appendix A attached hereto.

15. The project involved in this application will not have, with reasonable certainty, a significant effect on the environment.

16. The proposed security issue is for proper purposes and the money, property, or labor to be procured or paid for by the issue of the security authorized by this decision is reasonably required for the purposes specified, which purposes are not, in whole or in part, reasonably chargeable to operating expenses or to income.

17. No good purpose would be served in delaying the rendition of this opinion awaiting hearing and submission of Application No. 54413.

Conclusion

1. A certificate of public convenience and necessity to operate as a passenger stage corporation as set out in the ensuing order should be issued to applicant. ✓

2. Applicant should be authorized to issue 100 shares of stock as requested in the application. |

Applicant 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 Southern California Commuter Bus Service, 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. 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.
- (f) Applicant shall execute a charter agreement(s) for the buses and drivers which sets forth the specific times and operations between points involved herein.

3. On or after the effective date of this order and on or before September 15, 1974, for the purposes specified in this proceeding, applicant may issue not exceeding 100 shares of its common stock having a par value of \$100 per share.

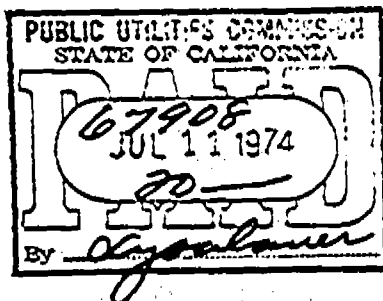
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4. The issuer of the securities authorized by this order shall file with the Commission a report, or reports, as required by General Order No. 24-Series.

5. The motion to consolidate for decision the herein application with Applications Nos. 54099 and 54413 is denied.

6. The authority granted by this order to issue stock will become effective when the issuer has paid the fee prescribed by Section 1904.1 of the Public Utilities Code, which fee is \$20. In other respects the effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 9th
day of JULY, 1974.



[Signature] President
[Signature]
[Signature]
[Signature] Commissioners

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Appendix A

SOUTHERN CALIFORNIA COMMUTER
BUS SERVICE, INC.

Original Page 1

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions, limitations,
exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities
Commission of the State of California will be made as revised pages
or added original pages.

Issued under authority of Decision No. 83120
dated JUL 9 -, 1974 of the Public Utilities Commission
of the State of California, on Application No. 54141.

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

Southern California Commuter Bus Service, Inc., a corporation, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers between the Cities of Mission Viejo, El Toro, Huntington Beach, Fountain Valley, Westminster, Garden Grove, Seal Beach, and Long Beach, on the one hand, and TRW Systems Group, Inc. at Redondo Beach, Federal Aviation Administration at Hawthorne, Xerox Corporation, McDonnell-Douglas Astrophysics facilities, Hughes El Segundo facilities and Hughes Airport facilities at El Segundo, and Fairchild Industries at Manhattan Beach, on the other hand, over and along the route hereinafter described, subject, however, to the authority of this Commission to change or modify said route at any time and subject to the following provisions:

- (a) 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.
- (b) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- (c) All transportation of passengers shall be limited to employees of TRW Systems Group, Inc., Federal Aviation Administration, Xerox Corp., Fairchild Industries, Inc., McDonnell-Douglas Astrophysics Facilities, Hughes El Segundo Facilities, and Hughes Airport Facilities.

Issued by California Public Utilities Commission.

Decision No. 83120, Application No. 54141.

SECTION 2. ROUTE DESCRIPTION.

Route No. 1

Commencing at OSO Parkway and Goleta Drive (Golf Club), Mission Viejo (1); thence west on OSO Parkway, north on San Diego Freeway, north on La Paz Road to Muirlands Boulevard, Mission Viejo (2); south on Muirlands Boulevard, north on San Diego Freeway, east on El Toro Road to Bridger Road, El Toro (3); west on El Toro Road, north on San Diego Freeway to Culver Boulevard, Irvine (4); north on San Diego Freeway south on Brookhurst to Adams Avenue, Huntington Beach (5); north on Brookhurst to Warner Avenue (6); west on Warner Avenue, north on San Diego Freeway to Westminster (7); west on San Diego Freeway to Valley View, north on Valley View to Cerulean (8); north on Valley View, west on Lampson, north on Seal Beach Boulevard to Rossmoor Shopping Center, Seal Beach (9); south on Seal Beach Boulevard, north on San Diego Freeway to Bellflower Boulevard (10); north on San Diego Freeway, north on Inglewood Avenue, west on Compton Boulevard to Aviation Boulevard where passengers are discharged; north on Aviation to Rosecrans Boulevard where passengers are discharged; north on Aviation to Alaska Avenue, where passengers are discharged; then north on Aviation, west on El Segundo Boulevard to the McDonnell-Douglas Astrophysics Facility and the various Hughes El Segundo Facilities and Hughes Airport Facilities in the area bounded by the south side of El Segundo Boulevard, the east side of Sepulveda Boulevard, the north side of Imperial Highway and the east side of La Cienega Boulevard. Return by reverse of the above route.

Numbers indicate locations set forth below where passengers are picked up or discharged.

STOPSNo.

1. OSO Parkway and Goleta Drive (Golf Club), Mission Viejo
2. La Paz Road and Muirlands Boulevard, Mission Viejo
3. El Toro Road and Bridger Road, El Toro
4. Culver Boulevard and San Diego Freeway, Huntington Beach
5. Brookhurst and Adams, Huntington Beach
6. Warner and Brookhurst
7. Westminster and San Diego Freeway
8. Valley View and Cerulean, Garden Grove
9. Seal Beach Boulevard at Rossmoor Shopping Center, Seal Beach
10. Bellflower Boulevard and San Diego Freeway, Long Beach

Issued by California Public Utilities Commission.

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