

83456

Decision No. _____

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
Southern California Transit Co.
"a corporation" for certificate of
public convenience and necessity to
operate a dial-a-ride passenger
service throughout the San Fernando
Valley portion of the County of
Los Angeles.

Application No. 54871
(Filed May 13, 1974;
amended July 17, 1974)

O P I N I O N

Southern California Transit Co. seeks in this application to establish a "dial-a-ride" service in a portion of the San Fernando Valley, for which fares will be charged on an individual basis.

The application originally referred to an "initial operational area" in the Sylmar, San Fernando, and Pacoima area, and a "system area" incorporating most of the entire San Fernando Valley. The "initial operational area" includes portions of the cities of San Fernando and Los Angeles.

Southern California Rapid Transit District informed the Commission by letter that it welcomed the service in the initial area as "an important improvement" but that it protested that portion of the application which requested certification for the entire San Fernando Valley area on the basis (to quote from the application) that the "system will be expanded throughout the entire area as funding is obtained from various sources."

The applicant, because of this protest, advised the Commission in writing that it would withdraw its request for certification in the "system area". Applicant then filed an amendment to the application on July 17, 1974 which furnished the Commission with a metes and bounds description of the proposed service area, which is merely intended to be descriptive of the "initial operational area" except for a minor extension at the southerly end to include Tuxford Street as the southern boundary. There are no protests to this extension. The metes and bounds description furnished in the amendment to the application reads as follows:

"On the west the Golden State Freeway south to Tuxford Street and easterly Sunland Boulevard, Sunland Boulevard north to a line of Clybourn Avenue and along Clybourn Avenue northerly to the City of Los Angeles line, follow the City of Los Angeles line north and west to Needham Street and the south on Needham Street to the Golden State Freeway."

The proposed standard fare is 50 cents per passenger, with reduced fares of 25 cents each for senior citizens (defined in the amendment to the application as persons 55 years of age and older), and 25 cents each for children under 12 accompanied by an adult. The fares are to be collected by the driver either in cash or in coupons purchased in advance. All fares are to be deposited in a fare box in the vehicle.

Initially, the service equipment will consist of six new checker seven-passenger (plus driver) capacity vehicles which will be painted with distinctive markings. The service will operate "on call", 7 a.m. to 7 p.m., seven days a week. The hours may be increased if demand warrants. The application states:

"The customers will telephone the dial-a-ride control center and place their request for service. The control center determines which vehicle can provide the customer the service requested within the systems waiting time and trip time constraints. Communications with the dial-a-ride fleet is established by means of an area wide two-way radio system, similar to the taxi concept. It is anticipated the average waiting time per trip will be 15-20 minutes and the average trip time will be the same."

Applicant represents that it believes such a service will be useful in supplementing existing fixed bus routes and taxicab operations. The application mentions that elderly persons on fixed incomes can utilize the service as a low-cost transportation system, that persons without automobiles can do their shopping by use of the service, and that the proposed service is useful for school trips, recreation outings, and as home-to-work transportation.

Applicant also believes that the use of one vehicle to transport multiple passenger loads will reduce exhaust emissions and also reduce the need for parking spaces.

The Transportation Division has reviewed this application, as now amended, and is of the opinion that, without protest, it may be granted by ex parte order.

Findings

1. Public convenience and necessity require the establishment of a "dial-a-ride" passenger stage service as proposed in the application and the amendment to the application herein.

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

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 Transit Co., a corporation, authorizing it to operate a "dial-a-ride" service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between points within the boundary 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 administered by 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 Los Angeles, California, this 17th day of SEPTEMBER, 1974.

Vernon L. Stinson
President
William J. Stinson
J. M. Stinson
James L. Stinson
James L. Stinson
Commissioners

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Appendix A SOUTHERN CALIFORNIA TRANSIT COMPANY

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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.

83456

Issued under authority of Decision No. _____
dated SEP 17, 1974 of the Public Utilities Commission
of the State of California on Application No. 54871.

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Appendix A SOUTHERN CALIFORNIA TRANSIT COMPANY

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Issued by California Public Utilities Commission.

Decision No. 83456, Application No. 54871.

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

Southern California Transit Company, by the certificate of public convenience and necessity noted in the margin, is authorized to transport passengers in a "dial-a-ride" service between points within the service area described herein, subject, however, to the authority of this Commission to change or modify said service area at any time and subject to the following provisions:

- (a) No passenger shall be transported who does not have both point of origin and point of destination within the service area described herein.
- (b) Service shall be rendered via a direct route from the point of origin to the point of destination of a passenger, except that when more than one passenger is to be transported in a single vehicle, service shall be rendered by the most direct routings possible, taking into consideration the various points of origin and destination of the several passengers.
- (c) Drivers shall have discretion in choosing routings and order of origins and destinations, based upon the above considerations.

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SECTION 2. SERVICE AREA DESCRIPTION.

SERVICE AREA 1: San Fernando - Pacoima - Sylmar

All that area enclosed by a path beginning at the interchange of Golden State Freeway and Tuxford Street in the city of Los Angeles, then via Tuxford Street, Sunland Boulevard, Stonehurst Avenue and Clybourn Avenue to its intersection with McBroom Street, then via a projection of Clybourn Avenue through Hansen Dam Park to the intersection of Foothill Boulevard and Clybourn Avenue, then via Clybourn Avenue and a further extension of Clybourn Avenue to the city of Los Angeles boundary line, then via the city of Los Angeles boundary line northwestward to its intersection with a projection of Needham Street, then via this projection and Needham Street to its projected intersection with the Golden State Freeway, then via the Golden State Freeway to its interchange with Tuxford Street, being the point of beginning.

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