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APR 4 1984

ORIGINALDecision 84 04 030

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of PAUL'S LINE, INC., a California)
corporation, for authority to)
operate as a passenger stage)
corporation between points in)
Kern County.)

Application 83-06-62
(Filed June 28, 1983)

O P I N I O N

Applicant Paul's Line, Inc. seeks a certificate of public convenience and necessity to operate as a passenger stage corporation as defined in Public Utilities Code Section 226. Applicant has held statewide certification to operate as a charter-party carrier (TCP-106-A) since 1966. It operates a school bus service. Applicant filed this application in connection with a transportation contract it entered into with Kern County (County).

County transmitted a copy of the contract to the Commission (Exhibit 1). The contract expires on June 30, 1986. However, County has the option of renegotiating and extending the contract for up to two additional years. County sets fares, routing, scheduling, operating policies, and procedures for applicant to follow in the operation of public transit systems in: the Kern River Valley and the Lamont and Mojave areas, between Bakersfield and Lake Isabella and between Bakersfield and Lamont. All of these routes are in Kern County.

Table 1 shows the stops and schedule frequency along the applicant-proposed routes. Special stops would be made to accommodate elderly and disabled persons. Special arrangements would be made to serve the community of Onyx from Lake Isabella or Kernville.

Table 1
Proposed Routes and Stops

<u>Weldon- Lake Isabella</u>	<u>Kernville- Bodfish</u>	<u>Lake Isabella (LI)- Bakersfield (B)</u>	<u>Lamont (L)- Bakersfield (B)</u>	<u>Mojave Area</u>
Weldon	Kernville	County Complex (LI)	18th/F (B)	Up to 8 local stops
South Lake	Wofford Hts.	Kern Med. Cntr. (B) ^{a/}	19th/Chester (B) ^{b/}	
Mt. Mesa	Lake Isabella	19th/Chester (JC Penney's) (B)	Kern Med. Cntr. (B) ^{c/}	
Lake Isabella	Bodfish	18th/F (Greyhound) (B)	5 stops in Lamont & vicinity	

Number of Road Trips Per Day on Proposed Routes

Mon.-Fri. 14	Mon.-Fri. 16	Mon.-Sat. 4	Mon.-Sat. 6	Mon.-Sat. 3
Sat. 10	Sat. 12		regular trips plus Dial-A-Ride service	regular trips plus Dial-A-Ride service

a/ Monday to Friday.

b/ Three times per day.

c/ Three times per day Monday-Friday.

Applicant collects individual fares for County. The rates proposed in this application and authorized by County for service are shown in Table 2. County may issue discount and prepaid passes to bus patrons.

Applicant will be reimbursed at a rate of \$21.54 per hour for operating costs and \$7.82 per hour for vehicle lease costs up to \$342,044 per fiscal year.

Table 2
Proposed One-Way Fares

<u>Route</u>	<u>General Public</u>	<u>Senior/ Disabled</u>	<u>Youth (5-14 Years)^{a/}</u>
Lake Isabella, Weldon, Onyx	\$.75	\$.40	\$.40
Lake Isabella-Bodfish	.75	.40	.40
Lake Isabella-Kernville	.75	.40	.40
Kernville-Onyx	1.50	.80	.80
Lake Isabella-Bakersfield	2.75	1.75	1.75
Lamont-Bakersfield	1.25	.75	
Lamont - Local, Dial-A-Ride	.75	.40	
Mojave Area - Local, Dial-A-Ride	.75	.40	.40

a/ Children under four years old ride free with fare-paying adult.

Applicant proposes to operate six 16-passenger air-conditioned transit buses each of which can accommodate one passenger in a wheelchair. Applicant proposes to obtain liability insurance coverage in amounts in excess of the minimum required under General Order Series 101. Applicant will garage the vehicles in Bakersfield. It will use its own staff for routine service and maintenance work. Major repairs will be performed by other firms.

On December 31, 1982 applicant's assets of \$2,080,605 consist of \$477,201 in current assets, \$19,689 in insurance and a performance bond, and net depreciated fixed assets (primarily vehicles) of \$1,583,718. Its corresponding liabilities of \$1,356,418 consist of \$583,732 in current liabilities and \$772,686 in long-term liabilities. Its net equity was \$724,187 on that date. Applicant states it has the financial resources needed to institute and operate the proposed services and it will receive subsidy funding under County Project 2751 in providing those services. Applicant requests a certificate expiration date of June 30, 1989.

Applicant asserts that public convenience and necessity require the proposed service because it will be unique in the proposed areas served; there is no comparable alternate method of traveling between the points it will serve; the proposed operation will have no significant adverse effect on the environment of the areas it proposes to serve; and it believes that the availability of the service would benefit the environment by causing a reduction in use of private vehicles.

Notice of the filing of the application appeared on the Daily Transportation Calendar of July 1, 1983. No protest was received.

Discussion

There is a need for the proposed services. Therefore, the requested authority should be granted. However, since the provision of these services is dependent on a contractual arrangement with County, the authority should be terminated if the service is not performed under this type of contract.

Findings of Fact

1. Applicant requests a certificate of public convenience and necessity to operate a passenger stage corporation through June 30, 1989. Applicant proposes to operate in conformity with a contract with County, which expires on June 30, 1986. County has the option of renegotiating an extension of the contract for up to two additional years.

2. Applicant possesses the equipment, financial resources, and ability to operate the proposed service.

3. Applicant will provide needed scheduled and nonscheduled services in the Kern River Valley and the Lamont and Mojave areas, between Bakersfield and Lake Isabella and between Bakersfield and Lamont.

4. The rates proposed by applicant are reasonable.

5. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusions of Law

1. Applicant has demonstrated public convenience and necessity for establishing the proposed services.

2. Since the provision of the proposed services is dependent on a contractual arrangement with County, the authority granted in this decision should be terminated before the June 30, 1989 date requested by applicant if the service is not being performed under this type of contract.

3. The effective date of this order should be the date of signature in order that applicant may begin operations of a needed service as soon as possible.

4. A public hearing is not necessary.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Paul's Line, Inc. authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix PSC-1307, to transport persons and baggage.
2. Applicant shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.
 - b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
 - c. State in its tariffs and timetables when service will start; allow at least 5 days' notice to the Commission; and make timetables and tariffs effective 5 or more days after this order is effective.
 - d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
 - e. Maintain accounting records in conformity with the Uniform System of Accounts.

3. This authority shall be terminated on June 30, 1989 or at an earlier date if service is not being provided under a contract between applicant and Kern County similar to the contract contained in Exhibit 1.

4. This certificate does not authorize the holder to conduct any operations on the property of or into any airport unless such operation is authorized by both this Commission and the airport authority involved.

5. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to applicant that it has evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

This order is effective today.

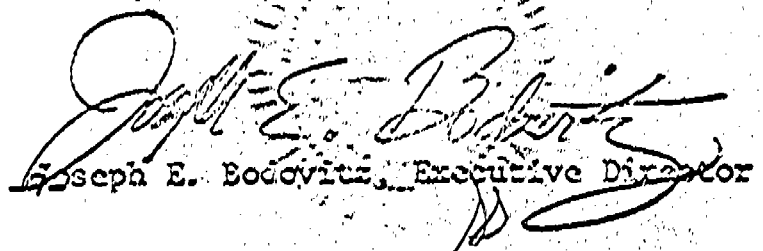
Dated APR 4 1984, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
Commissioners

Commissioner William T. Bagley
being necessarily absent, did
not participate.

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.


Joseph E. Bodovitz, Executive Director

T/mb

Appendix PSC-1307

PAUL'S LINE, INC.

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC - 1307

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

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 84 04 030, dated APR 4 1984
of the Public Utilities Commission of the State of California, in
Application 83-06-62.

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

Paul's Line, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and their baggage over the routes described or within the territories outlined, subject, however, to the authority of this Commission to change or modify these routes or areas at any time and subject to the following provisions:

- (a) Where stops are listed, passengers may be picked up or dropped off only at those stops.
- (b) Where service territory is listed, passengers shall be, upon passenger request, picked up or dropped off anywhere within that area, on a Dial-A-Ride basis. The tariffs and timetable shall show the conditions under which such service shall be rendered.
- (c) This authority will expire on June 30, 1989 or at an earlier date if service is not being provided under a contract between Paul's Line, Inc. and Kern County.

Issued by California Public Utilities Commission.

Decision 84 04 030, Application 83-06-62.

SECTION 2. ROUTE DESCRIPTIONS AND SERVICE AREAS.

Route 1. Lake Isabella - Weldon

Stops: Weldon, South Lake, Mt. Mesa, and Lake Isabella

Route 2. Lake Isabella - Kernville

Stops: Kernville, Wofford Heights, Lake Isabella, Bodfish

Route 3. Bakersfield - Lamont

Stops: Bakersfield
18th and F Streets (Greyhound Depot)
19th and Chester Streets
Flower Street and Mt. Vernon Avenue (Kern Medical Center)
Fairfax and Redbank Roads

Lamont

Weedpatch
Sunset Road and Weedpatch Highway (Sunset Labor Camp)
Buena Vista Boulevard and Weedpatch Highway

Route 4. Mojave Dial-A-Ride

Mojave Service Territory: Within two miles straight-line distance of the intersection of Highway 58, 14 and Inyo Street, Mojave.

Route 5. Bakersfield - Lake Isabella

Stops: Lake Isabella
Lake Isabella Blvd. and Highway 155 (the County Complex)

Bakersfield
Flower Street and Mt. Vernon Avenue (Kern Medical Center)
19th and Chester Streets
18th and F Streets (Greyhound Terminal)

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