

APR 27 1988

Decision SS 04 039 APR 27 1988

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of TRADERS TRAVEL WORLD,)
 INC., a California corporation, doing)
 business as LINCOLN TOURS, for a)
 certificate of public convenience and)
 necessity to operate an on-call door-)
 to-door passenger van service between)
 San Gabriel Valley and Los Angeles)
 International Airport.)

Application 87-10-011
 (Filed October 13, 1987;
 amended November 25, 1987)

OPINION

Applicant, Traders Travel World, Inc. (applicant), a California corporation, requests authority under Public Utilities (PU) Code Section 1031, et seq. to establish and operate a passenger stage bus service for the transportation of passengers and baggage between various points within the San Gabriel Valley, on the one hand, and Los Angeles International Airport (LAX), on the other hand. The major communities within the service area to be served are Arcadia, Alhambra, San Gabriel, Temple City, Rosemead, El Monte, Monterey Park, and South El Monte, and several areas within the portion of unincorporated Los Angeles County surrounding those communities.

The proposed service area is bounded generally on the west by the Long Beach Freeway (710) and a northerly extension thereof along Winchester Avenue to Huntington Drive, thence easterly along Huntington Drive, including that portion of South Pasadena south of Huntington Drive, and that portion of San Marino south of Huntington Drive, to the westerly edge of the City of Arcadia, thence northerly to the 210 Freeway and including all of the City of Arcadia located south of the 210 Freeway, following the city limits of the City of Arcadia and the County territory easterly of the City of Arcadia, excluding the cities of Monrovia, Duarte, and Irwindale, thence to the San Gabriel River and

southerly along the San Gabriel River to the Pomona Freeway (60), thence westerly along the Pomona Freeway to its intersection with the Long Beach Freeway.

Notice of filing of the application appeared in the Commission's Daily Calendar on December 4, 1987. In addition, notice of the filing of the application was served by applicant on all governmental agencies and regional transportation planning agencies within whose boundaries passengers will be loaded and unloaded. A protest to the application was filed by the City of Los Angeles Department of Transportation on November 6, 1987, but was subsequently withdrawn on February 18, 1988.

Applicant currently operates under charter-party carrier permit No. TCP-2467-P and has round-trip sightseeing authority under TCP-128S.

The service proposed by applicant is an on-call door-to-door passenger service operating on a seven-day per week basis, using two 14-passenger Dodge buses and one 7-passenger Dodge van. Applicant proposes to charge a base fare of \$15 for one person from anywhere in the service area to LAX with a surcharge of \$10 for each additional passenger traveling in the person's party.

Applicant alleges that there currently exists no bus or jitney service with operations between the San Gabriel Valley and LAX which specializes in providing service to the nonEnglish-speaking and English speaking Asian population. Applicant proposes to provide in all instances bilingual drivers to provide service to the Asian population of those communities and to provide service to nonEnglish-speaking foreign visitors to these communities. The service will be provided by a minority-owned business. Under the current TCP permits, passengers can utilize the applicant's services only on a small charter-party basis at rates of \$22.50 per hour for a 4-hour minimum. As a consequence, a single traveler would be required to pay \$90 for a trip to LAX from the San Gabriel Valley. This rate is excessive, especially when there is a demand

from different parties with a destination of LAX. The effect of granting a CPC&N to operate as a passenger stage corporation would be to reduce the cost to the public, make more efficient use of applicant's equipment, and reduce the number of vehicle trips per day to LAX by tending to concentrate passengers in a single vehicle.

Applicant's current financial statement lists assets of \$121,863 with net liabilities of \$79,316. The projected annual income statement for the proposed service shows net income before taxes and depreciation of \$27,752.

Findings of Fact

1. Applicant has the ability, equipment, and financial resources to perform the proposed service.
2. Applicant will provide bilingual drivers to serve those passengers within the service area who are non-English speaking.
3. There are currently few operators providing bilingual drivers within the proposed service area.
4. Public convenience and necessity require the service proposed by applicant.
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.
6. The rates proposed in the application are reasonable.
7. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated and a certificate should be granted to applicant.

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.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Traders Travel World, Inc., authorizing it to operate as a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in Appendix PSC-1460, to transport persons and their 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 10 days' notice to the Commission; and make timetables and tariffs effective 10 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.
- f. Remit to the Commission the Transportation Reimbursement Fee required by PU Code § 403 when notified by mail to do so.

3. Prior to initiating service to any airport, applicant shall notify the airport authority involved. 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.

4. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to applicant that it has

T/JJ/jd

Appendix PSC-1460

Traders Travel
World, Inc.

Original Title Page

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

AS A PASSENGER STAGE CORPORATION

PSC-1460

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 88 04 039, dated
APR 27 1988 of the Public Utilities Commission of the
State of California in Application 87-10-011.

T/JJ/jd

Appendix PSC-1460

Traders Travel
World, Inc.

Original Page 1

I N D E X

	Page
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.....	2
SECTION 2. SERVICE AREA DESCRIPTION.....	3
SECTION 3. ROUTE DESCRIPTION.....	3

Issued by California Public Utilities Commission.

Decision SS 04 039, Application 87-10-011.

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

Traders Travel World, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and baggage on a door-to-door, on-call basis between points in the San Gabriel Valley, described in Section 2 and the Los Angeles International (LAX) airport, over and along the route described, subject, however, to the authority of this Commission to change or modify the 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 operations in either direction unless otherwise indicated.
- (c) The term "on-call" as used refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which the authorized door-to-door, on-call service will be provided.
- (d) No passengers shall be transported except those having a point of origin or destination at LAX.
- (e) This certificate does not authorize the holder to conduct any operation on the property of or into any airport unless such operation is authorized by both this Commission and the airport authority involved.

Issued by California Public Utilities Commission.

Decision 88 04 039, Application 87-10-011.

T/JJ/jd

Appendix PSC-1460

Traders Travel
World, Inc

Original Page 3

SECTION 2. SERVICE AREA DESCRIPTION

San Gabriel Valley Service Area

Beginning at the intersection of the Long Beach Freeway (I-710) and the Pomona Freeway (SR-60), then north along I-710 and the western boundary of the City of Alhambra to Huntington Drive, then east along Huntington Drive to the western boundary of the City of Arcadia, then north along the western boundary of the City of Arcadia to the Foothill Freeway (I-210), then east along I-210 to the eastern boundary of the City of Arcadia, then south along the eastern boundary of the City of Arcadia and east along the southern boundary of the City of Monrovia to the western boundary of the City of Duarte, then southwest along the western boundary of the City of Duarte and the City of Irwindale, then west, south, and east along the boundary of the City of Irwindale to the San Gabriel River, then south along the San Gabriel River to SR-60, then west along SR-60 to its intersection with I-710.

The San Gabriel Valley Service Area generally includes the following cities:

Alhambra
Arcadia (partial)
El Monte
Monterey Park
Rosemead

San Gabriel
San Marino (partial)
South El Monte
South Pasadena (partial)
Temple City

SECTION 3. ROUTE DESCRIPTION

Commencing at any point within the authorized service area described in Section 2, then via the most convenient streets and highways to LAX.

Issued by California Public Utilities Commission.

Decision 88 04 039, Application 87-10-011.

evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

5. The application is granted as set forth above.

This order is effective today.

Dated APR 27 1988, at San Francisco, California.

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
C. MITCHELL WILK
JOHN B. O'HANIAN
Commissioners

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


Victor Weisser, Executive Director

AB