

ORIGINAL

Decision 82 10 058 OCT 20 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Inflation Fighters Group Tours,
Incorporated for a certificate to
operate as a Class B, Charter-
party Carrier of Passengers in
Culver City, Los Angeles County,
California.

Application 82-07-23
(Filed July 12, 1982;
amended September 3, 1982)

O P I N I O N

Applicant Inflation Fighters Group Tours, Incorporated, a California corporation, requests authority to operate as a Class "B" charter-party carrier of passengers from a service area with a radius of 40 air miles from its home terminal at 5601 W. Slauson Avenue, Suite 176, Culver City, California 90045.

Applicant is the owner of 10 buses, some 41-passenger, some 47-passenger. Applicant shows a net worth of \$53,111 as of March 31, 1982.

Notice of the filing appeared on the Commission's Daily Transportation Calendar of July 16, 1982, thus making direct notification to potential competitors unnecessary (see Rule 15.1, Rules of Practice and Procedure, effective July 1, 1982).

Greyhound Lines, Inc. (Greyhound) filed a protest and request for hearing with the Commission on August 2, 1982. On September 3, 1982 applicant filed an amendment to its application in which it excluded one segment from the 40-air mile pickup zone applied for. The excluded area is described as:

The City of Los Angeles, indicated by a point beginning at the Pacific Ocean and California Hwy No. 27 extending northerly along CA Hwy No. 27 to the intersection of CA Hwy No. 27 and U.S. Hwy No. 101, then extending easterly along U.S. Hwy No. 101 to the intersection of U.S. Hwy No. 101 and Interstate Hwy No. 5 then southerly along Interstate Hwy No. 5 to the intersection of Interstate Hwy No. 5 and Interstate Hwy No. 10, extending westerly along Interstate Hwy No. 10 to the intersection of Interstate Hwy No. 10 and CA Hwy No. 1, then extending northerly along CA Hwy No. 1 to the intersection of CA Hwy No. 1 and CA Hwy No. 27.

Applicant stated in its amendment that the exclusion satisfied Greyhound's interest in the matter. Applicant also requested that no hearing be held.

On September 1, 1982 Greyhound sent a letter to the Commission's Executive Director stating that applicant's amendment satisfied Greyhound's interest and Greyhound therefore wished to withdraw its protest to this application if the amendment was acceptable to the Commission.

Applicant appears to be fit and able to perform the proposed service. Further, it is claimed that officers of applicant corporation have the experience necessary for such an undertaking.

Although applicant submitted no environmental assessment under Rules of Practice and Procedure, Rule 17.1(d)(1), we conclude that the nature of the service proposed could only result in salutary environmental effects.

If applicant ever wishes to remove the restriction in its certificate, it may file an application to modify the certificate.

Findings of Fact

1. Applicant has the ability, experience, equipment, and financial resources to perform the proposed service.
2. Public convenience and necessity require the service proposed by applicant.
3. Applicant should be authorized to pick up passengers within a radius of 40 air miles from its home terminal at 5601 W. Slauson Avenue, Suite 176, Culver City, California 90045, except for that area described in applicant's amended application filed September 3, 1982.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
5. A public hearing is not required.

Conclusion of Law

Public convenience and necessity have been demonstrated and a certificate should be granted. Given the need for the proposed service the following order should be effective today.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity, to be renewed each year, is granted to Inflation Fighters Group Tours, Incorporated, authorizing it to operate as a Class "B" charter-party carrier of passengers, as defined in Public Utilities Code Section 5383, from a service area with a radius of 40 air miles from applicant's home terminal at

5601 W. Slauson Avenue, Suite 176, Culver City, California 90045, except that this authority shall not include the area bounded as follows:

The City of Los Angeles, indicated by a point beginning at the Pacific Ocean and California Hwy No. 27 extending northerly along CA Hwy No. 27 to the intersection of CA Hwy No. 27 and U.S. Hwy No. 101, then extending easterly along U.S. Hwy No. 101 to the intersection of U.S. Hwy No. 101 and Interstate Hwy No. 5 then southerly along Interstate Hwy No. 5 to the intersection of Interstate Hwy No. 5 and Interstate Hwy No. 10, extending westerly along Interstate Hwy No. 10 to the intersection of Interstate Hwy No. 10 and CA Hwy No. 1, then extending northerly along CA Hwy No. 1 to the intersection of CA Hwy No. 1 and CA Hwy No. 27.

2. Applicant shall:

- a. Obtain California Highway Patrol (CHP) clearance for each vehicle to be used in this Class "B" charter-party operation.
- b. Notify the Commission and CHP of any addition or deletion of vehicle(s) used in the service prior to use.
- c. Establish the authorized service within 360 days after this order is effective.

3. The Passenger Operations Branch will issue the annual renewable certificate on Form PE-695 as authorized by Resolution PE-303 when it receives CHP clearances and evidence of liability protection in compliance with General Order Series 115.

4. In providing service under the certificate, applicant shall comply with General Orders Series 98 and 115, and the CHP safety rules.

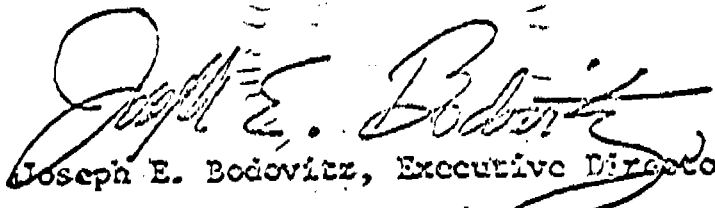
This order is effective today.

Dated OCT 20 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. GRAVELLE
LEONARD M. GRIMES, JR.
VICTOR CALVO
Commissioners

Commissioner Priscilla C. Grow,
being necessarily absent, did
not participate

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


Joseph E. Bodovitz, Executive Director