

ORIGINAL

Decision 82 11 029 NOV. 3 - 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application )  
of WILLIAM H. HUNT, an individual, )  
dba HUNT TRANSPORTATION, for )  
authority to operate as a passenger )  
stage corporation in a home-to-work )  
service between points in Orange and )  
Los Angeles Counties and the )  
El Segundo/Inglewood areas of )  
Los Angeles County. )

Application 82-04-63  
(Filed April 27, 1982)

O P I N I O N

William H. Hunt, doing business as Hunt Transportation, presently operates a passenger stage corporation under PSC-1029 to provide home-to-work bus service between points in Orange County and various aircraft facilities in the vicinity of Los Angeles International Airport. By this application Hunt seeks authority to operate an additional commuter route between various points in Orange and Los Angeles counties, on the one hand, and the El Segundo/Inglewood area of Los Angeles County, on the other hand.

No other carrier is operating the service proposed by applicant.

Applicant proposes to charge a weekly fare of \$20.00.

Applicant intends to use 41-passenger or larger, air-conditioned, over-the-road buses to provide the service.

Applicant indicates assets of \$384,329.

The application was listed on the Commission's Daily Calendar on April 29, 1982. The Commission's Transportation Division has reviewed the application and recommends that in the absence of protest or request for public hearing it be granted.

No protest was received, but a request for public hearing was made by the United Transportation Union when applicant failed to respond to its request for a copy of the application. The union withdrew the request for hearing after it was finally furnished a copy of the application and upon completing its review thereof.

Findings of Fact

1. Public convenience and necessity require the proposed service.
2. Applicant has the ability, equipment, and resources to perform the proposed service.
3. The proposed fares are reasonable.
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 necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated and the application should be granted. Since the public will benefit from immediate institution of the proposed service, the following order should be effective today.

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 William H. Hunt authorizing him to extend his operations as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth by incorporating attached Third Revised Page 4, Original Page 4.1, Second Revised Page 6, and Original Page 7, canceling Second Revised Page 4 and First Revised Page 6 of Appendix A of Decision 93800 in Application 58378, and canceling Original Page 3.1 of Appendix A of Decision 91257 in Application 59217.

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 his tariffs and timetables when the 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.

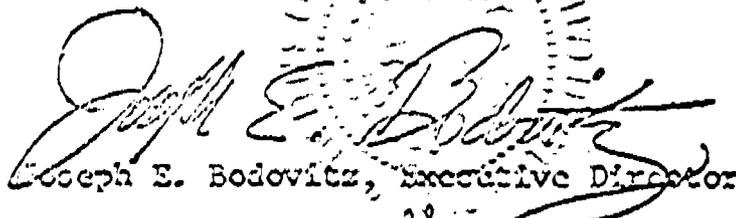
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order is effective today.

Dated NOV 3 1982, at San Francisco, California.

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

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

  
Joseph E. Bodovitz, Executive Director

Appendix A  
(D.88159)

WILLIAM HUNT  
doing business as  
HUNT TRANSPORTATION  
(PSC-1029)

Third Revised Page 4  
Cancels  
Second Revised Page 4

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS. (Continued)

- d. Passenger stage service shall be operated only at times necessary to meet employee shift changes at the industry served and at other times when necessary to transport persons seeking employment at that industry.
- e. This authority shall automatically expire and be subject to automatic revocation in the event service is discontinued.
- f. Authority to serve between the (LNG) terminal site and points within a 75-mile radius shall expire December 31, 1985, unless modified by further order of the Commission.
- \*g. Transportation service provided on Route No. 6 shall originate at the points specified in Riverside County, on the one hand, and shall be destined to the various buildings and installations of the Hughes Aircraft Company in Fullerton, on the other hand, and shall be limited to employees of or persons seeking employment at the Hughes facilities.
- \*h. Transportation service provided on Route No. 7 shall originate at the points specified in Orange County, on the one hand, and shall be destined to the various work places located within the area of Los Angeles County bounded on the north by Imperial Highway, on the east by Crenshaw Blvd., on the south by Rosecrans Avenue, and on the west by El Segundo Blvd., on the other hand.

Issued by California Public Utilities Commission.

\*Added by Decision 82 11 029, Application 82-04-63.

T/ri/rb

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Original Page 4.1

SECTION 2. DESCRIPTION OF AREAS AND LOCATION.

Los Angeles International Airport Service Area

That area bounded on the south by Redondo Beach Boulevard, Prairie Avenue, and Manhattan Beach Boulevard, on the east by the Harbor Freeway (State Route 11), on the north by Manchester Avenue, and on the west by the Pacific Ocean.

Locations to be served within this area shall be as set forth in Section 3.

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Second Revised Page 6  
Cancels  
First Revised Page 6

SECTION 3. ROUTE DESCRIPTIONS.

Route No. 4 - From the City of Tustin to the Northrop Corporation facilities, Hawthorne, and return.

To the Northrop Corporation facilities in Hawthorne from the following pickup points only:

17th Street and the Newport Freeway (State Highway 57) in the City of Tustin; Newport Freeway (State Highway 57) and Lincoln Avenue in the City of Orange; Harbor Boulevard and Orangefair Avenue in the City of Fullerton; Beach Boulevard and Orangethorpe Avenue in the City of Buena Park; Orangethorpe Avenue and Carmencita Street in the City of Buena Park.

Route No. 5 - From points within a 75-mile radius of (LNG) terminal site to the (LNG) terminal site and return.

From the passenger pickup points over and along the most appropriate streets and highways to the (LNG) terminal site and return.

\*Route No. 6 - From the City of Riverside to the Hughes Aircraft Company facilities at Fullerton.

To the Hughes Aircraft Company facilities in the City of Fullerton from the following pickup points only:

Tyler Avenue and Magnolia Avenue in the City of Riverside; Riverside Freeway (State Highway 91) and Main Street in the City of Corona.

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Original Page 7

SECTION 3. ROUTE DESCRIPTIONS. (Continued)

\*Route No. 7 - From the City of El Toro to the El Segundo/  
Inglewood area from the following pickup  
points only:

El Toro Rd. and Rockfield, El Toro; Culver and Yale,  
Irvine; Magnolia and Warner, Huntington Beach; McFadden  
and Beach, Westminster.

Note: The El Segundo/Inglewood area is bounded on the  
north by the Imperial Highway, on the east by  
Crenshaw Blvd., on the south by Rosecrans Avenue,  
and on the west by El Segundo Blvd.

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