

ORIGINAL

Decision 83 01 046 JAN 12 1983

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of COMMUTER BUS LINES, INC. to )  
redefine and add destinations in )  
the El Segundo area. )

Application 60537  
(Filed May 11, 1981)

William D. Bourne, for Commuter Bus  
Lines, Inc., applicant.  
Ronald J. Hoffman, for Southern California  
Commuter Bus Service, Inc., protestant.

O P I N I O N

Applicant Commuter Bus Lines, Inc. (CBL) (PSC-453) requests authority to redefine and add destinations in the Los Angeles International Airport (LAX)-El Segundo employment area, and for authority to redefine and simplify descriptions of certain origin areas contained in its certificate. CBL is presently authorized and does operate a number of home-to-work-and-return commuter routes to the LAX-El Segundo employment area from various southland areas with specifically named employers and addresses as the only authorized destinations. CBL alleges that such restriction is impossible to operate under and is contrary to the national policy of energy conservation because persons employed at nearby industries who may desire CBL's service are not entitled to use it.

The application alleges that, although CBL is authorized to operate a number of home-to-work commuter routes from some of its areas of origin to certain designated employer addresses in the LAX-El Segundo employment area, there are other areas of origin from which service to this destination area is not authorized although a demand for such service exists. CBL believes the inclusion of such areas into standardized definitions of "areas of origin" greatly simplifies the many appendixes to its certificate of public convenience and necessity which are presently confusing, overlapping, and redundant. CBL further alleges that the concentration of employees in the LAX-El Segundo employment area will increase dramatically in the near future and that even now traffic congestion constitutes such a serious problem that the area employers have formed a nonprofit corporation to aid in developing mass transit.

The application, as amended, restates in full each effective section or subsection of its existing authority which it proposes to have deleted, changed, or added to. In general, CBL seeks to redefine its many origin pickup areas into three origin areas. The requested authority would also eliminate the present restriction which limits CBL to serving a particular company or the employees of that company in the LAX-El Segundo employment area and substitute instead a new larger destination area known as the LAX-El Segundo destination area. The area consists mostly of aerospace companies. Lastly, the proposed changes sought by applicant would establish a new proposed Local Service Area.

Protests to the application were filed by Sundance Lines, Sundance Transportation, Hunt Transportation, and Southern California Commuter Bus Service, Inc. (Com-Bus). Protestants all conduct home-to-work commuter service throughout southern California and allege that the application is in direct conflict with the routes currently operated by them. On June 4, 1982 CBL filed its second amended application in which it added the restriction that it would not pick up passengers within a five-mile radius of any point of origin and transport them to a corresponding destination area in the LAX-El Segundo employment area if such service is currently being operated by another carrier. Following the filing of the second amended application, Sundance Lines, Sundance Transportation, and Hunt Transportation withdrew their protests.

Following notice, a public hearing was held before Administrative Law Judge William A. Turkish in Los Angeles on June 15, 1982. The matter was submitted subject to the filing and receipt of concurrent briefs two weeks following the filing of the transcript. Briefs were received from both CBL and Com-Bus, and the matter is now submitted.

Testimony on behalf of CBL was presented by its president, William D. Bourne, and by Jim Seal, an employee of CBL. Testimony on behalf of protestant was by its president, Ronald J. Hoffman.

Following is a summary of the evidence presented on behalf of CBL:

1. Under its existing certificate applicant is allowed to serve the Rockwell International plant at 5701 Imperial Highway, the Aerospace Corporation on El Segundo Boulevard, and the United States Air Force Space and Missile Systems Organization (SAMSO), all of which are located in the LAX-El Segundo employment area. CBL would like to eliminate the restriction which permits it to serve only those three companies.
2. CBL's current certificate, which originated in 1949 and has grown over the years without any particular plan, consists of many appendixes which contain errors, overlapping, redundancy, confusion, and ambiguity. By this application, CBL hopes to begin the process of simplifying its operating authority.
3. It is counterproductive to the national policy of energy conservation to have a bus going to the Rockwell plant with 30 people next door who would like to take that bus but technically cannot because of the current restriction. In addition, it is unenforceable because applicant's bus drivers are in no position to demand employment documents from people and ask them where they work or ask them to prove where they work. As a substitute for this restriction, CBL proposes what is known as the LAX-El Segundo destination area within which its current destination points are located and which would permit it to carry employees to and from any employer within that designated destination area. This will enable CBL to fill its buses and help keep fares at a minimum level.

4. To eliminate the overlapping origin areas which have developed over the years, CBL would substitute and redefine three new areas of origin. CBL agrees to a restriction which would restrict it from picking up passengers to the proposed LAX-El Segundo destination area within a five-mile radius from the existing pickup points authorized to other carriers.
5. The results of a demonstration project conducted by major employers in the LAX-El Segundo employment area lead CBL to believe that major employers in the area will ask various bus lines to bid on providing a commuter bus service within CBL's proposed local service area. In anticipation of a potential commuter business within such local service area, CBL feels it prudent to apply now for the authority which would permit it to bid for and provide the service sometime in the future. CBL has not conducted any studies or made any surveys of the major employers in the area or of their employees to see how many commuters would be interested in commuter bus service within the proposed local service area. Applicant does not have access to the results of the demonstration project conducted by the employers in the area.
6. Proposed Origin Area No. 1 embraces an area bounded generally on the south by the Pacific coast, on the north by Slauson Avenue, Rosemead and Beverly Boulevards, Whittier Boulevard, and Imperial Highway, and from the Long Beach Freeway on the west eastward to the Newport Freeway and Riverside Freeway. It also includes an additional area extending south along Interstate 5 from the intersection of Interstates 5 and 405. This Origin Area No. 1 will include the present Area LAD, Area 1, Area 2, Area 3, Area 4, Area GT-2, Area MV, Areas A, B, and C, and Area WOC.

7. CBL's proposed Origin Area No. 2 includes its present Area 6 which is a five-mile radius from the intersection of Sixth Street and Main Street in the City of Corona. Proposed Origin Area No. 2, which would be substituted for Area 6, includes the present Area 6 and further extends it to and including a five-mile radius from the intersection of Interstate 10 (San Bernardino Freeway) and Tippecanoe Street, and also the area between the radii of these two areas within one mile on each side of State Route 91 (Riverside Freeway). Proposed Origin Area No. 2 would also be extended south from the five-mile radius of Corona to the intersection of Imperial Highway and State Route 91 (Riverside Freeway), including the area within one mile on each side of State Route 91, east along the Pomona Freeway from the junction of the Riverside Freeway to Perris Boulevard (Sunnymead), including the area within one mile on each side of the Pomona Freeway between those points.
8. Proposed Origin Area No. 3 would increase and extend present Area GT-1 by having the southern boundary line, which now runs along a portion of Holt Avenue, continue along Holt Avenue eastward to Rosemead Boulevard and then turn north on Rosemead Boulevard.
9. During the demonstration project conducted by the El Segundo Employers Association in what is CBL's proposed Local Service Area, 11 routes were operated and approximately 480 to 500 new passengers commuted to the LAX-El Segundo employment area on the two bus companies that participated in the project.

Following is a summary of the evidence presented by protestant's witness:

1. Over the years the Commission has granted authority to most passenger stage corporations on an individual route basis because it was the practice of commuter bus companies to deal with the management of one particular company and work with that company to develop a commuter route system for the employees of that particular company.
2. Individual companies resent having employees of other companies riding on the same bus as their employees because of the fear of pirating of employees and because of security purposes. A bus carrying employees of only one company can conduct meetings on the bus and discuss business matters freely.
3. Several aerospace companies do not want the commuter bus companies competing for the patronage of their employees.
4. Over a period of 10 years Com-Bus has contacted many aerospace companies and has worked with them in developing commuter routes as well as working on its own to develop commuter routes. It has made a major financial commitment and has expended considerable effort to keep routes filled. It spends considerable time with aerospace management getting them to cooperate in the distribution of bulletins advertising the service of Com-Bus.
5. Approximately two years ago Com-Bus was asked by Northrop Corporation to apply for operating authority to Northrop's new west complex before it was even opened. Com-Bus did and was eventually granted the authority by the Commission. Com-Bus has never been able to operate the authorized route to that complex because of little demand and, upon investigation, learned that there were some other buses currently stopping at those buildings and picking up passengers.

6. There are at least four bus operators as well as numerous vans currently operating home-to-work commuter service to the Hughes Aircraft facility and there is no need for additional competition among carriers going to Hughes Aircraft. The Hughes Aircraft facility is within CBL's proposed LAX-El Segundo destination area and CBL has spent no money nor made any effort to organize any routes to Hughes Aircraft. Exhibit 8 indicates the long-term commitment that Com-Bus has to the El Segundo-South Bay area. Com-Bus is heavily involved in marketing the commuter bus concept all over Los Angeles and Orange Counties with heavy emphasis on the LAX-El Segundo area.
7. CBL, Com-Bus, and other bus companies are constantly faced with competition in the home-to-work service and are now losing passengers to other programs such as van-pool programs sponsored by employers. An additional carrier coming in to compete in the already saturated market is not needed.
8. Com-Bus, presently operating a route NA-1 to Northrop Aircraft, is now considering abandoning the route because of the growing number of van pools being formed by Northrop employees. If Com-Bus is faced with further competition beyond that it already has, the NA-1 route will certainly have to be discontinued. Com-Bus is actively seeking to keep its routes filled and has expended financial resources to do so.
9. Com-Bus is currently working very closely with Hughes management to operate routes into the LAX-El Segundo employment area from CBL's proposed Local Service Area. Com-Bus has not applied for authority to operate within CBL's proposed Local Service Area because there are presently no existing local routes and there has been no study made of the number of people that would ride from a local service area. Com-Bus objects



- to the granting of Local Service Area authority to CBL because there has been absolutely no public need or necessity shown. When a need is indicated, all carriers should have the opportunity to come in and apply for that authority rather than having one carrier apply prematurely and receive the authority leaving others to come in later seeking authority to compete.
10. Com-Bus is prepared to expand its commuter bus service to all companies that it is currently authorized to serve and has deliberately stayed away from companies such as Rockwell International because CBL has that authority.
  11. Several of Com-Bus' authorized routes to the LAX-El Segundo employment area have been temporarily suspended due to lack of patronage. Com-Bus has no idea how long some of these routes have been out of operation.
  12. Com-Bus currently operates approximately nine buses into the El Segundo area each day, four from Orange County areas and the others from the San Fernando Valley.
  13. Although CBL has amended its application with a seemingly noncompetitive restriction, there are no guarantees made that CBL will not initiate service along Com-Bus' routes the very second that Com-Bus would need to either suspend a route or combine it with another in response to passenger demand.

#### Discussion

Three basic issues are presented which will be addressed individually.

CBL's Request to Clarify and  
Simplify the Origin Areas

CBL's present certificate of public convenience and necessity which originated in 1949 has grown considerably over the years and now consists of approximately 15 appendixes resulting in a great deal of overlap, redundancy, and ambiguity. In addition, there is some confusion as a result of two Appendix A's having been authorized through error. It is CBL's intention to file an application for an in-lieu certificate if this application is successful in reducing its nine origin areas in Appendixes A and D to three.

The new extended portions of applicant's proposed Origin Areas 1, 2, and 3 which are not now contained in its current origin areas will not infringe on protestant's areas of origin because of the proposed restriction contained in the application. The simplification of CBL's origin areas through merger, resulting in a reduction to three origin areas, is reasonable and should be granted.

CBL's Proposed Local Service Area

CBL seeks authority to establish a new Local Service Area to provide short-distance commuter service to its proposed LAX-El Segundo destination Area No. 40. However, CBL does not have any current plans to institute service from this proposed Local Service Area. It is CBL's belief, based on information it has received from the El Segundo Employers Association as well as from several individual major employers, that the employers may one day contract for either subsidized or non-subsidized service from short-distance points traditionally served by public transportation companies, and it is CBL's hope that should such situation arise, it will be able to respond to

requests for contract proposals should they ever be put out by the El Segundo Employers Association or other major employers in the LAX-El Segundo destination area. It appears that CBL is seeking authority for an inactive certificate. It is Commission policy not to grant a certificate of public convenience and necessity when there is no showing of a current need or public necessity. The Commission does not grant authority for routes which will be inactive. If and when an indication of a public need is made for such service, then CBL, as well as other commuter bus lines, can proceed to file for and obtain a certificate of public convenience and necessity from the Commission. For this reason the authority to establish the proposed Local Service Area as outlined in CBL's application should be denied.

CBL's Proposed LAX-El Segundo  
Destination Area No. 40

CBL is one of a number of commuter bus lines in southern California engaged in the transportation of home-to-work-and-return passengers. Passengers are picked up at various points along a route, usually in shopping centers near their homes, and then transported to their jobsites. Over the years the Commission has granted authority to various commuter bus companies from certain points of origin and along certain routes to various employer company destinations. The reason the Commission granted authority to specific employer destinations was because the applications specifically sought such authority. It was not the Commission's intention to offer a monopoly service to a bus company with respect to an individual employer destination. The Commission's primary concern is the convenience of the public rather than protectionism for the bus operator.

In considering public need and convenience, the commuter should have the opportunity of determining which bus company best meets his needs after considering such things as proximity of the pickup point to his residence, the relationship of the bus schedules to his work schedule, equipment of the bus operator, and fare. To restrict a bus operator who is currently authorized to drop off commuters at a particular employer destination in the LAX-El Segundo employment area and not permit him to pick up or drop off employees of an employer across the street or one block away is an unreasonable restriction. For this reason we will grant CBL's proposal to establish the proposed LAX-El Segundo destination Area No. 40 which would allow CBL to transport commuters from its various origin areas to any employer within the proposed destination Area No. 40. By the same token, should any other commuter bus line now authorized to transport commuters to specific employer destinations within this proposed LAX-El Segundo destination Area No. 40 desire to have the same authority being granted to CBL, it should file an application to amend its current certificate of public convenience and necessity. This decision is in keeping with our oft-stated policy of fostering limited competition when it is in the best interest of the public.

The previous authority granted to various home-to-work commuter bus companies which limits them to transport passengers to specific employer destinations in the LAX-El Segundo areas is not considered satisfactory service.

Motion to Dismiss

Com-Bus has filed a motion to dismiss the application of CBL in this matter. After reviewing the argument in support of the motion, we find no persuasive reason for granting the motion. The motion to dismiss is denied.

Findings of Fact

1. CBL holds a certificate of public convenience and necessity from this Commission and is engaged, among other things, as a passenger stage corporation in the transportation of subscription commuters from home-to-work-and-return.
2. CBL is presently authorized to operate a number of commuter routes to the LAX-El Segundo employment area.
3. CBL's certificate of public convenience and necessity presently identifies specific employers and addresses as authorized destinations on its various commuter routes.
4. CBL desires to consolidate nine origin areas contained in its present certificate of public convenience and necessity (PSC-453) into three origin areas. The requested changes relate to two appendixes out of a total of 15 appendixes contained in applicant's present certificate.
5. Applicant's present certificate of public convenience and necessity (PSC-453) is lengthy, redundant, and difficult to understand. In addition, applicant's current certificate contains two Appendix A's.
6. Applicant's proposed three origin areas contain some enlargement of their existing authorized origin areas. Such enlargements do not conflict with the origin areas of protestant because of restrictions contained in the proposed changes.

7. Applicant has not shown a need for its proposed Local Service Area.

8. Applicant's proposed LAX-El Segundo destination Area No. 40 is a convenience to the commuting public who work in that area.

9. Limiting commuter bus operators to picking up and discharging only passengers of specific-named employers and addresses in the LAX-El Segundo area is unreasonable.

10. Since there is a demonstrated need for the service this decision will facilitate, the following order should be effective today.

Conclusions of Law

1. Public convenience and necessity is served by granting applicant the authority for its proposed Origin Areas Nos. 1, 2, and 3.

2. It is in the best interest of the commuting public that CBL's request for its proposed LAX-El Segundo destination Area No. 40 be granted.

3. Inasmuch as public convenience and necessity have not been shown for applicant's proposed Local Service Area, it should be denied.

O R D E R

IT IS ORDERED that:

1. Appendix A of Decision (D.) 72272 is amended by substituting Seventh Revised Page 2, Second Revised Page 3, Seventh Revised Page 4, Third Revised Page 5, Original Page 5.1, and Fourth Revised Page 6, attached to this opinion and by reference made a part of it, in place of Sixth Revised Page 2, First Revised Page 3, Sixth Revised Page 4, Second Revised Page 5, and Third Revised Page 6.

2. Appendix D of D.84274 is amended by substituting Second Revised Page 7, attached to this opinion and by reference made a part of it, in place of First Revised Page 7.

3. 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.

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 the airport authority involved.

5. Applicant's request to serve its proposed Local Service Area is denied.

This order is effective today.

Dated January 12, 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.  
President

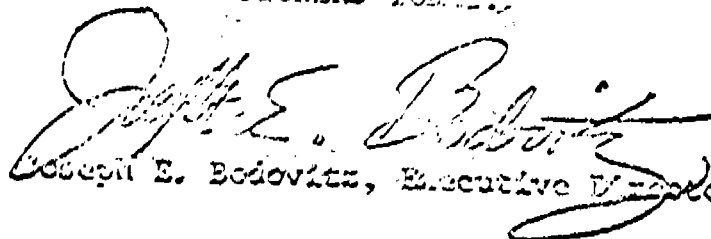
VICTOR CALVO

PRISCILLA C. CREW

DONALD VIAL

Commissioners

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

  
Joseph E. Bodovitz, Executive Director



Appendix: FSC-453      \*COMPUTER BUS LINKS, INC.      Seventh Revised Page 2  
(Part A)      Cancels  
(Doc. 72272)      Sixth Revised Page 2

\*Commuter Bus Lines, Inc., is authorized to transport passengers between Douglas Aircraft Company, Inc., located at 3855 Lakewood Boulevard, Long Beach, on the one hand, and \*Origin Areas 1, 2, or 3 on the other hand; and between the North American Autonetics plant located at 3330 Anaheim Road, Anaheim, on the one hand, and \*Origin Areas 1, 2, or 3, on the other hand; and between the \*LAX - El Segundo employment area bounded by Manchester Boulevard, Crenshaw Boulevard, Manhattan Boulevard, and the Pacific Ocean, on the one hand, and \*Origin Areas 1, 2, or 3, on the other hand; and between the McDonnell Douglas Aircraft Plant, 12214 S. Lakewood Boulevard, Downey, on the one hand, and \*Origin Areas 1, 2, or 3, on the other hand; and between the Conductron-Missouri Plant, 12254 Bellflower, Downey, on the one hand, and locations in Upland, Pomona, and West Covina, on the other hand; between \*Origin Area 1, on the one hand, and the Autonetics Laguna Miguel Facility (24000 Avila Road), Laguna Miguel, on the other hand; and between \*Origin Areas 1 and 3, on the one hand, and the General Telephone Company building in Santa Monica, on the other hand, over and along the routes described and subject to the following conditions and restrictions:

\*Changed by Decision 83 01 046, Application 60537.

Appendix PSC-453  
(Part A)  
(Dec. 72272)

\*COMMUTER BUS LINES, INC.

Second Revised Page 3  
Cancels  
First Revised Page 3.

DESCRIPTION OF AREAS:

\*ORIGIN AREA NO. 1

Beginning at the intersection of Beverly and Rosemead Boulevards, then along Beverly Boulevard, Painter Avenue, Whittier Boulevard, Puente Street, Imperial Highway, State Route 91 (Riverside Freeway), State Route 55 (Newport Freeway), along a line one mile northeast of Interstate 5 (Santa Ana Freeway), along a line one mile south of Interstate 405 (San Diego Freeway), MacArthur Boulevard and its prolongation, the Pacific Ocean, State Route 7 (Long Beach Freeway), Interstate 405 (San Diego Freeway), Long Beach Boulevard, Pacific Boulevard, Slauson Avenue, and Rosemead Boulevard to Beverly Boulevard. Also, from the intersection of Interstate 5 and 405, then along Interstate 5 (San Diego Freeway) to Camino Las Ramblas, including the area within one mile on each side of Interstate 5.

\*ORIGIN AREA NO. 2

A five-mile radius from the intersection of Sixth and Main Streets (City of Corona); a five-mile radius from the intersection of Interstate 10 (San Bernardino Freeway) and Tippecanoe Street, including the area between the radii of those two areas within one mile on each side of State Route 91 (Riverside Freeway). Also, from the five-mile radius of Corona to the intersection of Imperial Highway and State Route 91 (Riverside Freeway), including the area within one mile on each side of State Route 91. Also, from State Route 91 (Riverside Freeway) southeast along State Route 60 (Pomona Freeway) to Perris Boulevard (Sunnymead), including the area within one mile on each side of State Route 60 between those points.

Issued by California Public Utilities Commission.

\*Changed by Decision 83 01 046, Application 60537.

T/jc/md/jt\*

Appendix PSC-453  
(Part A)  
(Dec. 72272)

\*COMPUTER BUS LINES, INC.

Seventh Revised Page 4  
Cancels  
Sixth Revised Page 4

DESCRIPTION OF AREAS (continued):

\*ORIGIN AREA NO. 3

Beginning at the intersection of Rosemead Boulevard and Foothill Boulevard in Sierra Madre easterly along Foothill Boulevard, Mountain Avenue, Huntington Drive, Foothill Boulevard, South on Indian Hill Avenue, westward on Holt Avenue, State Route 71 (Corona Freeway), along a line one mile south of Interstate 10 (San Bernardino Freeway), and north on Rosemead Boulevard to the starting point at Foothill Boulevard.

Issued by California Public Utilities Commission.

\*Changed by Decision 83 01 046, Application 60537.

Appendix PSC-453  
(Part A)  
(Dec. 72272)

\*COMMUTER BUS LINES, INC.

Third Revised Page 5  
Cancels  
Second Revised Page 5

SECTION 2. ROUTE DESCRIPTIONS.

\*Commuter Bus Lines, Inc. shall conduct these passenger stage operations between Douglas Aircraft Company, Inc., and \*Origin Areas 1, 2, or 3, as described, over and along the most direct and appropriate route or routes.

Service between \*Origin Areas 1, 2, or 3 and the North American Autonetics Plant, Anaheim, shall be conducted over and along the most direct or appropriate route or routes.

Service between \*Origin Area 1, 2, or 3 and the McDonnell Douglas Aircraft Plant (Downey) shall be conducted over and along the most direct or appropriate route or routes.

Service between \*Origin Area 1 and the Autonetics Laguna Niguel Facility shall be conducted over and along the most direct or appropriate route or routes.

Service between \*Origin Areas 1 and 3 and the General Telephone Company building in Santa Monica shall be conducted over and along the most direct or appropriate route or routes.

Conductron-Missouri Plant Route

Commencing at Euclid Avenue and 9th Street (Upland), then via Euclid Avenue, 7th Street (1st stop), San Bernardino Freeway, Indian Hill Boulevard (2nd stop), Indian Hill Boulevard, San Bernardino Freeway, Barranca Street (3rd stop), Barranca Street, San Bernardino Freeway, San Gabriel River Freeway, Imperial Highway, Bellflower Boulevard, to Conductron-Missouri Plant, 12254 Bellflower, Downey.

Issued by California Public Utilities Commission.

\*Added by Decision 83 01 046, Application 60537.

T/jc/md

Appendix FSC-453  
(Part A)  
(Dec. 72272)

\*COMPUTER BUS LINES, INC. Original Page 5.1

SECTION 3. CONDITIONS AND RESTRICTIONS.

1. All passengers shall originate at or be destined to Douglas Aircraft Company, Inc., Long Beach, North American Autonetics, Anaheim, or McDonnell Douglas Aircraft Plant, Downey; Conduetron-Missouri, Downey; or Autonetics, Laguna Niguel.
2. Passengers destined to or originating at Douglas Aircraft Company, Inc., shall be picked up or discharged at points within \*Origin Areas 1, 2, or 3.

Issued by California Public Utilities Commission.

\*Added by Decision 83 01 046, Application 60537.

Appendix PSC-453  
(Part A)  
(Dec. 72272)

\*COMMUTER BUS LINES, INC.

Fourth Revised Page 6  
Cancels  
Third Revised Page 6

SECTION 3. CONDITIONS AND RESTRICTIONS--Cont'd.

3. Passengers destined to or originating at North American Autonetics, Anaheim, shall be picked up or discharged at points within \*Origin Areas 1, 2, or 3.
4. Passengers destined to or originating at McDonnell Douglas Aircraft Plant, 12214 S. Lakewood Boulevard, Downey, shall be picked up or discharged only within points in \*Origin Areas 1, 2, or 3.
5. Deleted.
6. Passengers destined to or originating at Autonetics Laguna Niguel Facility, 24000 Avila Road, Laguna Niguel, shall be picked up or discharged only within points in \*Origin Area 1.
7. \*Passengers may be transported to the LAX-El Segundo employment area bounded by Manchester Boulevard, Crenshaw Boulevard, Manhattan Beach Boulevard, and the Pacific Ocean, from Origin Areas 1, 2, and 3, subject to the following restrictions:  
  
No passenger may be picked up within a five-mile radius from any of the points of origin and transported to any of the corresponding destinations, if such service is being operated by another carrier under a Certificate of Public Convenience and Necessity granted to that carrier prior to January 1, 1982.  
  
The term "service" shall mean transportation to reasonably meet the subject passenger's work schedule, with the guarantee of a seat available.  
  
Nothing in this section shall restrict in any way the transportation of passengers on Route C-20, Mission Viejo to El Segundo Plants, as set forth in Appendix G.
8. Passengers destined to or originating at the General Telephone Company building in Santa Monica shall be picked up or discharged only within points in \*Origin Areas 1 and 3.

Issued by California Public Utilities Commission.

\*Changed by Decision 83 01 046, Application 60537.

Appendix PSC-453  
(Part D)  
(D.84274)

\*COMMUTER BUS LINES, INC. Second Revised Page 7  
Cancels  
First Revised Page 7

SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 5 - Commencing in "Area SFV" then over and along the most direct and appropriate route to the place of employment at the Rockwell International Space Division Facility located at 12214 South Lakewood Boulevard, Downey.

\*Route 6 - (Description Deleted)

Route 7 - Rockwell International Facility At Palmdale

Commencing in "Area LAC" then over and along the most direct and appropriate route to the employment at the Rockwell International Facility at the Palmdale, California airport located at 1500-3000 Avenue M, Palmdale.

Route 8 - Commencing in "Area LOAC" then over and along the most direct and appropriate route the place of employment at the Rockwell International Facility at the Palmdale, California airport located at 1500-3000 Avenue M, Palmdale.

Route 9 - Rockwell International and McDonnell-Douglas, Seal Beach

Commencing in "Area LOAC", then over and along the most direct and appropriate route to the place of employment at the Rockwell International and McDonnell Douglas Facilities, Seal Beach, California.

Issued by California Public Utilities Commission.

\*Changed by Decision 83 01 046, Application 60537.

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

This order is effective today.

Dated \_\_\_\_\_, at San Francisco, California.

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 the airport authorities involved.

5. Applicant's request to serve its proposed Local Service Area is denied. Ka



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

This order is effective today.

Dated JAN 12 1983, at San Francisco, California.

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 the airport authorities involved.

5. Applicant's request to serve its proposed Local Service Area is denied. Ka

LEONARD M. GRIMES, JR.  
President  
VICTOR CALVO  
PRISCILLA C. GREW  
DONALD VIAL  
Commissioners