

Decision 83 05 033 MAY 18 1983

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
AAA CHARTER BUS, INC., a California )  
corporation, for a certificate of )  
public convenience and necessity to )  
operate a commuter bus service )  
between Simi Valley on the one hand )  
and points in the Los Angeles central )  
business district on the other hand. )

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Application 83-03-35  
(Filed March 11, 1983)

O P I N I O N

Applicant AAA Charter Bus, Inc. (AAA), a California corporation, seeks a certificate of public convenience and necessity to operate as a passenger stage corporation with a daily commuter service carrying passengers between points in the Simi Valley, on the one hand, and the Los Angeles central business district, on the other hand, operating once per day in each direction five days a week, except for legal holidays.

Notice of filing of the application appeared on the Commission's Daily Transportation Calendar on March 17, 1983 making direct notification to potential competitors or protestants unnecessary under Rule 15.1 of the Commission's Rules of Practice and Procedure.

Fares for the proposed service are to be \$25 per week for a weekly pass for five daily round trips. Service is proposed to be limited to round-trip passengers only. Proposed fares and rules and regulations are set forth in Exhibit D attached to the application. Applicant also indicates that in addition to stopping in downtown Los Angeles, "there is a distinct possibility that an

intermediate stop in Burbank adjacent to the Lockheed California facility will be included" and requests that authority to operate be extended to include this service as well. However, since proposed fares, routes, and locations of stops are not set out in the application, such request will need to be renewed in another filing before the Commission.

Applicant proposes to perform this service using one of the 10 buses it currently operates in its existing charter service, using another of these buses as a backup.

The daily service from Simi Valley will commence at 6 a.m. arriving in downtown Los Angeles at approximately 7:30 a.m. The return service will commence in downtown Los Angeles at 4:30 p.m. arriving at its final destination at about 6:15 p.m.

Applicant alleges that it has sufficient financial resources to institute and operate the proposed service. The brief financial declaration attached to the application as Exhibit E tends to support applicant's allegation. Applicant further claims that the granting of the authority sought will have no significant adverse effect upon the environment of the areas served but will, on the contrary, benefit the environment and the public by reducing the number of private vehicles on the roads.

Applicant claims that public convenience and necessity require the granting of this application because of the instability of Southern Pacific Railroad commuter train service over approximately the same route. In this regard applicant alleges that it can offer similar service running within 15 minutes of the designated train times for less cost to the rider and without governmental subsidy. We note that while the train service was apparently still operating at the time the application was filed, it is no longer operating.

AAA is the holder of a Class A charter-party certificate (TCP-183A). It alleges that it is "thoroughly familiar" with the Commission's rules and regulations, that all bus equipment used by it is insured under the provisions of General Order 115-B, and that it will be able to comply with the insurance requirements for passenger stage corporations set forth in General Order 101-C.

Findings of Fact

1. Applicant has the necessary equipment, ability, experience, and financial resources to perform the proposed service.

2. The proposed service contemplates the use of one regular size bus for transporting passengers on a daily round-trip basis between the Simi Valley and downtown Los Angeles in the morning and between downtown Los Angeles and the Simi Valley in the late afternoon.

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

Conclusion of Law

Public convenience and necessity require the requested authority be issued. 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 AAA Charter Bus, Inc., a corporation, 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-1300, to transport persons.

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.

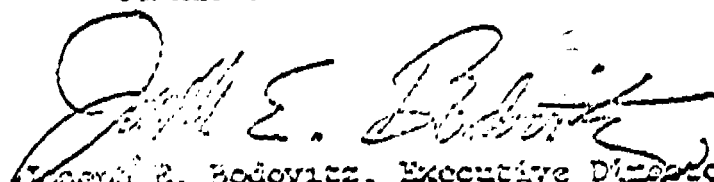
This order is effective today.

Dated MAY 18 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 PSC-1300 AAA CHARTER BUS, INC. Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1300

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

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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.

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Issued under authority of Decision 83 05 039, dated  
MAY 18 1983, of the Public Utilities Commission of the  
State of California in Application 83-03-35.

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Issued by California Public Utilities Commission.

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

AAA Charter Bus, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation to provide home-to-work service between Simi Valley and Los Angeles, with stops over and along the routes described, subject, however to the authority of this Commission to change or modify the routes at any time and subject to the following provisions:

- a. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- b. Passenger loading and unloading locations in downtown Los Angeles shall be approved by the City of Los Angeles, Department of Transportation.
- c. Tariff and timetable filings shall specify the passenger loading and unloading locations.
- d. Alternate or additional stops shall not be established, except for temporary relocation of stops due to construction or emergency conditions.

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SECTION 2.    ROUTE DESCRIPTION.

Commencing at the Cal-Train Station, (Valley Fair at Tapo Street) in the City of Simi Valley, then via the Simi Valley Freeway (Rte 118), Golden State Freeway (I-5), Pasadena Freeway (Rte 110) to downtown Los Angeles with stops at the Civic Center (within 6-block radius of Los Angeles City Hall) and the Financial District (within 6-block radius of Arco Plaza).

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