

Decision No. 88562 MAR 7 1978

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application)
of R. E. TRAHAN, dba, GETAWAY)
LINES, for a certificate of)
public convenience and necessity)
to operate passenger stage ser-)
vice between the Southern Cali-)
fornia Edison Nuclear Generating)
Station at San Onofre, Cali-)
fornia, on one hand, and various)
points in Los Angeles Counties,)
California, on the other hand.)

Application No. 57706
(Filed November 23, 1977)

O P I N I O N

This is the application of R. E. Trahan, dba Getaway Lines, for a Certificate of Public Convenience and Necessity to operate as a passenger stage corporation in home-to-work service between the Southern California Edison Nuclear Generating Station at San Onofre, California, on the one hand, and various points in Los Angeles and Orange Counties, California, on the other hand.

Passengers of the proposed service will be employees of the Southern California Edison Nuclear Generating Station, the San Diego Gas and Electric Company and/or Bechtel Power Corporation at San Onofre, California. The employees' homes are scattered throughout the southern parts of Los Angeles and Orange Counties.

At the present time there is no bus operating from this area to the job site. The personnel living in this area have to drive a minimum of six miles to reach the nearest bus stop, or drive all the way to San Onofre.

C. E. Lewis (Orange Blossom Lines), who was just issued a passenger stage certificate on January 17, 1978 (Decision 88346 in Application 57547) to provide home-to-work service between the San Onofre plant and certain points in Southern Los Angeles and Orange Counties, previously protested the subject application by letter and asked that the Commission order applicant to cease and desist his operations. A review of the points proposed to be served indicated that the closest points between the two operations are five to six miles apart by highway. From the standpoint of the passengers to be served, points five to six miles apart could be spaced closer for

passenger convenience without adversely affecting the two operations involved. There does not appear to be any merit to this protest.

Bechtel Power Corporation (Bechtel) is constructing nuclear power generating units Nos. 2 and 3 at San Onofre. It currently employs about 3,500 workers at San Onofre, of which 2,700 are on the day shift. The hiring of additional workers is still in progress. In addition to Bechtel's workers, there are employees of Southern California Edison Company and San Diego Gas and Electric Company at San Onofre. There are only a limited number of parking spaces available for private automobiles and those spaces are located about a 10-minute walk from the excavation site where a large number of Bechtel's employees report for work. There are no feasible public transportation services available between San Onofre and the various other Los Angeles and Orange Counties in points where these employees reside. Without applicant's service the workers would be required to drive private automobiles to commute.

D I S C U S S I O N

There is a need for public transportation between the San Onofre power station, on the one hand, and points in Los Angeles and Orange Counties near the homes of workers, on the other hand. No feasible public transportation now exists. The applicant has the equipment and financial ability to conduct the proposed service. We conclude there is need for the service of the applicant.

F I N D I N G S

1. Applicant, R. E. Trahan, proposes to provide scheduled home-to-work common carrier bus service for transportation of passengers between the San Onofre power station site and various other points in Los Angeles and Orange Counties.
2. The applicant has the ability and possesses the equipment and financial resources necessary to perform the proposed service.
3. The proposed fares in Exhibit C of the application appear reasonable.
4. There are no other passenger stage corporations that provide substantially the same service as would the applicant between the points proposed to be served.

5. Public convenience and necessity require that the applicant be authorized to provide scheduled common carrier bus service between the San Onofre power station site and points in Los Angeles and Orange Counties, as specifically set forth in Appendix A.

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

R. E. Trahan, dba Getaway Lines, is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A Certificate of Public Convenience and Necessity is granted to R. E. Trahan, dba Getaway Lines, authorizing him to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A of this decision.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if he accepts the certificate he will be required, among other things, to comply with the safety rules administered by the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.

- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.
- (e) Applicant shall maintain his accounting records on a calendar-year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, annual reports of his operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

Since the employees at the San Onofre station are presently in need of this transportation, the effective date of this order is the date hereof.

Dated at San Francisco, California, this 7th day of MARCH, 1978.

Robert B. ...
President
William ...
...
...
...
Commissioners

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
TO OPERATE AS
A PASSENGER STAGE CORPORATION
PSC 1035

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

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 No. 88562,
dated MAR 7 1978, of the Public Utilities
Commission of the State of California, in Application No. 57706.

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

R. E. Trahan, an individual doing business as Getaway Lines, by the Certificate of Public Convenience and Necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation for home-to-work operations between the San Onofre power station site in San Diego County, on the one hand, and certain specified points in Los Angeles and Orange Counties, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- (a) Only passengers destined to or originating at San Onofre power station site shall be transported.
- (b) Service will be operated at times necessary to meet employees' shift needs on regular working days.
- (c) Service will not be operated during strikes or other work shutdowns at the power station site.
- (d) Pickup and discharge of passengers will be limited to specific points hereinafter described in Section 2.
- (e) The route traversed during pickup at the beginning of the work shift will be traveled in reverse at the end of the work shift.

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SECTION 2. ROUTE DESCRIPTION.

ROUTE 1: GARDENA AND LONG BEACH - SAN ONOFRE

Beginning at the Pipefitter's Union Hall, located at 190th and Figueroa Streets in the City of Gardena where passengers are boarded; south on the San Diego Freeway (State Route 405) to Atlantic and 33rd Streets at the Gemco Parking Lot in the City of Long Beach where passengers are boarded; continue south on the San Diego Freeway (State Route 405) to the Los Altos Center located at Bellflower Blvd. adjacent to the San Diego Freeway in the City of Long Beach where passengers are boarded; continue south on the San Diego Freeway (State Route 405) to the San Onofre Power Generating Station where passengers are discharged, and return via the reverse of the above route.

(END OF APPENDIX A)

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