

Decision No. 92326

OCT 22 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of COMMUTER BUS LINES, INC. for )  
authority to extend its passenger )  
stage commuter service from Orange )  
County to Downtown Los Angeles. )

Application No. 59194  
(Filed October 10, 1979;  
amended May 8, 1980)

In the Matter of the Application )  
of SOUTHERN CALIFORNIA COMMUTER )  
BUS SERVICE, INC., to extend its )  
passenger stage commuter service )  
from Los Angeles and Orange )  
Counties to include the Los )  
Angeles Civic Center. )

Application No. 59434  
(Filed February 6, 1980)

- Ronald J. Hoffman, for Southern California Commuter Bus Service, Inc., applicant in A.59434 and protestant in A.59194.
- William D. Bourne, for Commuter Bus Lines, Inc., applicant in A.59194 and protestant in A.59434.
- John E. deBrauwere, Attorney at Law, for Eugene D. Stich, dba Challenger Coach, Leasing; Richard T. Powers, Attorney at Law, for Southern California Rapid Transit District; and James P. Jones, for United Transportation Union; protestants.
- K. D. Walpert, for Department of Transportation, City of Los Angeles; W. David Wheeler, for Orange County Transit District; Irving W. Jones, for Southern California Association of Governments; and Douglas R. Barr, for Commuter Computer; interested parties.

O P I N I O N

Application No. 59194 was filed by Commuter Bus Lines, Inc. (Bus Lines) on October 10, 1979, and requests authority pursuant to Public Utilities Code Sections 1031 et seq. to extend

its passenger stage commuter service from Orange County to downtown Los Angeles. By amendment filed May 8, 1980 Bus Lines supplemented its application to include specific pickup points and route descriptions. On February 6, 1980 Southern California Commuter Bus Service, Inc. (Com-Bus) filed Application No. 59434 and seeks similar authorization to extend its passenger stage commuter service from Los Angeles and Orange Counties to include the Los Angeles Civic Center.

Given the substantially identical nature of the aforementioned applications, the matters were consolidated for hearing; and a duly noticed public hearing was held in Los Angeles on May 19 and 20. The Southern California Rapid Transit District (SCRTD) appeared in protest of both applications - a position which was ratified and adopted by the representative of the United Transportation Union (UTU). Eugene Stich, dba Challenger Coach, Leasing (Challenger) appeared to protest the application of Bus Lines insofar as the requested authority duplicated points served by Challenger in Ventura County. The city of Los Angeles Department of Transportation (L.A.) appeared as an interested party to contend that current congested traffic conditions in the Los Angeles Civic Center, particularly in the area of the ARCO Plaza, militate against approval of the subject applications. Finally, in light of the spate of protests engendered by the two applications, it is somewhat gratuitous to note that each applicant appeared in protest of the other's request.

#### Background

Since 1973 SCRTD has offered riders at or near the ARCO Plaza in downtown Los Angeles special commuter service from various locations at monthly subscription rates. Currently, SCRTD operates 11 commuter buses which serve 8 basic routes connecting points in Orange and Los Angeles Counties with the ARCO Plaza in downtown Los Angeles. The subscription service connects the ARCO Plaza and the following origin-destination points:

- (1) Line 501 - Fullerton-La Mirada
- (2) Line 503 - Huntington Beach
- (3) Line 504 - Westlake Village (Thousand Oaks)
- (4) Line 505-1 - Woodland Hills  
Line 505-2 - Canoga Park-Woodland Hills-Tarzana  
Line 505-3 - Agoura-Hidden Hills
- (5) Line 507 - Arcadia-San Marino-San Gabriel
- (6) Line 508 - Whittier-Hacienda Heights
- (7) Line 509-1 - Rolling Hills-Palos Verdes-Torrance-  
Lomita (via Pacific Coast Highway)  
Line 509-3 - Rolling Hills-Palos Verdes-Torrance  
(Via Hawthorne Blvd.)
- (8) Line 511 - Chatsworth-Granada Hills-Mission Hills

As of the hearing date, the rates for subscription to SCRTD's morning and evening commuter bus service were \$50 between ARCO Plaza and Arcadia (Line 507), \$65 between the Plaza and Huntington Beach (Line 503) and Westlake Village (Line 504), and \$55 from all other locations to the ARCO Plaza.

SCRTD's subscription service evolved from an employee commuter program established in 1973 by SCRTD and the Atlantic Richfield Company (ARCO). ARCO provides an incentive to its employees to ride the SCRTD subscription buses. New employees are advised that the service exists. If employees desire to ride the bus, and service is available, they join the program. The SCRTD bills ARCO for the individual's full fare. ARCO, in turn, deducts a portion of the fare from the employees' payroll and pays the balance of the fare, approximately 25 percent, as a financial incentive to employees to participate in the commuter program.

Currently the 11 SCRTD buses servicing the 8 routes carry 400 ARCO employees and approximately 115 non-ARCO employees. Standard SCRTD equipment is used to provide the commuter service.

Com-Bus Showing

Com-Bus proposes to serve routes from points in Los Angeles and Orange Counties to downtown Los Angeles which are identical to those currently operated by the SCRTD through its commuter subscription service. In fact, Com-Bus has photocopied the SCRTD's subscription service schedule and submitted it as a description of its proposed service.

Com-Bus testified that it had been incorporated primarily for the purpose of operating passenger stage service by motor coach between points in Orange County and points in Los Angeles County. Bus equipment to be used in the proposed extension of service will be late-model 38-passenger (or greater) air-conditioned, parlor-type reclining coaches and deluxe commuter vans. Thirteen- to sixteen-passenger commuter vans will be used to provide service on those routes where a larger capacity bus is not required. Card tables and a refreshment bar will also be provided upon request.

Fares for the proposed routes would be as follows:

	<u>Weekly</u>	<u>Monthly (average 21 days)</u>
(1) Lines 503, 504	\$22	\$80
(2) All Other Lines	\$19	\$73

All fares will be charged on a weekly basis for five (5) round trips, or on a monthly basis. Fares will be prorated in the event of a recognized national or state holiday on which the bus does not operate.

Routes shall be run for a minimum of 30 passengers using a 38-passenger (or greater) bus, driven by professional drivers working under supervision of Com-Bus, and for a minimum of 10 passengers using a 13-passenger (or greater) minibus. The minibus will require a properly licensed passenger-driver working at the place of employment being served by the minibus.

Transportation will be limited to employees working in the Los Angeles Civic Center. Availability of a seat will depend upon

advanced reservation and advanced payment. If more than one bus is required to service any particular route, each of the buses on that route may eliminate one or more of the stops along that route so that more direct service may be provided to the passengers.

Com-Bus testified that it had been actively involved in organizing and coordinating personalized bus services in Los Angeles and Orange Counties for over ten years. As further evidence of its fitness to provide the proposed service, Com-Bus represented that it had organized 42 separate commuter routes and had actively participated in various governmental programs to increase the use of commuter buses as an alternative to the private automobile. Additionally, a statement of Com-Bus' current financial status was presented at hearing.

As evidence of need for the proposed service, Com-Bus demonstrated through both an affirmative showing and cross-examination that there are currently waiting lists for riders wishing to subscribe to a majority of the commuter service routes operated by the SCRTD. Further, Com-Bus distinguished its proposed service from SCRTD's current operations on the basic grounds that Com-Bus would use superior equipment with reclining chairs, individual reading lights, air-conditioning, and other amenities. ✓

Finally, Com-Bus feels its proposed service is superior to that of Bus Lines by reason of the availability of better operating equipment, the use of professional rather than passenger drivers, and the absence of parking problems in downtown Los Angeles since Com-Bus' equipment would engage in charter operation after the morning commuter run.

#### Bus Lines Showing

Bus Lines, like Com-Bus, has simply photocopied the SCRTD's subscription service schedule and tendered it as a description of its proposed service. Further, Bus Lines seeks additional

authority for transportation between downtown Los Angeles and the following origin-destination points:

- (1) Line 502 - Mission Viejo-Irvine-Orange
- (2) Line 503 - Costa Mesa
- (3) Line 504 - Newbury Park
- (4) Line 511 - Simi Valley

Downtown Los Angeles is defined to include the area bounded on the north by the Hollywood and Santa Ana Freeways, on the west by Western Avenue, on the south by the Santa Monica Freeway, and on the east by the Santa Ana Freeway.

Bus Lines testified that it had extensive experience in the transit business, with two full-time transit experts in its employ. The company was founded during World War II and has operated in the home-to-work commuter market continuously since that time. Bus Lines operates a fleet of 68 buses of various vintages and models; the company services approximately 40 commuter routes. As evidence of the success of Bus Lines, testimony was presented indicating that the present management has expanded its operation from 40 coaches serving 29 commuter routes to 68 coaches serving over 40 routes.

Bus Lines will use equipment in the proposed service which will have recliner seat coaches with individual reading lights. It is contended that these features make their equipment much more desirable than the city transit or suburban equipment currently used by SCRTD. Need for the service is evidenced by the previously discussed commuter service waiting lists.

Bus Lines carries public liability and property damage insurance with a combined \$5 million single limit. In support of its contention that it possesses the requisite financial fitness, Bus Lines testified that its gross revenues had more than doubled between the first and second years of its recent commuter operations. As further evidence of financial fitness, pertinent financial data was submitted with the application.

Bus Lines proposes fares that range from \$17.50 to \$19.00 per week for the various lines. It must be noted that Bus Lines had the proposed fares of Com-Bus before it when it prepared its amended fare list; the amended fare list indicates that Bus Lines consistently prices its service at anywhere from \$1.50 to \$3.00 lower than Com-Bus.

Service shall be commenced for a minimum of 30 passengers on any one bus and may, upon ten days notice, be discontinued when patronage falls below an average of 30 passengers in any consecutive three-week period. Buses will be driven by nonprofessional drivers; typically the driver will be employed in a business at or near the destination in downtown Los Angeles. Buses will be parked downtown during the day, awaiting use for the evening commute.

Bus Lines dismisses the protest of Challenger on grounds that Bus Lines already possesses the operating authority, though dormant, for Line 504 - the route which is the source of Challenger's objection. Further, it is the position of Bus Lines that the SCRTD objects only to Bus Lines or Com-Bus supplying service over subscription routes to those currently being offered service by SCRTD. Bus Lines stands willing to serve those who are not currently riding on the SCRTD subscription buses. Finally, with respect to the application of Com-Bus, Bus Lines contends that it is a bigger and better commuter bus operation, with a trained staff and available maintenance facilities. Bus Lines asserts that its superior business acumen qualifies it as the better applicant.

#### Position of SCRTD

SCRTD presented the testimony of two staff members and several public witnesses in support of its protest against the applications at issue.

In sum, SCRTD contends that it currently operates a very good subscription service with a high degree of passenger contentment. It feels compelled to protest the subject applications, which contain simple photocopies of SCRTD's schedules, on grounds that their approval would have an adverse impact on revenues and patronage and might force SCRTD to terminate the service. The implicit basis for the protest is that institution of new service will erode the current service operated by SCRTD through a contract arrangement with ARCO. ✓

SCRTD further testified that it is committed to continued provision of subscription service. SCRTD feels that it is a premium-type service with a premium fare that serves an important segment of SCRTD's traveling public. With respect to patrons who have been unable to secure a space on the already booked subscription service runs, SCRTD indicated that new buses are currently being delivered and can be assigned, when available, to meet excess demand for its subscription service. ✓

SCRTD concludes that it has demonstrated that it provides a very good service and that it should be allowed to continue its operation in the public interest. UTU joined in the protest of the two applications on the grounds presented by SCRTD.

#### Position of Challenger

Challenger appears only in protest of the application of Bus Lines. Challenger contends that Bus Lines has failed its burden of proof and has not demonstrated any public need for the proposed services. Further, insofar as Bus Lines seeks authority to serve its proposed Line 504, the suggested route involves a pickup point in Ventura County identical to that currently served by Challenger. In addition to an asserted lack of need for this additional service, Challenger maintains that Bus Lines with its aged equipment could, in no way, offer an improved service on the route currently operated by Challenger.



Position of L.A.

A traffic engineer appeared on behalf of L.A. to testify about the current congestion around ARCO Plaza. The demand on the streets adjacent to the facility involves about 2,000 cars an hour, with roughly 20,000 cars using the area daily. The activities of public and private transit concerns as well as the requirements of individuals working in the Plaza result in a demand that far exceeds the available curb space. As a result, L.A. receives repeated complaints about congestion around ARCO Plaza. It was the conclusion of the witness that authorization for any more buses to load and unload at ARCO Plaza during peak-demand time might turn a difficult problem into an unbearable situation.

Discussion

Both Com-Bus and Bus Lines have provided privately operated commuter bus service for many years and have done so with varying degrees of success. Both applicants have demonstrated on this record the ability, experience, and financial resources to render service over the routes and between the points encompassed by the applications. Despite a flurry of cross-claims, asserting superior business acumen and/or better operating equipment, there are no rational grounds for distinguishing Com-Bus and Bus Lines on the basis of their fitness to provide the proposed service.

Though it is difficult to accurately quantify the need for additional commuter subscription service from Orange and Los Angeles Counties to downtown Los Angeles, the record does reflect the existence of significant waiting lists for spaces aboard SCRTD's current commuter buses. Though we are unclear as to the exact magnitude of the passenger demand for additional commuter bus transportation from the above-mentioned areas, our desire to accommodate those commuters wishing to travel by bus and to encourage the use of multi-passenger vehicles over single-occupancy cars leads us to conclude that both applicants have demonstrated sufficient need for the proposed service.

Section 1032 of the Public Utilities Code requires the Commission to determine whether an existing passenger stage corporation is providing adequate service and whether entry of a new passenger stage corporation should be allowed into the field. Bus Lines seeks authority to provide service on Line 504 as described in the SCRTD schedule and also proposes certain pickup points in Ventura County. Challenger indicates that it currently serves one of the proposed pickup points in Ventura County. However, discussion of Section 1032 is obviated by Bus Lines' claim that it already possesses the requisite authority to provide service on Line 504 and its further statement of position that there is nothing in its application that would change the competitive status quo vis-a-vis Challenger. To maintain consistency with Bus Lines' statement of position, we will not grant the request of Bus Lines to extend its current authority to include pickup points in Ventura County. Finally, since SCRTD is not a passenger stage corporation subject to Commission jurisdiction, Section 1032 does not require a Commission determination respecting the adequacy of existing service.

Both Com-Bus and Bus Lines having made a sufficient showing, we will grant each applicant extended authority to provide service between points in Los Angeles and Orange Counties and downtown Los Angeles.

Com-Bus will be authorized to provide service between the following points and downtown Los Angeles:

- (1) Line 501 - Brea-Fullerton-La Mirada
- (2) Line 503 - Huntington Beach
- (3) Line 504 - Thousand Oaks (Westlake Village)
- (4) Line 505-1 - Woodland Hills  
Line 505-2 - Canoga Park-Woodland Hills-Tarzana
- (5) Line 507 - Sierra Madre-Arcadia-San Marino-San Gabriel
- (6) Line 508 - Hacienda Heights-Whittier
- (7) Line 509 - Harbor City-Lomita-Palos Verdes-Torrance
- (8) Line 511 - Chatsworth-Granada Hills-Mission Hills

Bus Lines will be authorized to provide service between the following points and downtown Los Angeles:

- (1) Line 501 - Fullerton-La Mirada
- (2) Line 502 - Mission Viejo-Irvine-Orange
- (3) Line 503 - Costa Mesa-Huntington Beach
- (4) Line 505 - Canoga Park-Woodland Hills-Tarzana
- (5) Line 507 - Arcadia-San Marino-San Gabriel
- (6) Line 508 - La Habra-Hacienda Heights
- (7) Line 509 - Rolling Hills-Palos Verdes-Torrance-Lomita
- (8) Line 511 - Simi Valley-Chatsworth-Granada Hills-Mission Hills

For purposes of both authorizations, "downtown Los Angeles" is defined as the area bounded on the north by the Hollywood and Santa Ana Freeways, on the west by Western Avenue, on the south by the Santa Monica Freeway, and on the east by the Santa Ana Freeway.

However, mindful of the positions of SCRTD and L.A., we will also adopt the following restrictions in their operating certificates:

(1) Com-Bus and Bus Lines shall not provide commuter service to ARCO employees who qualify for the transportation program established between the SCRTD and ARCO; and (2) Com-Bus and Bus Lines shall neither load nor unload passengers on any street adjacent to the ARCO Plaza.

With respect to the last restriction, we will reserve the subject for future consideration in the hope that applicants can reach a satisfactory resolution with L.A. regarding the parking and congestion problem around the ARCO Plaza.

Findings of Fact

1. Com-Bus and Bus Lines have the experience, equipment, personnel, and financial resources to institute and maintain the proposed services.
2. SCRTD currently operates 11 commuter subscription service buses on 8 different routes connecting points in Los Angeles and Orange Counties and downtown Los Angeles.
3. SCRTD provides a satisfactory commuter service to employees of ARCO as well as to other employees in ARCO Plaza.
4. There is currently a waiting list for commuter spaces aboard SCRTD's subscription service buses.
5. There is a public demand and need for the proposed services of Com-Bus and Bus Lines.
6. The ARCO Plaza is an highly congested area with approximately 2,000 cars an hour using the adjacent streets.
7. 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

The Commission concludes that public convenience and necessity require that the applications be granted as set forth in the ensuing order.

Applicants are 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. The certificate of public convenience and necessity granted to Commuter Bus Lines, Inc. (Bus Lines) is hereby amended to authorize operations as a passenger stage corporation between the points and over the routes and subject to the restrictions set forth in Appendix A of this decision.
2. The certificate of public convenience and necessity granted to Southern California Commuter Bus Service (Com-Bus) in Appendix A to Decision No. 83467 is hereby amended to authorize operations as a passenger stage corporation between the points and over the routes and subject to the restrictions set forth in Original Pages 3-A, 5-A, 21, 22, and 23 attached hereto.
3. Bus Lines and Com-Bus shall not provide commuter service to ARCO employees who qualify for the transportation program established between SCRTD and ARCO.
4. Bus Lines and Com-Bus shall not load or unload passengers on any street adjacent to the ARCO Plaza.
5. In providing service pursuant to the authority granted by this order, applicants shall comply with the following service regulations. Failure to do so may result in a cancellation of the authority.
  - (a) Within thirty days after the effective date of this order, applicants shall file a written acceptance of the certificates granted. Applicants are placed on notice that if they accept the certificates they 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, applicants 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) Applicants shall maintain their 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, an annual report of their operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

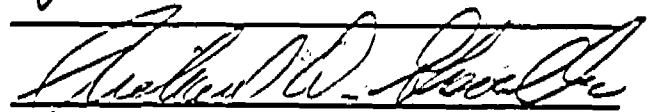
The effective date of this order shall be thirty days after the date hereof.

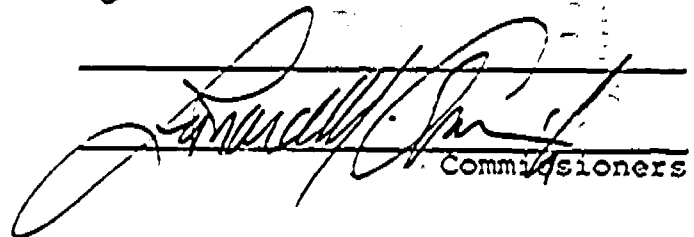
Dated     OCT 22 1980    , at San Francisco, California.

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

  
\_\_\_\_\_  
President

  
\_\_\_\_\_

  
\_\_\_\_\_  
Commissioners

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION

PSC-453  
PART N

---

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. **92326**  
dated OCT 22 1980 of the Public Utilities Commission  
of the State of California, in Application No. 59194.

INDEX

	<u>Page No.</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS	N-2
SECTION 2. ROUTE DESCRIPTIONS	
<u>Route</u> <u>Route Name</u>	
501 Fullerton-La Mirada-----	N-3
502 Mission Viejo-Irvine-Orange-----	N-3
503 Costa Mesa-Huntington Beach-----	N-3
505-2 Canoga Park-Woodland Hills-Tarzana---	N-3
507 Arcadia-San Marino-San Gabriel-----	N-4
508 La Habra-Whittier-Hacienda Heights---	N-4
509-1 Rolling Hills-Palos Verdes- Torrance-Lomita -----	N-4
509-3 Rolling Hills-Palos Verdes-Torrance_	N-5
511 Simi Valley-Chatsworth-Granada Hills- Mission Hills-----	N-5

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59194.



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

Commuter Bus Lines, Inc., (PSC-453), a corporation, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers between areas hereinafter described in Los Angeles and Orange Counties and Downtown Los Angeles, subject, however, to the authority of this Commission to change or modify said authority at any time and subject to the following provisions:

- (a) Service shall be commenced for a minimum of 30 passengers on any one bus and may, upon ten days' notice, be discontinued when patronage falls below an average of 30 passengers in any consecutive three-week period.
- (b) No transportation shall be provided to ARCO employees who qualify for the transportation program established between the SCRTD and ARCO.
- (c) No passengers shall be loaded or unloaded on any street adjacent to the ARCO Plaza.
- (d) When route descriptions are given in one direction, they apply in either direction unless otherwise indicated.
- (e) All transportation of passengers shall originate in the pickup areas hereinafter specified and shall be destined to Downtown Los Angeles which is defined by the area bounded on the north by the Hollywood and Santa Ana Freeways, on the west by Western Avenue, on the south by the Santa Monica Freeway, and on the east by the Santa Ana Freeway.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59194.

## SECTION 2. ROUTE DESCRIPTIONS.

PROPOSED ORANGE COUNTY ROUTESRoute 501 - Fullerton-La Mirada (La Mirada only is in L.A. County)

Picking up passengers within a one-half mile radius from the intersection of Harbor Boulevard and Orangefair Avenue; Harbor and Brea Boulevards; Valencia Mesa and Sunny Crest Drives; Rosecrans Avenue and Euclid Street; and the La Mirada Center (La Mirada Boulevard and Ocaso Avenue); along the most appropriate route(s) to Downtown Los Angeles.

Route 502 - Mission Viejo-Irvine-Orange

Picking up passengers within a one-half mile radius from the intersections of Interstate 405 and Crown Valley Parkway; Interstate 5 and Lake Forrest Drive; Interstate 5 and Myford Road; The City Drive and The City Parkway East; along the most appropriate route(s) to Downtown Los Angeles.

Route 503 - Costa Mesa-Huntington Beach

Picking up passengers within a one-half mile radius from the intersections of Bristol Street and Paularino Avenue (South Coast Plaza Shopping Center); and Beach Boulevard and Edinger Avenue (Huntington Beach Shopping Center); along the most appropriate route(s) to Downtown Los Angeles.

PROPOSED LOS ANGELES COUNTY ROUTESRoute 505-2 - Canoga Park-Woodland Hills-Tarzana

Picking up passengers within a one-half mile radius from the intersections of Victory Boulevard and Platt Avenue; Victory Boulevard and Fallbrook Avenue; Victory Boulevard and Shoup Avenue; Ventura and Topanga Canyon Boulevards; Ventura Boulevard and Corbin Avenue; Ventura and Reseda Boulevards; along the most appropriate route(s) to Downtown Los Angeles.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59194.

## SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 507 - Arcadia-San Marino-San Gabriel

Picking up passengers within a one-half mile radius from the intersections of Santa Anita Avenue and Foothill Boulevard; Huntington Drive and Santa Clara Street; Huntington Drive and Baldwin Avenue; Del Mar Avenue and Huntington Drive; Del Mar Avenue and Hermosa Avenue; along the most appropriate route(s) to Downtown Los Angeles.

Route 508 - La Habra-Whittier-Hacienda Heights (La Habra only is in Orange Co.)

Picking up passengers within a one-half mile radius from the intersections of Valley Home Avenue and Russell Street; Whittier Boulevard and Valley Home Avenue; Colima Road and Whittier Boulevard; Colima Road and Hacienda Boulevard; Gale Avenue and Hacienda Boulevard; along the most appropriate route(s) to Downtown Los Angeles.

Route 509-1 - Rolling Hills-Palos Verdes-Torrance-Lomita

Picking up passengers within a one-half mile radius from the intersections of Crest Road and Crenshaw Boulevard; Hawthorne Boulevard and Crest Road; Hawthorne Boulevard and Seamount Drive (Eddinghill Drive); Hawthorne Boulevard and Ridgeway Drive (Gran Via Altimira); Hawthorne Boulevard and Silver Spur Road (Crossfield Drive and Indian Peak Road); Hawthorne Boulevard and Palos Verdes Drive North; Hawthorne Boulevard and Pacific Coast Highway (242nd Street); Pacific Coast Highway and Western Avenue; along the most appropriate route(s) to Downtown Los Angeles.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59194.

## SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 509-3 - Rolling Hills-Palos Verdes-Torrance

Sames as 509-1 to Hawthorne Boulevard and Pacific Coast Highway; then picking up passengers within a one-half mile radius from the intersections of Hawthorne Boulevard and 226th Street; Hawthorne Boulevard and Carson Street; Hawthorne and Artesia Boulevards; Artesia Boulevard and Amie Avenue; along the most appropriate route(s) to Downtown Los Angeles.

Route 511 - Simi Valley-Chatsworth-Granada Hills-Mission Hills

Picking up passengers within a one-half mile radius from the intersections of Moorpark Road and Los Angeles Avenue; the Simi Valley-San Fernando Valley Freeway (State Route 118) and Los Angeles Avenue; and within one-half mile either side of the Simi Valley-San Fernando Valley Freeway (State Route 118) from 1st Street on the west to Kuehner Drive on the east (both points inclusive); within a one-half mile radius from the intersections of Mason Avenue and Hiawatha Street; Devonshire Street and Reseda Boulevard; Devonshire Street and Balboa Boulevard; Devonshire Street and Sepulveda Boulevard; along the most appropriate route(s) to Downtown Los Angeles.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59194.

INDEX

SECTION 2. ROUTE DESCRIPTIONS (Cont'd)

<u>ROUTE</u>	<u>ROUTE NAME</u>	<u>Page No.</u>
CC 501	Brea-Fullerton-La Mirada-----	21
CC 503	Huntington Beach-----	21
CC 504	Thousand Oaks (Westlake Village)-----	21
CC 505-1	Woodland Hills-----	21
CC 505-2	Canoga Park-Woodland Hills-Tarzana-----	22
CC 507	Sierra Madre-Arcadia-San Marino-San Gabriel---	22
CC 508	Hacienda Heights-Whittier-----	22
CC 509	Harbor City-Lomita-Palos Verdes-Torrance-----	23
CC 511	Chatsworth-Granada Hills-Mission Hills-----	23

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59434.

3. Certain points in Los Angeles and Orange Counties on the one hand, and Downtown Los Angeles on the other hand, as set forth in Routes CC 501, CC 503, CC 504, CC 505-1, CC 505-2, CC 507, CC 508, CC 509, and CC 511 hereinafter described subject to the following provisions:

- a. Routes shall be run for a minimum of 30 passengers using a 38-passenger (or greater) bus, and for a minimum of 10 passengers using a 13-passenger (or greater) minibus.
- b. Transportation shall be limited to employees working in Downtown Los Angeles.
- d. *al* *2.* No transportation shall be provided to ARCO employees who qualify for the transportation program established between the SCRTD and ARCO.
- d. No passengers shall be loaded or unloaded on any street adjacent to the ARCO Plaza.
- e. When route descriptions are given in one direction, they apply in either direction unless otherwise indicated.
- f. All transportation of passengers shall originate at the pickup points hereinafter specified and shall be destined to Downtown Los Angeles, which is defined by the area bounded on the north by the Hollywood and Santa Ana Freeways, on the west by Western Avenue, on the south by the Santa Monica Freeway, and on the east by the Santa Ana Freeway.

Issued by the California Public Utilities Commission.

Decision No. 92326, Application No. 59434.

SECTION 2. ROUTE DESCRIPTIONS

ROUTE CC 501 BREA-FULLERTON-LA MIRADA

Commencing on Harbor Boulevard and Orangefair Avenue where passengers are to be picked up; then to Valencia Mesa and Sunnycrest Drive where passengers are to be picked up; then to La Mirada Center where passengers are to be picked up; then north on I5 to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 503 HUNTINGTON BEACH

Commencing at Huntington Beach Shopping Center at Beach Boulevard and Edinger Avenue where passengers are to be picked up; then direct to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 504 THOUSAND OAKS (WESTLAKE) VILLAGE

Commencing at Agoura Road and Lindero Canyon Road where passengers are to be picked up; then west on Agoura Road to Westlake Boulevard where passengers are to be picked up; then north on Westlake Boulevard to Townsgate Road where passengers are to be picked up; then east on the Ventura Freeway to I5 south to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 505-1 WOODLAND HILLS

Commencing at Mulholland Drive and Avenue San Luis where passengers are to be picked up; then to Ventura Boulevard and Topanga Canyon Boulevard where passengers are to be picked up; then to Ventura Boulevard and Corbin Avenue where passengers are to be picked up; then to Downtown Los Angeles where passengers are to be discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59434.

ROUTE CC 505-2 CANOGA PARK - WOODLAND HILLS - TARZANA

Commencing at Victory Boulevard and Platt Avenue where passengers are to be picked up; then east on Victory to Fallbrook Avenue where passengers are to be picked up; then east on Victory to Shoup Avenue where passengers are to be picked up; then east on Victory south on Topanga Canyon Boulevard to Ventura Boulevard where passengers are to be picked up; then east on Ventura Boulevard to Reseda Boulevard where passengers are to be picked up; then east on the Ventura Freeway; south on I5 to Downtown Los Angeles where passengers are to be discharged; and return.

dl

ROUTE CC 507 SIERRA MADRE - ARCADIA - SAN MARINO - SAN GABRIEL

Commencing at Santa Anita Avenue and Foothill Boulevard where passengers are to be picked up; then south on Santa Anita Avenue to Santa Clara Street; west to Huntington Drive where passengers are to be picked up; then west on Huntington Drive to Baldwin Avenue where passengers are to be picked up; then south on Del Mar Avenue to Hermosa Drive where passengers are to be picked up; then west on the San Bernardino Freeway to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 508 HACIENDA HEIGHTS - WHITTIER

Commencing at Russell Street and Valley Home Avenue; where passengers are to be picked up; then to Valley Home Avenue and Whittier Boulevard where passengers are to be picked up; then west on Whittier Boulevard to Colima Road where passengers are to be picked up; then north on Colima Road to Hacienda Boulevard where passengers are to be picked up; then north on Hacienda Boulevard to Gale Avenue where passengers are to be picked up; then west on the Pomona Freeway to Downtown Los Angeles where passengers are to be discharged; and return.

dl

dl

Issued by the California Public Utilities Commission.

Decision No. 92326, Application No. 59434.



ROUTE CC 509 HARBOR CITY - LOMITA - PALOS VERDES - TORRANCE

Commencing at Crenshaw Boulevard and Crest Road where passengers are to be picked up; then west on Crest Road to Hawthorne Boulevard where passengers are to be picked up; then north on Hawthorne Boulevard to Seamount Drive where passengers are to be picked up; north on Hawthorne Boulevard to Ridgeway Drive where passengers are to be picked up; then east to Crossfield Drive and Indian Peak Road where passengers are to be picked up; then north on Hawthorne Boulevard to Palos Verdes Drive where passengers are to be picked up; then north on Hawthorne Boulevard to Pacific Coast Highway where passengers are to be picked up; then north on Hawthorne Boulevard to 226th Street where passengers are to be picked up; then north on Hawthorne Boulevard to Carson Street where passengers are to be picked up; then north on Hawthorne Boulevard to Artesia Boulevard where passengers are to be picked up; then to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 511 CHATSWORTH - GRANADA HILLS - MISSION HILLS

Commencing at Hiawatha Street and Mason Avenue where passengers are to be picked up; then south on Mason Avenue; east on Devonshire Street to Reseda Boulevard where passengers are to be picked up; then east on Devonshire Street to Balboa Boulevard where passengers are to be picked up; then east on Devonshire Street to Sepulveda Boulevard where passengers are to be picked up; then south on I5 to Downtown Los Angeles where passengers are to be discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59434.

*CORRECTION*

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

ROUTE CC 509 HARBOR CITY - LOMITA - PALOS VERDES - TORRANCE

Commencing at Crenshaw Boulevard and Crest Road where passengers are to be picked up; then west on Crest Road to Hawthorne Boulevard where passengers are to be picked up; then north on Hawthorne Boulevard to Seamount Drive where passengers are to be picked up; north on Hawthorne Boulevard to Ridgeway Drive where passengers are to be picked up; then east to Crossfield Drive and Indian Peak Road where passengers are to be picked up; then north on Hawthorne Boulevard to Palos Verdes Drive where passengers are to be picked up; then north on Hawthorne Boulevard to Pacific Coast Highway where passengers are to be picked up; then north on Hawthorne Boulevard to 226th Street where passengers are to be picked up; then north on Hawthorne Boulevard to Carson Street where passengers are to be picked up; then north on Hawthorne Boulevard to Artesia Boulevard where passengers are to be picked up; then to Downtown Los Angeles where passengers are to be discharged; and return.

ROUTE CC 511 CHATSWORTH - GRANADA HILLS - MISSION HILLS

Commencing at Hiawatha Street and Mason Avenue where passengers are to be picked up; then south on Mason Avenue; east on Devonshire Street to Reseda Boulevard where passengers are to be picked up; then east on Devonshire Street to Balboa Boulevard where passengers are to be picked up; then east on Devonshire Street to Sepulveda Boulevard where passengers are to be picked up; then south on I5 to Downtown Los Angeles where passengers are to be discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 92326, Application No. 59434.