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Decision No. 92741 FEB 18 1981

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of SOUTHERN CALIFORNIA COMMUTER
BUS SERVICE, INC., a corporation,
for authority to extend its
passenger stage commuter service
from Los Angeles County to include
the Warner Center; specifically
the employees of 20th Century
Insurance Company and employees
of other companies in and near
Warner Center.

Application No. 60041
(Filed October 29, 1980)

O P I N I O N

Southern California Commuter Bus Service, Inc. (Combus, PSC-943) seeks a certificate of public convenience and necessity pursuant to Sections 1031 and 1032 of the Public Utilities Code to extend its authority to operate as a passenger stage corporation over regular routes between various points in Los Angeles County, on the one hand, and places of employment in the vicinity of Warner Center (Canoga Park), on the other hand. The proposed additional services assertedly would increase the use of commuter buses as an alternative to the private automobile.

The proposed routes to be served are described in Exhibit A to the application. Maps showing the routes are contained in Exhibit B. The proposed rules and fares (\$22.00 per week or \$80 per month) are set forth in Exhibit C. It is proposed that the exact time schedule for the proposed service would be determined as a result of passenger response. Work shifts to be served are set forth in Exhibit D.

Combus proposes to lease necessary equipment from local charter bus companies or passenger stage corporations licensed by the Commission, and also to purchase equipment as required. All bus equipment would be late model 38-passenger (or greater), air-

conditioned, parlor-type reclining seat coaches. Commuters would be permitted to place bicycles in the underfloor luggage compartments, for use at either or both ends of the bus ride.

Combus states that there is no existing express commuter service to the Warner Center from the areas proposed to be served. Combus has the ability and experience to perform the proposed service and can make available the necessary equipment and facilities. It asserts that operation of the proposed service will not have an adverse impact upon the environment. It points out that it will have a favorable effect upon the environment due to a reduction in traffic, energy consumption, and smog.

Combus contends the application is noncontroversial in nature and there is an immediate need for the service. It requests the Commission to issue an ex parte order authorizing the proposed service and establishment of the proposed routes and fares. Copies of the application were served on Southern California Rapid Transit District, Southern California Association of Governments, the City and County of Los Angeles. The application was noticed on the Commission's Daily Calendar of November 4, 1980. There are no protests and a public hearing is not necessary.

In a letter dated November 12, 1980 the Southern California Rapid Transit District (District) requested that if the application is granted, a waiver be included that would not prohibit the District from establishing additional routes to the Warner Center. Ronald J. Hoffman, President of Combus, communicated to the Commission that a waiver is not acceptable to Combus. In a subsequent letter dated December 9, 1980, the District stated that it does not protest the granting of this application.

Since there are no protests, and since the public will benefit from immediate institution of the service, the order should be effective the date of signature.

Findings of Fact

1. Combus is a passenger stage corporation engaged in performing common carrier service between points in Los Angeles and Orange Counties.

2. Combus seeks to extend existing passenger stage authority to serve between certain points in Los Angeles County, on the one hand, and points in the vicinity of Warner Center (Canoga Park), on the other hand.

3. Combus is unaware of any passenger carrier with which the proposed service would compete.

4. The proposed fares are justified and should be authorized.

5. There is a public need for this passenger stage service.

6. Combus has the ability, experience, and financial resources necessary to perform the proposed additional services.

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

8. A public hearing is not necessary.

Conclusion of Law

Combus has demonstrated public convenience and necessity for the proposed service. The application should be granted.

Southern California Commuter Bus Service, Inc. 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. Appendix A of Decision No. 83467 in Application No. 54213 and 54214 is amended by incorporating Original Pages 24 and 25 attached hereto.


2. In providing service pursuant to the authority granted by this order, applicant, Southern California Commuter Bus Service, Inc., 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, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules of 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.

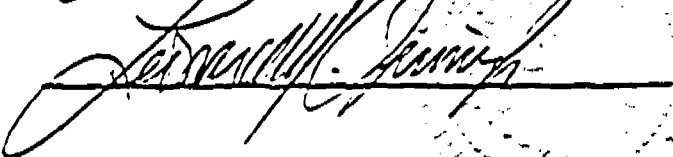
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Order Nos. 79-Series and 98-Series.
- (e) Applicant shall maintain its accounting records on a calendar 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 its operations in such form, content, and number of copies as the Commission from time to time, shall prescribe.

The effective date of this order is the date hereof.

Dated FEB 18 1987, at San Francisco, California.



President




Commissioners

ROUTE WC-1 HOLLYWOOD

Commencing at MacArthur Park (3rd and Hoover); then west on 3rd to Western Ave. where passengers are picked up; then north on Western Ave. to Santa Monica Ave. where passengers are picked up; then west on Santa Monica Ave. to Highland Ave. where passengers are picked up; then north on Highland Ave. to Sunset Bl. where passengers are picked up; then north on Highland Ave. to Hollywood Fwy north, to Ventura Fwy north, to Canoga Ave. exit; then north on Canoga Ave. to Warner Center Buildings, Woodland Hills; and return.

ROUTE WC-2 INGLEWOOD/WESTCHESTER/CULVER CITY/VENICE/SANTA MONICA

Commencing at Manchester Bl. (near San Diego Fwy), then north on San Diego Fwy to Fox Hills Mall, Culver City, where passengers are picked up; then north on San Diego Fwy to Santa Monica Bl. at Cotner Ave. (near Fwy) where passengers are picked up; then north on San Diego Fwy, north on Ventura Fwy to Canoga Ave. exit; then north on Canoga Ave. to Warner Center Buildings, Woodland Hills; and return.

ROUTE WC-3 CULVER CITY/PALMS/RANCHO PARK

Commencing at Overland Bl. and Maytime St., Culver City; then north on Overland Bl. to Venice Bl. where passengers are picked up; continuing north on Overland Bl. to National Bl. where passengers are to be picked up; continuing north on Overland Bl. to Ayres St. where passengers are to be picked up; continuing north on Overland Bl. to Pico Bl., then west on Pico Bl. to Sepulveda Bl. where passengers are to be picked up; then north on the San Diego Fwy, north on the Ventura Fwy to Canoga Ave. exit; then north on Canoga Ave. to Warner Center Buildings, Woodland Hills; and return.

ROUTES WC-4 MARINA DEL REY/VENICE/SANTA MONICA

Commencing at Lincoln Bl. and Fiji Way, Marina Del Rey; then north on Lincoln Bl. stopping at Washington Bl., Marina Del Rey, Venice Bl., Venice, Pico Bl., Santa Monica, and Wilshire Bl., Santa Monica, where passengers are to be picked up; then continuing north on Lincoln Bl. to Montana; then east to 20th St., Santa Monica where passengers are to be picked up; then north on 26th St. to San Vicente Bl. where passengers are to be picked up; then east on San Vicente Bl. to Kenter St., north on Kenter St. to Sunset Bl., Brentwood, where passengers are to be picked up; then east on Sunset Bl to San Diego Fwy, north on San Diego Fwy, north on Ventura Fwy to Canoga Ave. exit, then north on Canoga Ave. to Warner Center Buildings, Woodland Hills; and return.

Issued by California Public Utilities Commission.

Decision No. 82711, dated FFR 18 1921 in Application No. 60041.

Appendix A
(Dec.83467)

SOUTHERN CALIFORNIA COMMUTER
BUS SERVICE, INC.
(PSC - 943)

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ROUTE WC-5 GLENDALE/BURBANK/STUDIO CITY/SHERMAN OAKS/ENCINO

Commencing at Central Ave. and Doran Pl., Glendale, then north on Ventura Fwy to Barham Bl., Burbank, where passengers are to be picked up; then continuing north on Ventura Fwy to Laurel Canyon Bl., Studio City, where passengers are to be picked up, then continuing north on the Ventura Fwy to Van Nuys Bl., Sherman Oaks where passengers are to be picked up, continuing north on the Ventura Fwy to Sepulveda Bl., Sherman Oaks, where passengers are to be picked up; continuing north on the Ventura Fwy to Balboa Bl., Encino where passengers are to be picked up; continuing north on Ventura Fwy to Canoga Ave. exit, north on Canoga Ave. to Warner Center Buildings, Woodland Hills; and return.

Issued by California Public Utilities Commission.

Decision No. 92744, dated FEB 12 1981 in Application No. 60041.