

**ORIGINAL**Decision No. 67278

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN MATEO-BURLINGAME  
TRANSIT COMPANY for authority to  
increase fares, suspend certain  
operations and reroute two present  
lines.

Application No. 45660  
(Filed August 8, 1963,  
Amended December 3, 1963  
and December 11, 1963)

In the Matter of the Application of )  
JOHN A. ZANETTE, FRANCES ZANETTE and )  
FRANK VELLA, doing business as STAR )  
CHARTER LINE, a partnership, for )  
certificate of public convenience )  
and necessity to operate passenger )  
service between San Mateo Southern )  
Pacific Depot and the Hillsdale )  
Southern Pacific Depot and the )  
College of San Mateo, College )  
Heights Campus.

Application No. 45877  
(Filed October 18, 1963)

Bertram S. Silver and Martin J. Rosen, for San Mateo-  
Burlingame Transit Company, applicant in  
Application No. 45660 and protestant in  
Application No. 45877.

James S. Green, for John A. Zanette, Frances Zanette  
and Frank Vella, doing business as Star Charter  
Line, applicants in Application No. 45877 and  
protestants in part in Application No. 45660.

A. C. Olshen, in propria persona; and F. Raymond  
Wight, for San Mateo Federation of Improvement  
Clubs; interested parties.

Glenn E. Newton, Hilton H. Nichols and C. V. Shawler,  
for the Commission staff.

O P I N I O N

These matters were heard on a common record before  
Examiner Lane at San Mateo on February 25 and 26, 1964. They were  
taken under submission upon the filing of the hearing transcripts  
on March 18, 1964. Copies of the applications were served and  
notices of hearings published in accordance with the Commission's  
procedural rules.

In Application No. 45660, San Mateo-Burlingame Transit Company (San Mateo-Burlingame) proposes in connection with its passenger stage service within and between Burlingame, San Mateo, Hillsborough and Belmont (transit service) to:<sup>1/</sup>

- (a) Increase certain of its fares;<sup>2/</sup>
- (b) Suspend all Saturday operations;
- (c) Suspend operations on portions of Routes B and E; and
- (d) Extend Routes A and D to the College Heights Campus of the College of San Mateo and Route E via Norfolk Street from Nineteenth Avenue to Hillsdale Boulevard and thence via Hillsdale Boulevard to the College of San Mateo.

In Application No. 45877, John A. Zanette, Frances Zanette and Frank Vella, doing business as Star Charter Line (Star Charter), seek a certificate of public convenience and necessity to operate a passenger stage between the San Mateo Southern Pacific depot and the Hillsdale Southern Pacific depot and the College Heights Campus of the College of San Mateo, and intermediate points.<sup>3/</sup>

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1/ San Mateo-Burlingame has authority to transport passengers between certain peninsula points and Candlestick Park and on an on-call basis between Hayward and San Mateo. In addition, applicant operates as a charter-party carrier of passengers.

2/ The adjustments in fares sought are as follows:

- (a) To increase one-way adult fares by 5 cents.
- (b) To increase fares for children under five years of age occupying a seat and for children five years and over but under twelve years of age to the full adult fares.
- (c) To increase student 10-ride commutation tickets from \$1.50 to \$2.00.

3/ Star Charter holds a permit from the Commission to operate as a charter-party carrier of passengers.

San Mateo-Burlingame protested Application No. 45877 of Star Charter in its entirety. Star Charter protested Application No. 45660 of San Mateo-Burlingame insofar as it seeks authority to serve the college campus.

Application No. 45660

Testimony in support of San Mateo-Burlingame's application was introduced through applicant's president and vice president. The Commission staff introduced studies relating to the service being performed by applicant and relating to its results of operations. Two members of the public assisted in the development of the record.

The president testified that applicant's transit service has not been profitable. The continuation of these operations has been subsidized by charter and school contract revenues. He stated that the carrier experienced a strike of its employees between June 1 and September 9, 1963 which had aggravated the unfavorable operating results of San Mateo-Burlingame.

Applicant granted its drivers increased wages as a result of labor negotiations in connection with the settlement of the strike. Costs of operations increased as a result. In addition, applicant has experienced a drop in patronage since the strike as compared to pre-strike levels.

The witness said that increases in fares and a reduction in the number of schedules were necessary to enable San Mateo-Burlingame to continue operations. With respect to fare increases, the witness said that those authorized on December 20, 1963 on an interim basis appeared satisfactory and urged that they be

continued on a permanent basis.<sup>4/</sup> He said that applicant had concluded that the additional increases sought in the application, and not authorized by Decision No. 66507, supra, were not essential and that the request therefor should be withdrawn.

Because of the reduction in patronage, San Mateo-Burlingame has reduced the number of schedules it operates on its various routes on weekdays. The witness expressed the opinion that the service being rendered was adequate to serve the demand. He was hopeful for increased demands for service which would be met by increased service as the demand warranted. He said that time schedules of current operations had not been made available to the public pending the outcome of this proceeding.

Demand for Saturday service, the witness said, was insufficient to pay the drivers' wages and transit service revenues were insufficient to absorb the losses from Saturday service.

San Mateo-Burlingame seeks to suspend operations on a small segment on each of its Routes B and E. The Route B segment involves one-half of a small loop in downtown Burlingame. The Route E segment involves the so-called "North Shoreview" loop in the vicinity of Third Avenue and Norfolk Street in San Mateo.

The Route B segment, according to San Mateo-Burlingame's president, involves a line which is no more than one block from the main line of Route B in downtown Burlingame. The area

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<sup>4/</sup> By Decision No. 66507, dated December 20, 1963, in this proceeding, San Mateo-Burlingame was authorized to increase, on an interim basis, its one-way adult fares by five cents each and to increase student 10-ride commutation fares from \$1.50 to \$1.75. Increases in children's fares and the further increases sought in student's fares were denied.

which this segment traverses involves serious traffic congestion which hampers operations. Moreover, its elimination would not seriously inconvenience anyone and would contribute to improved service by applicant.

Assertedly, elimination of the North Shoreview loop would actually improve overall service on Route E. The loop generates very few passengers. Considerably more passengers ride between downtown San Mateo and points on Route E beyond the North Shoreview loop. These passengers are inconvenienced by the increase in transit time occasioned by the service to the loop. On the other hand, the passengers who now board or debark from the buses on the loop would be required to walk at most three additional blocks to utilize the bus service.

The proposed extensions of Route E along Norfolk Street and along Hillsdale Boulevard between Norfolk Street and El Camino Real will serve a substantial section of San Mateo not now enjoying service. The president said that this section was adjacent to a large area now under development which undoubtedly would require transit service in the future.

The witness testified at length with respect to the extension of routes to serve the newly constructed College Heights Campus of the College of San Mateo.<sup>5/</sup> He said that during the summer of 1963 he had conducted negotiations with representatives of the college relative to providing service to the new campus. The college representatives were desirous of securing service on

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<sup>5/</sup> Classes at the College Heights Campus started on October 1, 1963.

a per-passenger basis. San Mateo-Burlingame's witness testified that he advised them that a certificate to operate as a passenger stage was necessary before a per-passenger basis of charges could be established.

Upon request from the college, applicant bid on a per-bus basis to provide the required service. He said that San Mateo-Burlingame was underbid by Star Charter. The witness said that he was advised that subsequently Star Charter changed its bid to a per-passenger basis and completed negotiations with the college representatives on that basis.

San Mateo-Burlingame's president stated that while it provides certain transportation services for the college on a charter basis it has refrained from providing service on a per-passenger basis in the absence of the requisite certificate.

The witness testified that the extended service can be readily integrated into its current service; that students would be able to travel from any part of applicant's transit routes to school at its current school commutation fare; that the additional revenue is important to the continued successful operations of applicant; that the additional buses which would be required to serve the campus would also provide improved and more frequent service on applicant's current routes, and that applicant is able, by reason of experience and resources, to provide the required service.

Applicant's vice president testified that he had recently bought an interest in San Mateo-Burlingame. He said that he had interests in other bus operations, including those of Bayshore Lines and Sequoia Stages. He testified that common carrier and charter

and contract operations were mutually complementary and operations of the various types of service contribute to more efficient use of equipment and personnel and to operating economies.

He corroborated the president's testimony that patronage would not support Saturday service. He also said that service to the campus would provide opportunities for improvements in service and operating results.

The chairman of the Bus Study Committee of the San Mateo Federation of Improvement Clubs testified that continuation of public transportation service was vital to the communities of San Mateo and Burlingame. He expressed a primary concern that as much service as feasible be provided.

Another member of the general public complained about the service performed by applicant. Specifically, he said, he had made a number of observations of service on applicant's Route A along Hillside Drive in Burlingame. He said the buses were often late as much as half an hour while operating on a one-hour headway. He said that lack of timetables available for the public and the unreliable nature of the service rendered the operations unattractive to many potential passengers.

An Associate Transportation Engineer on the Commission staff testified with respect to service being rendered by applicant. On the basis of the study he had made he recommended that the proposed changes in routing be authorized. With respect to Saturday service, he said the patronage was such that to require San Mateo-Burlingame to operate on Saturdays might jeopardize the continuance of its entire common carrier operations. He concluded that the company's proposal to restrict service to weekdays appeared reasonable.

The engineer also pointed out that while service from the standpoint of scheduled frequency appeared adequate, San Mateo-Burlingame was encountering problems in maintaining current afternoon schedules on its Route A due to traffic congestion along El Camino Real and in the Hillsdale Shopping Center. He said that extra running time should be allowed on this route in the afternoon. The witness testified that no public timetables are available for the present service and urged that such timetables be printed and distributed as soon as possible.<sup>6/</sup>

A Financial Examiner on the Commission staff submitted a study he had made of San Mateo-Burlingame's financial condition and results of operations. Table I below sets forth a summary of this study.

Table I

Income Statement of San Mateo-Burlingame Transit Company  
Total Operations and Transit Service Operations,  
Prorated on a Mileage Basis,  
For Calendar Years 1960, 1961 and 1962

	Total			Transit Service		
	<u>1962</u>	<u>1961</u>	<u>1960</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
Operating Revenues	\$288,978 <sup>(1)</sup>	\$311,972	\$307,046	\$102,883	\$118,603	\$126,298
Operating Expenses	<u>289,256</u>	<u>303,028</u>	<u>311,922</u>	<u>139,133</u>	<u>144,846</u>	<u>164,694</u>
Net Operating Income (or loss)	(278)	8,943	(4,876)	(36,250)	(26,243)	(38,396)

(1) Includes \$2,175 subsidy from San Mateo.

<sup>6/</sup> It has come to the Commission's attention that shortly following the hearings in this matter, San Mateo-Burlingame added an additional bus on its Route A in the afternoon and revised its timetables to provide extra running time in an attempt to insure the maintenance of its schedules. Revised schedules have been published and distributed. Revised timetables were filed with the Commission on March 2, 1964. In view of this action, no order of the Commission on this point appears necessary at this time.



A Senior Transportation Engineer on the staff introduced a report showing estimated results of operations under the interim fares authorized and the fares initially proposed for the year ending February 23, 1965. This study is summarized in the following table.

Table II

Estimated Results of Operation of San Mateo-Burlingame Transit Company under Interim (Current) Fares and Proposed Fares for the Year Ending February 23, 1965

	<u>Total Operations</u>	<u>Transit Service Operation</u>	
		<u>Interim (Current) Fares</u>	<u>Proposed Fares</u>
Operating Revenues	\$160,000	\$51,260	\$52,270
Operating Expenses	159,830	52,770	52,770
Net Before Income Taxes	170	(1,510)	(500)
Income Taxes	100	(330)	(170)
Net Income After Taxes	70	(1,180)	(330)
Operating Ratio	99.9%	102.3%	100.6%
Rate Base	13,570	3,470	3,470
Rate of Return	0.4%	-%	-%

( ) - Loss

The engineer recommended that the sought fare increase be granted. He said that the increased children's fares and the additional student's fares sought would have no significant effect on San Mateo-Burlingame's operating results.

Application No. 45877

Testimony in behalf of Star Charter was presented by one of the partners who also acts as the carrier's manager, by two students of the College of San Mateo and by the College's Dean of Men.

Star Charter's general manager said that the carrier began operations in June of 1963 and started operations to the college campus on September 30, 1963. He said that at the time

Star Charter started operations to the college he was under the impression that a certificate from this Commission was not required because he believed the carrier's route was all within the City of San Mateo. He asserted that Star Charter initially bid on the service on a per-bus basis but changed the bid to an offer to provide service on an individual per-passenger fare basis in response to the expressed desire of the college to avoid having to engage in contract transportation arrangements.

The witness said that shortly after the start of service to the college, a member of the Commission staff advised him that a certificate of public convenience and necessity was necessary to provide the service on a per-passenger basis because his route was more than two percent outside of the City of San Mateo. Upon this advice, action was taken promptly to seek a certificate. An application for such authority was filed with the Commission on October 18, 1963. The carrier continued to operate in the absence of any specific directive from the Commission to cease and desist.

According to the witness, the college service is limited to students having origin or destination at the campus. Service is provided between the campus and points along a route from the campus down Hillside Boulevard to El Camino Real, along El Camino Real to 4th Avenue, along a loop in downtown San Mateo including service to Southern Pacific depot, then back along El Camino Real to 19th Avenue and along 19th Avenue to the campus. Because of heavy grades, service to the campus along Hillside Boulevard is not considered feasible.

In addition to service to the College of San Mateo, applicant transports students on a contract basis for Notre Dame

elementary and high schools in Belmont and engages in charter bus operations.

Star Charter, according to the witness, transports about 550 passengers per school day in the college service. He said that this revenue was vital to successful operations of Star Charter and without this revenue the carrier would go bankrupt. In addition, he alleged that the college service revenues were insufficient to justify two carriers operating to the campus.

The general manager expressed the opinion that Star Charter's operations had been profitable. To this end he testified with respect to the carrier's revenues and expenses. Set forth in the table below are the revenue and expense figures furnished by the witness covering Star Charter's operations for the period from September 30 through December 31, 1963.

Table III

Income Statement of Star Charter Line for the  
Period from September 30 to December 31, 1963

Revenues:	
Charter	\$1,524
School Contracts	635
College Service	6,761
	<u>8,920</u>
Expenses:	
Wages	2,654
Fuel and Oil	1,429
Insurance	462
Office Expense	195
Licenses	185
Repairs	512
Miscellaneous Expense	232
Personal Draw (of General Manager)	900
	<u>6,569</u>
Profit	2,351

On cross-examination, the witness admitted that the foregoing figures include nothing for depreciation, legal fees and various other expenses and include only \$300 a month for himself as general manager and part-time driver.

The Dean of Men of the College of San Mateo testified to the need for public transportation service to the college. The college has about 5,200 daytime students and about 10,000 evening students. In the fall of 1964, 7,000 daytime students are expected to attend the college. Of the current students, about 250 to 300 avail themselves of the services of Star Charter.

The witness said that the college did not wish to become involved in providing bus transportation service for the students. It started negotiations for services with San Mateo-Burlingame in May or June of 1963. That carrier advised them that without a certificate to serve the college service would have to be performed on a contract basis. The college requested bids on a per-bus basis. The lowest bid was made by Star Charter. During further negotiations with Star Charter prior to the opening of school on October 1, the carrier offered to provide service on a per-passenger basis. As this relieved the college of direct involvement between the passengers and the carrier, the offer was accepted.

The Dean stated that he did not favor one applicant over the other but that his interest was in assuring service to the campus by public carrier.

Two students from the college asserted that there was a need for passenger bus service to the campus. These students ride the buses of Star Charter to and from the campus, do not have private transportation readily available and find that it is not

feasible for them to walk. They stated that service by Star Charter was convenient and provided the transportation they needed to attend the college.

With respect to the need for certification, an Associate Transportation Engineer on the Commission staff testified that on the basis of a study he had made, the route mileage of Star Charter outside of San Mateo was about twice as much as permissible under the Public Utilities Code.

#### Discussion

It is clear that San Mateo-Burlingame provides a service important and necessary to the communities it serves. It is desirable in the public interest that its services be continued.

Continuation of the current interim rates on a permanent basis has been justified. Applicant has withdrawn its request for additional increases. Further discussion of this question is not required.

The record shows that service on Saturdays involves substantial out-of-pocket losses to the carrier. Continuation of this service does not appear warranted in the face of the small patronage.

The changes sought on Routes B and E would not unduly inconvenience anyone. On the other hand, there are positive advantages through better service to patrons riding between other segments of these lines. While applicant seeks only to suspend these operations, the records of the Commission and of applicant would be clearer and easier to maintain if these route segments were abandoned. Should it appear in the future that service is again required on these segments, applicant could make an appropriate request for requisite authority as circumstances may demand.

The extension of San Mateo-Burlingame's route along Norfolk Street and along Hillsdale Boulevard between Norfolk Street and El Camino Real would provide service to a rapidly developing area not now being served. No other service to this area is indicated on this record and there is no protest to this proposed extension.

The only common issue in these proceedings is the request of each applicant to serve the College Heights Campus of the College of San Mateo.

It is clear from the evidence in this proceeding that there is a public need for service to the college. It is also clear from this record that for Star Charter to continue its operations or San Mateo-Burlingame to commence operations to the college campus a certificate of public convenience and necessity as a passenger stage corporation from this Commission is required.

The question arises whether or not a certificate should be issued to either or both applicants, and if to only one, which one?

Section 1032 of the Public Utilities Code provides, in part: "The Commission may, after hearing, issue a certificate to operate in a territory already served by a certificate holder under this part only when the existing passenger stage corporation or corporations serving such territory will not provide such service to the satisfaction of the Commission." (Emphasis added.)

Unquestionably, San Mateo-Burlingame is, and for a number of years past has been, serving the area. There is nothing in this record remotely suggesting that San Mateo-Burlingame is unwilling or unable to provide satisfactory service to the college campus.

To the contrary, the Dean stated that relations between the college and San Mateo-Burlingame had always been good, and that the latter had always given reliable and satisfactory service.

The service Star Charter has been performing to and from the college campus is that of a common carrier passenger stage corporation. Star Charter started and continued the operation without first having obtained from this Commission a certificate declaring that public convenience and necessity require the operation, as required by Section 1031 of the Public Utilities Code. The operation of Star Charter is in violation of the Code requirement. On the other hand, the record shows that San Mateo-Burlingame stood ready to provide transportation for the students from and to the college. Under the rule stated in The Application of Fialer's, Incorporated, 38 Cal. P.U.C. 880 (1933), in connection with Section 1032 of the Code, San Mateo-Burlingame is first in right to perform the service and a certificate to serve the college should be granted to it and the request of Star Charter denied. (See also Application of Martinez Bus Lines, Inc., 50 Cal. P.U.C. 220 (1950).)

Based on the evidence in these proceedings, the Commission finds that:

1. Continuation on a permanent basis of the increases in rates authorized by Decision No. 66507, dated December 20, 1963, in Application No. 45660 (Second Amendment) is justified.

2. Public convenience and necessity no longer require passenger stage service by San Mateo-Burlingame Transit Company on the North Shoreview loop of Route E in San Mateo and along Howard Avenue between California Drive and Park Road and along

Park Road between Howard Avenue and Burlingame Avenue in Burlingame, as more specifically defined in the First Amendment to Application No. 45660.

3. Discontinuance of passenger stage service by San Mateo-Burlingame Transit Company on Saturdays is not adverse to the public interest.

4. Public convenience and necessity require the establishment and operation of service as a passenger stage corporation by San Mateo-Burlingame Transit Company, as hereinafter set forth.

5. John A. Zancette, Frances Zanette and Frank Vella, doing business as Star Charter Line, have failed to establish that public convenience and necessity require the passenger stage service proposed in Application No. 45877.

The Commission concludes that Application No. 45660, as amended, should be granted to the extent set forth in the ensuing order. In all other respects it should be denied. ✓

The Commission further concludes that Application No. 45877 should be denied.

San Mateo-Burlingame Transit Company is hereby 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 a 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 over a particular route. 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 increases in fares authorized to San Mateo-Burlingame Transit Company, a corporation, by Decision No. 66507, dated December 20, 1963 in Second Amendment to Application No. 45660 are hereby made permanent.

2. San Mateo-Burlingame Transit Company is authorized to suspend passenger stage operations on Saturdays.

3. A certificate of public convenience and necessity is granted to San Mateo-Burlingame Transit Company authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes more particularly set forth in Appendix A attached hereto and made a part hereof.

4. The certificate of public convenience and necessity granted in paragraph 3 of this order supersedes all existing certificates of public convenience and necessity authorizing the transportation of passengers heretofore granted to or acquired by San Mateo-Burlingame Transit Company and presently possessed by it, which certificates are hereby revoked, said revocation to become effective concurrently with the effective date of the tariff filings required by paragraph 5(b) hereof.

5. In providing service pursuant to the certificate herein granted, San Mateo-Burlingame Transit Company shall extend the application of its fares currently applicable on its Routes A, B, C, E and I to apply also for service from and to the College Heights Campus of the College of San Mateo and shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, San Mateo-Burlingame Transit Company shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98 and insurance requirements of the Commission's General Order No. 101-A. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.
- (b) On or before July 15, 1964, San Mateo-Burlingame Transit Company shall establish the service herein authorized 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 service herein authorized.
- (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 and 98.

6. In all other respects, Application No. 45660, as amended, is denied.

7. Application No. 45877 is denied. On and after July 15, 1964, John A. Zanette, Frances Zanette and Frank Vella are ordered and directed to cease and desist from conducting operations as a passenger stage corporation, as defined in Section 226 of the

Public Utilities Code, unless and until an appropriate certificate or certificates are secured from the Commission.

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

Dated at San Francisco, California, this 26th day of May, 1964.

William W. Bennett  
President  
Carl E. [unclear]  
Charles A. [unclear]  
George H. [unclear]  
Frederic B. Hallock  
Commissioners

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Appendix A

SAN MATEO-BURLINGAME TRANSIT Original Page 1  
COMPANY  
(a corporation)

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

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

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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 No. 67278,  
dated May 26, 1964, of the Public Utilities  
Commission of the State of California, on Application  
No. 45660.

## SECTION 1. GENERAL AUTHORIZATIONS

The certificate hereinafter noted supersedes all operative authority heretofore granted to San Mateo-Burlingame Transit Company.

SAN MATEO-BURLINGAME TRANSIT COMPANY, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport persons on passenger-carrying vehicles: (1) in and between the Cities of San Mateo, Burlingame, Hillsborough and Belmont; (2) between San Mateo and Hayward; (3) between Palo Alto and Candlestick Park and (4) to transport students and school employees between points within a described area including portions of San Mateo County and Santa Clara County; over the routes and within the area hereinafter described, subject to the following provisions:

- (a) Motor vehicles may be turned at termini or intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction they apply to operation in the opposite direction, unless otherwise indicated.
- (c) Restrictions

No passengers having both point of origin and destination within the City and County of San Francisco shall be transported over the Candlestick Park routes.

Issued by California Public Utilities Commission.

Decision No. 67278, Application No. 45660.



## SECTION 2. ROUTE DESCRIPTIONS

Route E. Beginning at Third Avenue and B Street, thence along Third Avenue, Delaware Street, Fourth Avenue, Grant Street, 16th Avenue, Delaware Street, Bermuda Drive, Ginnever Street, 19th Avenue, Norfolk Street and Third Avenue to its intersection with B Street.

Also from the intersection of 19th Avenue and Norfolk Street, thence along Norfolk Street, Hillsdale Boulevard, El Camino Real, 19th Avenue Freeway and Hillsdale Boulevard to the College of San Mateo; thence along Hillsdale Boulevard and Norfolk Street to its intersection with 19th Avenue.

Route I. Beginning at Third Avenue and B Street, thence via B Street, 4th Avenue, El Camino Real, Hillsdale Boulevard, Edison Street, 37th Avenue, Alameda de las Pulgas, Ralston Avenue, El Camino Real to Hillsdale Boulevard.

Hayward-San Mateo Route - Commencing at 2nd Avenue and "B" Street, along "B" Street, Third Avenue, San Mateo Bridge, State Highway to its intersection with Hesperian Boulevard in Mt. Eden, thence via Jackson Street, Castro Street, "A" Street, Watkins Street, to its intersection with "B" Street in the City of Hayward.

Applicants are authorized to turn their vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

Issued by California Public Utilities Commission.

Decision No. 67278, Application No. 45660.

## SECTION 2. ROUTE DESCRIPTIONS

SCHOOL SERVICE AREA BOUNDARIES

Beginning at 3rd Avenue and Norfolk in San Mateo, thence along Norfolk to 2nd Avenue to Quebec Street to Monte Diablo Avenue to Kingston Street to Poplar Avenue to Bayshore Service Road to Peninsular Avenue to Coyote Point, returning on Peninsular Avenue to Humboldt Street to Bayshore Boulevard in Burlingame, thence along Bayshore Boulevard to Broadway to California Drive to Trousdale Drive to Sebastian Drive to Arguello Drive to Granada Avenue to Martinez Drive to Trousdale Drive to Quesada Way to Ray Drive to Devereux Drive to Bernal Avenue to Adeline Drive to Hillside Drive to Alturas Drive to Margarita Avenue to Skyline Boulevard to Summit Drive in Hillsborough, thence along Skyline Boulevard to Ralston Avenue in Belmont, thence along Ralston Avenue to Alameda de las Pulgas to Dartmouth and San Carlos Avenue in San Carlos, thence along San Carlos Avenue to Alameda de las Pulgas to Edgewood Road in Redwood City, thence along Alameda de las Pulgas to Stockbridge Avenue in Atherton, thence along Alameda de las Pulgas to Walsh Road to Altshul Avenue in Menlo Park, thence along Altshul Avenue to Sharon Road to Alameda de las Pulgas to Sand Hill Road to Willow Road in Stanford University, thence along Willow Road to Arboretum Road to Embarcadero Road in Palo Alto, thence along Embarcadero Road to Bayshore Freeway to Willow Road in Menlo Park, thence along Bayshore Freeway to Harbor Boulevard in Redwood City, thence along Bayshore Freeway to Holly Street in San Carlos, thence along Bayshore Freeway to Ralston Avenue in Belmont, thence along Bayshore Freeway to 19th Avenue in San Mateo, thence along 19th Avenue to Norfolk Street to Flint Avenue to Holland Street to Cizo Avenue, to Norfolk Street to Roberts Drive to Kehoe Avenue to Shoreview Avenue to Norfolk Street to 3rd Avenue, the point of beginning.

Issued by California Public Utilities Commission.

Decision No. 67278, Application No. 45660.



## SECTION 2. ROUTE DESCRIPTIONS

CANDLESTICK PARK ROUTES

- Route No. 1. Commencing at Third Avenue and Bayshore Freeway in San Mateo; thence on Freeway, Willow Road, Middlefield Road, University Avenue to the Southern Pacific Depot in Palo Alto; thence north on El Camino Real to Santa Cruz Avenue, Merrill Street to the Southern Pacific Depot in Menlo Park; thence, north on Merrill Street to Oak Grove, El Camino Real, Ashfield, Station Lane to the Southern Pacific Depot in Atherton; thence, north on Station Lane to Atherton Avenue, El Camino Real, James to Southern Pacific Depot in Redwood City; thence, north on James to Broadway, Jefferson to Bayshore Boulevard, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in Stadium.
- Route No. 2. Commencing at Third and Bayshore Freeway in San Mateo, thence along the Bayshore Freeway to Jefferson Avenue, El Camino Real, James, to the Southern Pacific Depot in Redwood City; thence along James to Broadway, El Camino Real, San Carlos Avenue to the Southern Pacific Depot in San Carlos; thence, along El Camino Real to Ralston Avenue to Southern Pacific Depot in Belmont; thence, along El Camino Real to Hillsdale Southern Pacific Depot in San Mateo; thence, along El Camino Real to Third Avenue, "B" Street, Second Avenue, Main Street to Southern Pacific Depot in San Mateo; thence, along Main Street to Third Avenue, Delaware, Fourth Avenue, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in the Stadium.
- Route No. 3. Commencing at Third Avenue and Freeway in San Mateo; thence along Third Avenue to Main Street to the Southern Pacific Depot in downtown San Mateo; thence along Third Avenue, "B" Street, Baldwin, San Mateo Drive, California Drive, Howard Avenue, El Camino Real, Burlingame Avenue, to the Southern Pacific

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Route No. 3. (Concluded)

Depot in Burlingame; thence along California Drive to Broadway to the Southern Pacific Depot; thence along Broadway to El Camino Real, Millbrae Avenue, Southern Pacific Depot in Millbrae; thence along Millbrae Avenue to El Camino Real, San Mateo Avenue, to Southern Pacific Depot in San Bruno; thence along San Mateo Avenue to Linden Avenue, Grand Avenue, Bayshore Freeway, Third Street, Ingerson Avenue, Giants Drive to Charter Bus Area in the Stadium.

NOTE: Service on Candlestick Park routes may be operated only on those days when baseball or other athletic events are conducted at Candlestick Park.

End of Appendix A

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