

ORIGINAL

Decision No. 82203

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of BUD'S LIMOUSINE SERVICE, INC., a
California corporation, to institute
service between Hollywood, on the
one hand, and Universal City Studios,
Universal City, California, Busch
Gardens, Van Nuys, California, and
night clubs and restaurants in the
Los Angeles-Beverly Hills area, on
the other hand, and to establish a
pickup area in the vicinity of
Hollywood, Los Angeles, California.
(Amended Title)

Application No. 53683
(Filed November 9, 1972;
amended March 9, 1973
and August 10, 1973)

James H. Lyons, Attorney at Law,
for applicant.
Knapp, Gill, Hibbert and Stevens,
by Warren N. Grossman, Attorney
at Law, for Gray Line Tours
Company, protestant.
R. W. Russell, Chief Engineer and
General Manager, by K. D. Walpert,
for the Department of Public
Utilities and Transportation,
City of Los Angeles; C. J. Holzer,
for Southern California Rapid
Transit District; interested parties.
John deBrauwere, for the Commission
staff.

O P I N I O N

Applicant, a California passenger stage corporation
which changed its name to Starline Sightseeing Tours, Inc.,
operates a narrated sightseeing tour to the homes of movie stars
using seven passenger limousines. The tour traverses portions of
the city of Beverly Hills, the communities of Hollywood, Bel Air
and Brentwood in the city of Los Angeles, and the Sunset Strip in

Los Angeles County. Applicant also provides chartered limousine service.

Applicant seeks the following authority pursuant to Section 1031, et seq., of the Public Utilities Code:

a. To establish passenger stage operations on a round trip basis to carry passengers between its terminal at 6933 Hollywood Boulevard, Hollywood, city of Los Angeles, and Universal City Studios in Universal City, California;

b. To establish passenger stage operations on a round trip basis to carry passengers between its terminal in Hollywood and Busch Gardens, 16000 Roscoe Boulevard, Van Nuys, in the city of Los Angeles;

c. To establish passenger stage operations on a round trip basis to carry passengers from its terminal in Hollywood to restaurants and night clubs in the Los Angeles, Beverly Hills, and Hollywood areas; and

d. To establish a pickup service area for the purpose of transporting persons from motels, hotels, and transportation terminals within the pickup service area to and from its terminal in Hollywood as an added service in conjunction with its existing and proposed sightseeing tours.

Applicant proposes to provide these services using limousines, each with a capacity not to exceed seven persons.

The Gray Line Tours Company (Gray Line) opposes the granting of the certificate for service to Universal City and the night club and restaurant tours. Gray Line's protest is mainly based upon the following portion of Section 1032 of Public Utilities Code:

" . . . 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."

Public hearings were held in Los Angeles before Examiner Levander on March 22, 23, 1973 and April 4, 1973. The matter was submitted on April 4, 1973 subject to the filing of late-filed exhibits and concurrent briefs which have been received. Subsequently, applicant petitioned for an interim order requesting certification for the Busch Gardens tour which was not opposed by Gray Line. The Commission staff and the interested parties neither favored nor opposed granting the authority sought by applicant. The decision herein will deal with the entire application.

Applicant supported its request through testimony of two of its officers and the testimony of public witnesses including restaurant owners and operators, representatives of hotels and motels from several areas, tour operators, the sales manager of Busch Gardens, a representative of the Southern California Automobile Club, and a parking lot manager.

The testimony indicates that if applicant is granted the sought authority that it would be able to generate patronage from persons desiring to utilize more than one of its tours. Applicant has attempted to arrange schedules to facilitate this result.

Applicant submitted evidence on projected earnings and the operating expenses to be incurred on the various tours so as to support its ability to finance equipment loans and meet its obligations. The overall operating ratio is 0.925, giving consideration to debt service on its loan commitments. Actual patronage and the operating ratio for the services authorized herein will have to be ascertained through operating experience. Applicant gave reasonable consideration to the type and levels of expenses it might incur in connection with the levels of patronage projected by it. Applicant's labor cost for its drivers is \$2.50 per hour. Applicant is aware of accounting deficiencies in its past operations and intends to correct them.

Universal Studio Tours

Applicant proposes a four and one-half hour round trip tour from its Hollywood terminal to the Universal City movie studios. Applicant proposes six round trips per day during its summer season and two trips per day for the rest of the year. The requested per capita fares range from \$8 for adults to \$4 for children, including studio admission. Its patrons would spend four hours inside the Universal Studio which applicant contends is normally required for the tour of the studio.

Gray Line offers an eight-hour tour^{1/} including Will Rogers' Ranch, Farmers' Market, and other points in addition to the Universal City tour and a four-hour direct tour^{2/} to Universal City including travel time to and from its downtown Los Angeles terminal at 1207 West Third Street. Gray Line also transports passengers from Anaheim to its Los Angeles terminal and thence to the tour. The record does not show what portion of Gray Line's patronage for these tours originates from applicant's proposed pick up area.

Gray Line's brochure appears to offer direct transit from Hollywood hotels to one of its Universal City tours without any qualifications. Gray Line has no authority for such service; its authorized routes were last set forth in Decision No. 81036 dated February 14, 1973.

Gray Line's all day per capita fares range from \$15.25 to \$7.65, including studio admission, and their direct tour fares range from \$10.75 to \$5.40, including studio admission. The direct tours are scheduled three times daily in the summer season and twice daily the rest of the year.

Several witnesses supported applicant's request for service to the Universal City movie studio, which is one of the

1/ 10 hours from Anaheim.

2/ 6 hours from Anaheim twice daily.

most popular tourist attractions in the Los Angeles area. These witnesses included the western sales manager of a division of Carte Blanche which arranges tour programs, including sightseeing, transportation, hotels, meals, and occasional entertainment; the reservations coordinator for the Automobile Club of the State of California which assists in obtaining reservations and disseminating information about the southern California area to its members, to members of other American Automobile Association Clubs, and unaffiliated clubs; representatives of travel agencies, motels and hotels, and an officer of applicant. The main points emphasized by these witnesses were that there was a need for more frequent tours especially during the summer season, and there also was a need for more frequent pickups to service the tours to Universal City. There was also testimony that businessmen, servicemen, tourists and their families seeking a trip to Universal City and not wishing to wait for the next Gray Line tour or who could not utilize Gray Line later in the afternoon would not utilize any service. Applicant's witnesses testified that he received frequent requests from their patrons to go to Universal City or on other trips after the conclusion of their existing tours to the homes of movie stars; that there was a need to coordinate successive trips utilizing applicant's service as opposed to traveling to the Gray Line terminal after completing one of applicant's tours; and that some of their patrons would not travel to Gray Line's terminal for another tour. The evidence supports applicant's contention that there is public convenience and necessity for the service, including greater frequency of summer service, it proposes to Universal City. Applicant's terminal is closer to Universal City than the Gray Line terminal and its schedule would permit its patrons to spend more time at Universal City than the Gray Line tour; however, Gray Line's patrons would not be subject to waiting for a studio tram. The location of applicant's terminal and the Gray Line terminal with respect to the applicant's proposed pickup territory is such that travel time

including pickup time should be less for most patrons going on applicant's Universal City or night club and dinner tours than for the comparable Gray Line tours.

Gray Line contends that its existing Universal City bus tour constitutes approximately 25 percent of its dollar volume and that a substantial reduction in patronage which could result from granting of the certificate requested by applicant might endanger its entire operation. Gray Line has not established that the limousine service proposed to be provided by applicant would necessarily have a substantial adverse effect upon its bus patronage.

Busch Gardens

Applicant proposes two daily round trips to Busch Gardens (except on Christmas and New Year days). The proposed per capita basis including admission to Busch Gardens range from \$8.75 to \$4.00 for a four-hour round trip tour including three hours in Busch Gardens. The attractions include the Anheuser Busch brewery, rides, shows, entertainment, unusual landscaping, and bird exhibitions. Attendance at Busch Gardens varies from 25,000 to 150,000 people per month. ✓

There is no direct public transportation to Busch Gardens and there is public convenience and necessity for applicant's proposed tour.

Night Club and Dinner Tours

Applicant proposes a daily four-hour night club tour at a per capita charge of \$19.50 which includes admission and a drink at four night clubs and/or restaurants, and a daily five-hour tour at a per capita charge of \$32 per person which includes admission to a restaurant for dinner and a drink and admission and a drink at three additional night clubs and/or restaurants.

Gray Line's Wednesday to Saturday, six-hour tour at a per capita charge of \$20.75 includes admission to three show spots

with a drink at each. On certain Saturday's this tour consists of dinner, dancing, and two drinks at the Lawrence Welk show. Gray Line also offers a \$20.75 per capita tour including dinner at 1520 A.D., a restaurant described as an irreverent reconstruction of a modern tavern during the reign of Henry VIII, a show and cocktails at a night club, and a tour of Hollywood and the Sunset Strip. We note that Gray Line's tour brochure uses different numerical tour designations from those contained in Decision No. 81036. This inconsistency is undesirable for determining whether or not the tours correspond to the authority granted to Gray Line.

Applicant's proposed night club and dinner tours would be more flexible than the existing Gray Line tour in that smaller establishments could more readily handle the seven patrons proposed to be transported by applicant as opposed to a busload of passengers. The same situation would be true in the larger facilities proposed to be served by applicant.

The type of entertainment featured at establishments proposed to be visited on applicant's night club tours are designed to be less risqué than those which have been patronized by passengers on the Gray Line night club tours. Applicant contends that people wishing to go to restaurants or night club tours, hopefully to see a Hollywood star or stars, would prefer to dress up and utilize the service of a luxury limousine as opposed to a bus; that smaller groups would be acceptable by more sophisticated night clubs and restaurants; and that its small groups as opposed to a large busload of tourists would not scare off the movie and television personalities that the patrons desire to see; that some of the establishments it would serve are owned by and/or frequented by screen and TV personalities; and that its tour director and drivers, through their association with the entertainment industries, can offer a night club tour which cannot be duplicated by Gray Line. Applicant presented evidence of the willingness

of restaurants and/or night clubs to provide drinks at \$2.00 including tax and tip and dinners and a drink at \$10.00 including tax and tip.

Gray Line's contention that some individuals might not wish the personal contact which would result from riding in a limousine as opposed to a bus ignores the fact that it utilizes such limousines when it is more economical for it to do so as compared to utilizing a bus (e.g. for handling tour overflows). Gray Line does not and has not offered to provide a limousine service on its night club tour. The mode of the transportation to night clubs and/or restaurants is discretionary for a potential patron. Alternate modes of transportation may include taxis, buses, personal cars, rental cars, a tour on an individual fare basis such as is being provided by Gray Line, or as proposed by applicant.

The evidence supports applicant's contention that there is public convenience and necessity for its proposed night club and dinner tours.

Gray Line's vice president testified as to the marginal status of its night club tour insofar as profit-making potential is concerned; that their night club operations were reviewed frequently to determine whether they should be discontinued; and that the adverse effects on their night club tour which could occur due to certificating applicant could well force Gray Line to discontinue its existing certificated service.

Pickup Area

Applicant requests that a pickup area from downtown Los Angeles to Beverly Hills and the Hollywood area be authorized as an adjunct to its tours. Applicant has contacted various travel agents and representatives of hotels, motels, and transportation terminals in the area regarding arrangements for picking up patrons.

The proposed pickup service area is within and surrounded by the nonexclusive pickup area serviced by Gray Line. The evidence shows that this auxiliary service would enhance the volume of applicant's existing and proposed passenger stage operations. However, applicant desires to be able to cut back on its pickup service if circumstances warrant such curtailment.

In Decision No. 81036 the Commission adopted the presiding examiner's proposed Conclusion of Law No. 3 which is relevant to this proceeding:

"The word 'territory' in Section 1032 refers to the tour conducted by a sightseeing operator and not to a pickup area. The Commission may, if the public interest so requires, grant nonexclusive pickup areas without being inhibited by Section 1032."

The decision pointed out that:

"The question of whether or not a carrier should be protected in a pickup area, which is not part of a tour itinerary, is one element the Commission must consider in determining public convenience and necessity when another carrier seeks pickup authority in that area." (At p. 8.)

Discussion

We have previously stated that there is public convenience and necessity for all of applicant's requested tours. The remaining points to be considered are whether or not Section 1032 of the Public Utilities Code precludes us from granting the authority sought; if the authority is granted what are the potential effects on Gray Line's operations; and should the pickup service be authorized.

Applicant claims that Section 1032 does not apply because:

(a) It is a different type of service citing the precedents of the Fialer case (38 CRC 880 (1933)) and Skyview Limousine (Decision No. 77373).

(b) "... 'territory' in Section 1032 refers to the tour conducted by a sightseeing operator and not to a pickup area" and applicant's proposed service does not duplicate in any manner the tours offered by Gray Line.

Decision No. 81036 contains an extensive summary of the landmark decisions used in interpreting Section 1032. The argument that applicant's proposed service would be different from that provided by Gray Line is true but it is also irrelevant in considering the applicability of Section 1032.

The authorizations sought are for conducting round trip sightseeing tours, not for intercity movements of passengers. In this context it is appropriate to narrowly interpret the construction of what constitutes Gray Line's territory. In regard to the night club and dinner tours and the Universal City tours Gray Line's originating terminal is at 1207 West Third Street, Los Angeles. This terminal is several miles from applicant's originating terminal at 6933 Hollywood Boulevard, Los Angeles. Applicant operates from a parking lot adjacent to Graumans Chinese Theater, which is a tourist attraction in Hollywood. Its limousines pick up and drop off passengers adjacent to the theater. Gray Line does not serve the territories requested by applicant. Section 1032 does not limit us as to granting the authority sought.

The evidence does not demonstrate that there would be a significant diversion of passengers from Gray Line's Universal City or night club and dinner tours if applicant were granted the authority sought. Some of applicant's volume on these tours would be generated from passengers on its other tours. Potential passengers would make use of the greater frequency of applicant's summer schedule tours to Universal City vis-a-vis Gray Line's. Applicant's night club and dinner tours would attract some passengers who did not wish to take Gray Line's tours.

Travel time to and from the terminal to the abovementioned attractions would be shorter for one of applicant's passengers than for a Gray Line passenger.

Applicant should be granted a certificate of public convenience and necessity to serve Universal City, Busch Gardens, and night club and dinner tours.

It would be desirable to limit the number of tours offered by applicant to avoid possible injury to Gray Line. Any request for an expansion of the frequency of the Universal City or night club and dinner tours authorized herein will require a further order of the Commission. Applicant should be limited to using seven passenger limousines in providing the services authorized. Applicant's tariffs contain a provision that service shall be operated on a regular scheduled basis, subject to a minimum of three adult passengers. A provision requiring advance notification and full refund of all fares paid in the event of cancellation should be included to enable a patron to make alternate plans.

Pickup service is an auxiliary service frequently offered in conjunction with sightseeing tours. The pickup service proposed by applicant within and surrounded by Gray Line's nonexclusive pickup area is to service the tours we are authorizing and its existing tour. There is a public need for and applicant should be authorized to provide a nonexclusive pickup service in the area it requested.

Findings

1. Applicant is a California passenger stage corporation which operates a narrated round trip sightseeing tour from its terminal at 6933 Hollywood Boulevard, Hollywood, city of Los Angeles, to the homes of movie stars.

2. Applicant requests authority pursuant to Section 1031, et. seq., of the Public Utilities Code to establish passenger stage operations on a round trip basis to carry passengers from its terminal at 6933 Hollywood Boulevard, Hollywood, city of Los Angeles, to:

- (a) Universal City Studios in Universal City, California.
- (b) Busch Gardens, 16000 Roscoe Boulevard, Van Nuys, city of Los Angeles.
- (c) Restaurants and night clubs in the Los Angeles, Beverly Hills, and Hollywood areas for night club and dinner tours.
- (d) To establish a pickup service for the purpose of transporting persons from motels, hotels, and transportation terminals within the pickup area to and from its terminal in Hollywood as an added service in conjunction with its existing and proposed sightseeing tours.

3. Applicant proposes to provide these services using limousines, each with a capacity not to exceed seven persons. Applicant proposes to provide in transit narration on all of its tours. Applicant's requested per capita fares all include the price of admission to the attraction or establishment and in the case of the dinner and night club tours include costs of a meal and drinks, or of drinks, including taxes and tips.

4. There is public convenience and necessity for all of the abovementioned passenger stage tour operations and for the pickup service.

5. Gray Line is a California passenger stage corporation which, among other activities, operates narrated sightseeing bus tours from its terminal at 1207 West Third Street, Los Angeles, to:

- (a) Universal City Studios, either directly or as a part of an all day tour. (Some of the passengers on these tours are also transported to and from Anaheim.)
- (b) Restaurants and night clubs in the Hollywood-Beverly Hills and Hollywood areas.

6. Gray Line's per capita fares for the abovementioned tours include admission to the attraction or establishment and in the case of the restaurant and night club tours include the cost of a meal and drinks, or of drinks, including taxes and tips.

7. Gray Line operates from a different terminal than does applicant. Gray Line does not operate in the Universal City or

dinner and night club territories requested by applicant. Section 1032 does not limit us as to granting the authority sought.

8. The evidence does not demonstrate that there would be a significant diversion of passengers from Gray Line's Universal City or night club and dinner tours if applicant was granted the authority it sought.

9. It would be desirable to limit the number of Universal City and night club and dinner tours offered by applicant to avoid possible injury to Gray Line.

10. Applicant should be granted a certificate of public convenience and necessity to serve Universal City, Busch Gardens, and night club and dinner tours.

11. Applicant should be limited to using seven passenger limousines in providing the authorized services. Persons making tour reservations should be notified in advance of a tour cancellation. Applicant should offer to fully refund all fares paid for canceled tours.

12. There is a public need for and applicant should be authorized to provide a nonexclusive pickup service in the area it requests. This area is surrounded by and included in Gray Line's nonexclusive pickup service area.

13. It is reasonably certain that the project involved in this proceeding will not have a significant effect on the environment.

Conclusions of Law

1. There is public convenience and necessity for the tours and pickup service requested by applicant and therefore the application should be granted to the extent and under the conditions set forth in the order which follows.

2. Gray Line operates from a different terminal than does applicant. Gray Line does not operate in the Universal City or dinner and night club territories requested by applicant. Section 1032 does not limit us as to granting the authority sought.

3. Applicant should be restricted from adding to the number of its Universal City and night club and dinner tours without further order of the Commission.

4. Applicant should be limited to using seven passenger limousines in providing the authorized services. Persons making tour reservations should be notified in advance of a tour cancellation. Applicant should offer to fully refund all fares paid for canceled tours.

5. Applicant's tariffs should be restated to reflect its name change and the additional authorization granted by this decision.

Applicant 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 Starline Sightseeing Tours, Inc., a corporation, 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 set forth in Appendix A, attached hereto and made a part hereof.

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 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 Orders 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.

3. Applicant shall be restricted from adding to the number of its Universal City and night club and dinner tours without further order of the Commission.

4. Applicant shall be limited to using seven passenger limousines in providing the services authorized by this decision. Persons making tour reservations shall be notified in advance of a tour cancellation. Applicant shall offer to fully refund all fares paid for canceled tours.

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

Dated at San Francisco, California, this 4th day of DECEMBER, 1973.

James L. Sturgeon
President
William J. ...
...
Commissioners

I abstain.
Thomas Moran
Commissioner

I abstain:
..., Commissioner

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Appendix A

STARLINE SIGHTSEEING TOURS, INC. Original Page 1
(Formerly BUD'S LIMOUSINE SERVICE, INC.)

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

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. 82203
dated per 4 - ", 1973, of the Public Utilities
Commission of the State of California, on Application No. 53683;
this authority supersedes the authority granted by Decision
No. 78733, dated May 25, 1971.

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

Starline Sightseeing Tours, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers for sightseeing purposes commencing at 6933 Hollywood Boulevard, through certain sections of the County of Los Angeles and the Cities of Los Angeles and Beverly Hills, and returning to 6933 Hollywood Boulevard, over and along the route hereinafter described, subject to the following conditions and restrictions.

- (a) When route descriptions are given in one direction they apply to operations in either direction unless otherwise indicated.
- (b) Service shall be limited to the transportation of round-trip passengers, originating at 6933 Hollywood Boulevard only.
- (c) Limousine-type vehicles, not exceeding seven-passenger capacity, exclusive of driver, shall be operated.
- (d) Service shall be operated on a regular scheduled basis, subject to a minimum of three adult passengers. Persons making a reservation before the day of a tour shall be given 12 hours' notice before a tour is cancelled due to lack of patronage on a tour. Persons making a reservation on the day of a tour shall be notified of a cancellation as expeditiously as possible. Patrons shall be offered a full refund of all fares paid for a cancelled tour.
- (e) Starline Sightseeing Tours, Inc. shall be restricted from adding to the number of limousine schedules for its Universal City nightclub and dinner tours without further order of the Commission. Maximum schedules shall be as follows:

Issued by the California Public Utilities Commission.

Decision No. 82203, Application No. 53683.

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Appendix A

STARLINE SIGHTSEEING TOURS, INC.
(Formerly BUD'S LIMOUSINE SERVICE, INC.)

Original Page 3

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS. (Continued)

Universal Studio Tours

Six round trips per day during the summer season and two round trips per day for the rest of the year.

Busch Gardens

Two daily round trips (except on Christmas and New Years Day).

Night Club and Dinner Tours

One daily night club tour - One daily dinner tour.

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Appendix A

STARLINE SIGHTSEEING TOURS, INC.
(Formerly BUD'S LIMOUSINE SERVICE, INC.)

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SECTION 2. DESCRIPTION OF SERVICE TERRITORY.

Beginning at the intersection of Pico Boulevard and Beverly Glen Boulevard; thence north along Beverly Glen Boulevard; east on Sunset Boulevard; north on Laurel Canyon Boulevard; east on Hollywood Boulevard; north on Sierra Bonita Street; east on Franklin Avenue; north and east on Outpost Drive and Mulholland Drive; south on Cahuenga Boulevard; east on Franklin Avenue; south on Western Avenue; east and south on Sunset Boulevard to north Broadway; east on Macy Street; south on Alameda Street; west on Temple Street, south on Los Angeles Street to Pico Boulevard; west on Pico Boulevard to the point of beginning.

Issued by the California Public Utilities Commission.

Decision No. 82203, Application No. 53683.

SECTION 3. ROUTE DESCRIPTIONS.

Subject to the authority of this Commission to change or modify such at any time, Starline Sightseeing Tours, Inc. shall conduct said sightseeing passenger stage operations over and along the following described route:

Homes of the Stars Tour

Commencing at 6933 Hollywood Boulevard, Hollywood, City of Los Angeles, California; thence along Hollywood Boulevard, La Brea Avenue, Franklin Avenue, Sierra Bonita Avenue, Hollywood Boulevard, Laurel Avenue, Sunset Boulevard, Kings Road, Harold Way, Queens Road, Sunset Boulevard, Doheny Road, Hillcrest Road, Wallace Ridge Drive, Loma Vista Drive, Mountain Drive, Schuyler Road, Doheny Road, Foothill Road, Sunset Boulevard, Crescent Drive, Lexington Avenue, Oxford Way, Hartford Way, Cove Way, Summit Drive, Pickfair Way, San Ysidro Drive, Tower Road, Benedict Canyon Drive, Delresto Drive, Benedict Canyon Drive, Roxbury Drive, Sunset Boulevard, Whittier Drive, Monovale Drive, Carolwood Drive, Brooklawn Drive, North Faring Road, Parkwood Drive, Beverly Glen Boulevard, St. Pierre Road, St. Cloud Road, Bel Air Road, Nimes Road, Nimes Place, Bel Air Road, Copa de Oro Road, Stone Canyon Road, Bellagio Road, Sunset Boulevard, Hilgard Avenue, Le Conte Avenue, Westwood Boulevard, Pico Boulevard, Avenue of the Stars, Santa Monica Boulevard, Beverly Glen Boulevard, Club View Drive, Mapleton Drive, Sunset Boulevard, Carolwood Drive, Sunset Boulevard, Cannon Drive, Elevado Avenue, Crescent Drive, Sunset Boulevard, Beverly Drive, Lexington Avenue, Rexford Drive, Sunset Boulevard, Maple Drive, Elevado Avenue, Elm Drive, Carmelita Avenue, Hillcrest Drive, Sunset Boulevard, Holloway Drive, Santa Monica Boulevard, La Brea Avenue, Franklin Avenue, Orchid Avenue to Hollywood Boulevard to the point and place of beginning.

Issued by California Public Utilities Commission.

Decision No. 82203, Application No. 53683.

SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Hollywood - Busch Gardens Tour

Commencing at 6933 Hollywood Boulevard, Hollywood, City of Los Angeles, California; thence on Orange Drive; Franklin Avenue; Highland Avenue; Hollywood Freeway (U.S. 101); Ventura Freeway (U.S. 101); San Diego Freeway (I-405); to Roscoe Boulevard and Busch Gardens. Return by the reverse of the above route.

Hollywood - Universal Studios Tour

Commencing at 6933 Hollywood Boulevard, Hollywood, City of Los Angeles, California; thence on Orange Drive; Franklin Avenue; Highland Avenue; Hollywood Freeway (U.S. 101); Lankershim Boulevard to Universal City Studios. Return by the reverse of the above route.

Nightclub Tour

This tour covers four appropriate nightclubs and/or restaurants in the Los Angeles-Beverly Hills and Hollywood areas via the most appropriate or convenient routes for said tour.

Nightclub-Dinner Tour

This tour will cover one restaurant and three nightclubs and/or restaurants in the Los Angeles-Beverly Hills and Hollywood areas via the most appropriate or convenient routes for said tour.