

Decision 90 04 016 APR 11 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of)
 Transit Management Services, Inc.,)
 dba Sacramento Charter Buses, aka)
 Gray Line Sacramento, for permanent)
 authority to replace current)
 temporary passenger stage service)
 for home-to-work travel, from)
 Sacramento and Davis on the one)
 hand, to San Francisco on the)
 other hand. (PSC-1439))

ORIGINAL

Application 90-02-016
(Filed February 5, 1990)

O P I N I O N

Transit Management Services, Inc., a California corporation, doing business as Sacramento Charter Buses, (Applicant) was granted a temporary certificate of public convenience to operate as a passenger stage corporation, PSC-1439, by Decision (D.)89-03-050 dated March 22, 1989, in Application (A.)89-01-031 filed on January 23, 1989. Applicant requests by this application under Public Utilities (PU) Code § 1031, et seq. to establish and operate a permanent passenger stage corporation to provide home-to-work service carrying passengers and their baggage between certain points in the cities of Sacramento and Davis on the one hand, and the City of San Francisco, on the other hand.

Applicant has six 47 passenger MCI and one 37 passenger GMC inter-city restroom equipped coaches. Applicant also provided this service (PSC-1439) in 1987 under authority granted by D.87-03-074 dated March 25, 1987, in A.87-01-030.

Applicant's Balance Sheet as of December 31, 1989 shows total assets of \$146,993, total liabilities of \$132,927 and a net worth of \$14,066.

Applicant will continue to charge a monthly fare of \$150 per month and a single one-way ride of \$10.00 between Sacramento and Davis, on the one hand, and San Francisco, on the other hand.

The service is operated on a scheduled service. Presently, there is one scheduled service commencing from Sacramento at 5:50 a.m. and arriving at the first stop in San Francisco at 8:00 a.m. In the evening the first point of departure from San Francisco begins at 5:00 p.m. and arrives Davis at 6:45 p.m. and the last stop in Sacramento at 7:10 p.m.

Applicant has served notice to all county and city governments and regional transportation planning agencies in the territory of its proposed service and routes on or before January 20, 1989.

The application was listed in the Commission's Daily Calendar of January 31, 1989. In the absence of protest or request for public hearing, the application should be granted by ex parte order.

Findings of Fact

1. Home-to-work commuter services play an important role in providing needed public transportation service and in helping to relieve traffic congestion and to conserve energy.
2. On the basis of the information contained in the application, public convenience and necessity require that the service be granted permanent authorization, subject to the conditions more specifically set forth in the following order.
3. This order should be effective on the date of issuance so that the needed service may continue without a break in service.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
5. No protests have been received.

Conclusions of Law

1. The application should be granted as set forth in the following order.
2. The order should be made effective today.
3. A public hearing is not necessary.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Transit Management Services, Inc., authorizing it to operate as a passenger stage corporation as defined in PU Code § 226, between the points set forth in Appendix PSC-1439 of this decision, for the transportation of passengers and their baggage.
2. Applicant shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.
 - b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
 - c. File its tariffs and timetables with at least 10 days' notice to the Commission and the public and made effective on 10 or more days after the date of this order.
 - d. Comply with General Orders Series 158, 101, and 104, and the California Highway Patrol safety rules.
 - e. Maintain accounting records in conformity with the Uniform System of Accounts.
 - f. Remit to the Commission the transportation reimbursement fee required by PU Code § 403 when notified by mail to do so.

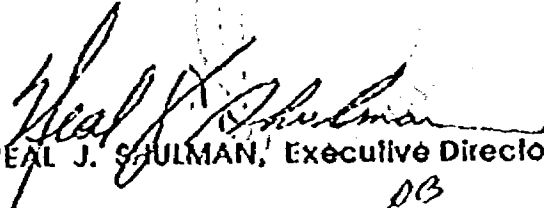
3. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to the applicant that it has evidence of insurance on file with the Commission, the California Highway Patrol has approved the use of applicant's vehicles for service and it has complied to the above ordering paragraph 2.

4. The application is granted as set forth above.
This order is effective today.

Dated APR 11 1990, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY


NEAL J. SCHULMAN, Executive Director
PB

Appendix PSC-1439

Transit Management
Services, Inc.

Original Title Page

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

AS A PASSENGER STAGE CORPORATION

PSC-1439

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

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 90 04 016,
dated APR 11 1990 of the Public Utilities
Commission of the State of California in Application 90-02-016.

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Issued by California Public Utilities Commission.

Decision 90 04 016 , Application 90-02-016.

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

Transit Management Services, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport only home-to-work passengers and their baggage between areas and points described in Sections II and III, respectively, subject, however, to the authority of this Commission to change or modify the routes or service areas at any time and subject to the following provisions:

- a. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- b. Service will be operated only at the designated service areas and service points listed in Sections II and III, respectively.
- c. Service shall be operated on a scheduled basis. Such schedules shall be the timetable filed with the Commission.
- d. Home-to-work passengers means persons who are transported from their home locations to their work locations and or vice versa.

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SECTION II. SERVICE AREAS.

San Francisco Financial District

The boundaries of this service area encompasses Washington Street on the North, Howard Street on the South, Stockton and 4th Streets on the West, and the Embarcadero on the East.

San Francisco Civic Center

The boundaries of this service area encompasses Golden Gate Avenue on the North, Van Ness Avenue on the West and Market Street on the South and East.

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SECTION III. ROUTE DESCRIPTION

Sacramento/Davis - San Francisco

Commencing from the following points:

1. Intersection of I-80 and 22nd Street, Sacramento
2. Intersection of I-80 and 8th Street, Sacramento
3. Intersection of Chiles Road and Ensenada Drive,
Davis

Then proceeding along the most appropriate streets and
highways to the following service areas:

4. San Francisco Financial District service area as
described in Section II.
5. San Francisco Civic Center service area as described
in Section II.

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