

ALJ/emk/jt

ORIGINAL

Decision 82 11 072 NOV 17 1982

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

In the Matter of the Application  
 of GREAT AMERICAN STAGELINE, INC.,  
 a corporation, for certificate of  
 public convenience and necessity  
 to operate passenger and baggage  
 service between Santa Barbara,  
 Ventura, Oxnard, Camarillo,  
 Thousand Oaks, Westlake Village,  
 Moorpark, Simi Valley, Santa  
 Susana, Chatsworth, Canoga Park,  
 Woodland Hills, and Burbank-  
 Glendale-Pasadena Airport.

Application 61156  
 (Filed December 30, 1981)

In the Matter of the Application  
 of VENTURA TRANSPORTATION, INC.,  
 dba BURBANK FLYER, for authority  
 to operate as a passenger stage  
 between points in Ventura and Los  
 Angeles Counties and the Burbank  
 Airport.

Application 61159  
 (Filed December 30, 1981)

John E. deBrauwere, Attorney at Law, for  
 Great American Stageline, Inc.,  
 applicant in Application 61156.  
Carol Cecil Hines, for Ventura Transportation,  
 Inc., applicant in Application 61159.  
William Austin, for the Commission staff.

O P I N I O NSummary

Great American Stageline, Inc. (Stageline), a  
 California corporation, and Ventura Transportation, Inc., doing  
 business as Burbank Flyer (Flyer), are each granted a certificate

of public convenience and necessity to provide passenger stage service to and from the Burbank-Glendale-Pasadena Airport (BUR).<sup>1/</sup>

Under PSC-962, Stageline picks up passengers along two primary corridors and transports those passengers to Los Angeles International Airport (LAX). The Santa Barbara corridor includes stops at Santa Barbara,<sup>2/</sup> Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake Village, Woodland Hills, and LAX. The Moorpark corridor includes stops at Moorpark, Simi Valley, Chatsworth, Canoga Park, Woodland Hills, and LAX. In this decision Stageline is authorized to (a) pick up passengers at its existing stops; (b) transport them to its Woodland Hills stop;<sup>3/</sup> and (c) after a transfer to a 15-passenger van, transport them to BUR.

Stageline is also authorized (a) to provide both scheduled and "on-call" service to BUR, (b) to exercise options to combine service on its new routes with service on its other authorized routes, and (c) to provide direct service to BUR.

Flyer is authorized to make scheduled stops at three cities, Ventura, Camarillo, and Thousand Oaks, and to provide direct transportation to BUR using 15-passenger vans.

Both applicants are qualified. We believe that both have understated the potential volume of business to BUR which led each of them to request denial of its competitor's application as a precondition for establishing its new service.

---

1/ The descriptions of service in this decision apply to service in either direction unless otherwise indicated.

2/ "On-call" stop.

3/ To avoid a protest by the Southern California Rapid Transit District (RTD), Stageline stated it would not use RTD's active bus stop locations in the San Fernando Valley and at BUR except for a Woodland Hills bus stop now shared by Stageline and RTD.

### Stageline's Protest

Stageline filed a protest against granting the authority sought by Flyer. It alleges that granting competing applications for passenger stage service from Ventura County to BUR would have adverse financial consequences on its proposed operations due to the diversion of potential traffic from it to its competitors, Flyer and Gary DeForest MacIntyre (MacIntyre).<sup>4/</sup> Flyer contested Stageline's protest because (a) it was not filed on a timely basis, (b) Stageline was not certificated to provide service to BUR, and (c) its proposed service differed from that proposed by Stageline. The applications of Stageline and Flyer were consolidated for hearing.

### Hearings

After notice, two days of hearings were held before Administrative Law Judge Levander in Los Angeles and the matters were submitted. Stageline's witnesses were Reginald Charlson, its president and owner; Esther Brody, owner of a travel agency in Thousand Oaks; and Ana Marie Aguirre, manager of the Newbury Park office of a travel agency which has two other offices in Camarillo. Flyer's witnesses were Carol Cecil Hines and his wife, Melinda Hines. Mr. and Mrs. Hines are co-owners of the Ventura Travel Agency.

---

<sup>4/</sup> In Decision (D.) 82-04-56 dated April 6, 1982, in Application (A.) 60959, MacIntyre was authorized to provide door-to-door passenger stage service between the City of Simi Valley and LAX and/or BUR. On April 21, 1982, MacIntyre filed tariffs for establishment of his service on May 3, 1982.

Stageline's Evidence

Stageline operates six MCI-MC-9 47- to 53-passenger Crusader coaches in the Santa Barbara corridor and in supplying charter-party service. It awaits delivery of a similar coach. In the Moorpark corridor, it expects to use three 15-passenger vans for service to LAX and a fourth van to provide service to BUR. Stageline's office and bus maintenance and repair facility are located in Newbury Park. Stageline can supply extra buses and drivers to meet emergency requirements.

In its application, Stageline proposes to provide on-call service for a minimum of five adult passengers, with a minimum 14-hour notice. At the hearing Stageline verbally amended its application (a) to drop the five-adult minimum and 14-hour notice requirements on its scheduled stops; and (b) to have a van available at Woodland Hills to provide connecting service to BUR from its other runs, or to provide through service to BUR. It would retain the on-call requirement at Santa Barbara, where there is little demand for its service. Each Stageline van operating in the Moorpark corridor would be scheduled to arrive at the Woodland Hills transfer point at the same time as one of Stageline's Santa Barbara corridor buses.

At the time of hearing Stageline was providing 15 scheduled daily trips to LAX from the Santa Barbara corridor and it had been authorized to provide on-call service to LAX in the Moorpark corridor. Stageline was planning to add a 16th bus to its Santa Barbara corridor schedule.

Following is a summary of evidence presented by Charlson on the need for Stageline's proposed service:

- a. The 1981 daily average of passenger arrivals and departures at LAX (excluding commuter, military, and air-taxi passengers) was 89,650.
- b. The corresponding BUR average of 5,479 was 6% of the LAX volume.
- c. The 1981 daily average of air carrier arrivals and departures (excluding military, commuter, and air-taxi movements) was 45 at BUR, which was 3% of the LAX volume.
- d. Stageline's passenger volume to LAX has grown by 25% per year. Its passenger volume should continue to increase at that rate.
- e. During a three-day period, 500 questionnaires were distributed on Stageline's buses traveling in the Santa Barbara corridor. Exhibit 3 is a summary of the responses of 449 passengers. It shows that 216 (55%) of the respondents answered "yes" to the following question:

"6. If we were to add service to Burbank Airport, transferring passengers at Woodland Hills from our bus to our van, would you use the service?"
- f. Stageline received letters (Exhibits 4, 5, and 7) from two travel agency offices and the local travel coordinator for the Burroughs Corporation supporting Stageline's application. Stageline also receives daily inquiries from travel agencies and businesses regarding the need for passenger stage service to BUR.

-Charlson further testified that Stageline would earn a nominal incremental profit, excluding depreciation,<sup>5/</sup> of about \$1,300 in its first year of operation if 29 passengers per day (6% of Stageline's estimated LAX volume) are carried on 32 daily trips to or from BUR (an average of 0.9 passengers per trip).

Brody and Aguirre both testified on the need for passenger stage service from Ventura County to BUR. Brody estimates that her Thousand Oaks office issues 200 tickets per week for Stageline service to LAX and that she could sell 40 tickets per week to BUR. Furthermore, she would notify her clients of the availability of passenger stage service to BUR in a newsletter. Aguirre estimates that her agency's Newbury Park and Camarillo offices could sell 110 to 140 tickets per week to BUR. When cross-examined, Aguirre stated that some of her clients might object to transferring between Stageline's buses.

Stageline's Balance Sheet

Stageline's October 31, 1981 balance sheet shows assets of \$162,254, including \$55,834 in current assets, property and equipment of \$33,653, and an intangible asset of \$72,667. Its liabilities include \$28,903 in current liabilities, \$118,000 in long-term debt payable to its stockholders, and common equity of \$15,351. As noted above, Stageline's buses and vans are owned by an affiliated company.

---

<sup>5/</sup> The vehicles used in Stageline's operations are leased from an affiliated corporation owned by Charlson. Stageline is charged for debt service but not depreciation on the leased vehicles. This arrangement provides Charlson, an airline pilot, with a tax shelter.

Flyer's Evidence

Following is a summary of the evidence presented by Mr. Hines:

- a. Flyer proposes to provide four scheduled daily passenger stage trips to BUR from Ventura, Camarillo, and Thousand Oaks and return. Flyer would initially operate two 15-passenger vans. It would make advance seat reservations on request.
- b. He is working actively with his wife in the travel agency business. As a former contractor, he is familiar with vehicular equipment and equipment maintenance and operating costs. He has had extensive experience working for Greyhound Lines, Inc. He made preliminary arrangements for garaging and maintaining the vans to be used by Flyer.
- c. Many Ventura travel agency clients and other Ventura County travel agents wanted passenger stage service from Ventura County to BUR. However, travel agents want to book direct scheduled service to BUR.
- d. He prepared an economic analysis of Flyer's proposed operations patterned after studies made for passenger stage airporter service from Santa Rosa and from Bakersfield. His projection is based on establishing an average loading of six passengers per one-way trip. He estimates total operating revenues of approximately \$193,000; operating expenses of approximately \$159,000, including general officers' salaries of \$40,000; depreciation of \$10,000; income taxes of approximately \$9,000; and net income of approximately \$25,000. His estimated break-even

- point is at nine passengers per round trip. He expects growth to reach a 55% load factor.
- e. Flyer's original capitalization is \$20,000 for 4,000 shares of common stock issued. The Hineses would not take general officers' salaries until operations generated the funds needed to make those payments. The Hineses are capable of backing Flyer's operations and they would personally provide needed funds for Flyer's operations. He notes that early operations should not require generation of depreciation expense on Flyer's new vans.

Following is a summary of the evidence presented by Mrs. Hines:

- a. She has had extensive managerial experience in the travel business. She has conducted marketing surveys and taught classes in marketing. She worked as a reservation and ticketing agent for two airlines and as an employee trainer for a third airline.
- b. The biggest obstacle to establishing service to BUR is the lack of public awareness. An adequate marketing survey provided to travel agents and to airlines would result in adequate public information of the service. Her 14-day marketing survey shows that 80% of her clients would support passenger stage service to BUR.
- c. Stageline's "marketing survey" is inadequate.



- d. Several airline representatives support Flyer's proposed service. 6/ Airline representatives told her that they would schedule additional regular, tour, promotional, and possibly international flights to BUR if passenger stage transportation was available to the airport.
- e. Another obstacle to expanding use of BUR is the limited amount of airport parking. Some airlines are interested in expanding service to BUR because of congestion at LAX. That congestion is expected to grow during the 1984 Olympic games. Further congestion at LAX would result if airport construction is not finished on time.
- f. In recent years, passenger use of satellite airports in California has generally doubled; e.g. at the San Jose, Oakland, and John Wayne (Orange County) airports. The exception to this growth pattern is at Ontario International Airport where patronage declined because one airline cut back on an overambitious service expansion. However, there was not adequate passenger stage service to Ontario Airport.
- g. She has been successful in promoting her agency business. She has contacts with most of the travel agents in Ventura County. She would promote Flyer directly and through other travel agents.

---

6/ Exhibit 6 contains letters supporting Flyer's scheduled service to BUR sent by sales representatives for Alaska Airlines and Republic Airlines, the general manager of a travel agency which handles most of the travel arrangements for Ventura County, and by the owner of the largest travel organization in Ventura County.

- h. She produced a computer printout (Exhibit 8) showing 103 daily scheduled flights using BUR.
- i. On two occasions, prior to filing Flyer's application, she requested Stageline's manager to look into the possibility of establishing passenger stage service to BUR. After review of their requests the manager said there was not enough potential business to institute the service at that time. 7/ Due to Stageline's apparent lack of interest in establishing a needed bus service to BUR, the Hineses set up Flyer to provide service to BUR.
- j. The Hines's relationship with Stageline is good. In fact, Mrs. Hines was instrumental in securing a computer referral listing of Stageline's service with various airlines. As travel agents, they consider the quality of Stageline's service to be good. However, some of their clients objected to the time required to complete trips on Stageline's buses due to the large number of stops made by those buses. 8/

---

7/ Stageline also responded negatively to similar requests from other travel agents.

8/ After submission, Stageline filed new timetables expanding service from the Santa Barbara corridor to LAX to 16 trips per day in each direction, and establishing seven scheduled trips per day from the Moorpark corridor to LAX in each direction. The time to complete (a) five 7-stop trips from Ventura to LAX ranges from two hours and five minutes to two hours and forty minutes; and (b) eleven 6-stop trips from Oxnard to LAX ranges from one hour and forty-seven minutes to two hours and five minutes.

Furthermore, she testified that travel agents would not promote lower air fares from BUR absent passenger stage transportation to BUR, transportation which requires changing buses after making a multiplicity of intermediate stops, on-call service, or waiting to transfer between buses. She did not believe tour groups or senior citizens groups would be interested in the service proposed by Stageline.

Discussion

Stageline is an established carrier which provides a good quality of service to LAX. It has the capability of extending service to BUR. D.82-03-089 in A.60885 authorized Stageline's on-call service in the Moorpark corridor. Stageline's revised timetable filing on May 26, 1982 expanded its operations to 16 scheduled trips from the Santa Barbara corridor to LAX. The timetable establishes seven scheduled trips in the Moorpark corridor to LAX with an option to transfer passengers from vans to its connecting buses at Woodland Hills. Charlson testified that his marketing approach was to start a new service on an on-call basis and to establish scheduled service when justified by market acceptance. Apparently there has been market acceptance of the new service.

Mr. Hines can provide Flyer with the necessary operational and maintenance skills needed for its operations. Mrs. Hines's promotional and marketing skills seem capable of attracting additional airline traffic to BUR and of actively promoting passenger stage service to BUR through her own agency and through other travel agents.

A large number of potential bus passengers will accept Stageline's service to BUR even though it entails a transfer. Others will not. Flyer's 4-stop scheduling time from Ventura to BUR ranges from one hour and fifteen minutes to one hour and forty-five minutes. Stageline's 7-stop scheduling time from those points ranges from one hour and forty-five minutes to one hour and fifty-five minutes.

Stageline would collect passengers from the Santa Barbara and Moorpark corridors and transfer them to a BUR shuttle six times a day. Flyer would provide direct transportation from Ventura to BUR four times a day.

It is desirable to reduce use of vehicular fuel to reduce air pollution by establishing passenger stage service to BUR. Stageline would make better use of its existing buses by establishing service to BUR. However, its projection of less than one passenger per trip in early operations would not conserve fuel between BUR and Woodland Hills. Proposed adult fares, tabulated below, are similar for both applicants, for service from Ventura, Camarillo, and Thousand Oaks to BUR, but there are differences in children's rates.

The testimony on potential demand for service to BUR and Stageline's new tariff filing indicates a greater demand than suggested by either applicant; e.g. if the estimates of ticket sales to BUR made by Brody and Aguirre are correct, their agencies alone could provide almost all of the volume projected for Stageline's first year of operation. There are many other travel agents working in the Santa Barbara corridor. There are differences between the service proposed to be provided by the two applicants. We conclude that the service proposed by both applicants should be made available to the public.

Rates

The following tabulation shows adult fares, in dollars, proposed by Stageline and Flyer from designated stops to or from BUR:

<u>Trip Description</u>	<u>Stageline</u>	<u>Flyer</u>
<u>Santa Barbara Corridor - to BUR</u>		
Santa Barbara	\$20	-
Ventura	13	\$13
Oxnard	12	-
Camarillo	11	11
Thousand Oaks	9	9
Westlake Village	8	-
<u>Moorpark Corridor - to BUR</u>		
Moorpark	10	
Simi Valley	9	
Santa Susana	8	
Chatsworth	7	
Canoga Park	6	
Woodland Hills	5	

Flyer proposes \$6 fares for 6- to 12-year old children accompanied by adults for service from Ventura and Camarillo, and \$5 for service from Thousand Oaks. Stageline proposes free transportation for children less than 10 years old accompanied by adults.

Findings of Fact

1. Stageline requests a certificate of public convenience and necessity to expand its operations as a passenger stage corporation. It possesses the financial resources and ability to operate the proposed service.

2. Stageline will provide a needed service, generally requiring bus transfers, between the Cities of Santa Barbara, Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake Village, and Woodland Hills in the Santa Barbara corridor, and the Cities of Moorpark, Simi Valley, Chatsworth, Canoga Park, and Woodland Hills in the Moorpark corridor and BUR.

3. The rates proposed by Stageline are reasonable.

4. Stageline's projections of potential demand in the Santa Barbara corridor are conservative based on the testimony of its supporting witnesses. Stageline's rapid establishment of scheduled service in the Moorpark corridor shows acceptance of its service in that corridor.

5. Many of Stageline's passengers would reduce the time they spend on buses if they used BUR rather than LAX for air transportation.

6. The demand for transportation to BUR exceeds the ratio of numbers of passengers using BUR to numbers of passengers using LAX.

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

8. Flyer requests a certificate of public convenience and necessity to operate as a passenger stage corporation. It possesses the financial resources and ability to operate the proposed direct service to BUR.

9. Flyer's owners have the marketing skills needed to expand use of BUR. Flyer's service would provide reserved seat service to BUR without requiring a transfer between buses. Flyer's service to BUR would take less time from the cities it serves than service from those cities to BUR by Stageline.

10. The rates proposed by Flyer are reasonable.

11. It can be seen with certainty that there is no possibility that the activity in question, proposed by Flyer, may have a significant effect on the environment.

12. Stageline would provide service to BUR from cities not proposed to be served by Flyer.

13. There is sufficient demand for service to BUR to permit establishment of passenger stage service by both Stageline and Flyer.

#### Conclusions of Law

1. Stageline has demonstrated public convenience and necessity for establishing its proposed service.

2. Flyer has demonstrated public convenience and necessity for establishing its proposed service.

3. The differing services proposed by both applicants should be made available to the public because there is a greater demand for service to BUR than suggested by either applicant.

4. The effective date of this order should be the date of signature in order that Stageline and Flyer may each begin operations and provide needed services as soon as possible.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Great American Stageline, Inc. authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in the attached revised pages to Appendix A of D.85784, to transport persons, baggage, and express.

2. Great American Stageline, Inc. 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 within 120 days after this order is effective.
- c. State in its tariffs when service will start; allow at least 5 days' notice to the Commission; and make its tariffs effective 5 or more days after this order is effective.
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.



3. A certificate of public convenience and necessity is granted to Ventura Transportation, Inc. authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix PSC-1265 to transport persons and baggage.

4. Ventura Transportation, Inc. 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 within 120 days after this order is effective.
- c. State in its tariffs when service will start; allow at least 5 days' notice to the Commission; and make its tariffs effective 5 or more days after this order is effective.
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.

A.61156, 61159 ALJ/emk

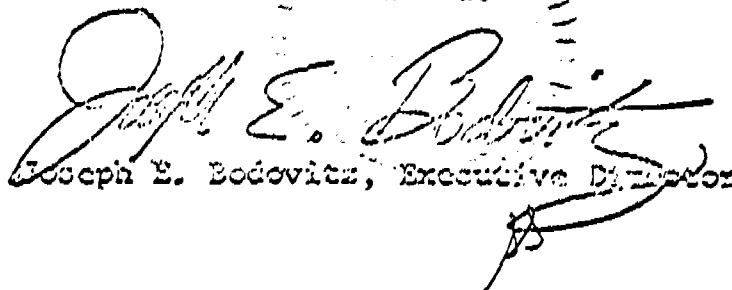
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order is effective today.

Dated NOV 17 1982, at San Francisco, California.

JOHN E. BRYSON  
President  
RICHARD D. GRAVELLE  
LEONARD M. GRIMES, JR.  
VICTOR CALVO  
PRISCILLA C. GREW  
Commissioners

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

  
Joseph E. Bodovitz, Executive Director

Appendix A  
(D.85784).GREAT AMERICAN STAGELINE, INC.  
(PSC-962)Fourth Revised Page 1  
Cancels  
Third Revised Page 1I N D E X.

	<u>Page</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.....	2,3
SECTION 2. ROUTE DESCRIPTIONS	
Route 1 - Oxnard.....	4
Route 2 - Thousand Oaks, Westlake Village to LAX.....	4
Route 2 - (a) - Alternate to Part of Route 2...	4
Route 3 - Deleted.....	4
Route 4 - Deleted.....	4
Route 5 - Deleted.....	4
Route 6 - Ventura, Oxnard, Camarillo, Woodland Hills, Thousand Oaks - LAX.....	4
Route 7 - Santa Barbara - LAX.....	5
Route 8 - Moorpark, Simi Valley, Santa Susana, Chatsworth, Canoga Park - LAX.....	5
* Route 9 - Santa Barbara - BUR.....	6
* Route 10 - Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake Village, Woodland Hills - BUR.....	6
* Route 11 - Moorpark, Simi Valley, Santa Susana, Chatsworth, Canoga Park - BUR.....	6
* Route 12 - Moorpark, Simi Valley, Santa Susana Chatsworth - BUR.....	6

Issued by California Public Utilities Commission.

\*Added by Decision 82 11 072, Application 61156.

Appendix A  
(D:85784)

GREAT AMERICAN STAGELINE, INC.  
(PSC-962)

Fifth Revised Page 2  
Cancels  
Fourth Revised Page 2

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

This certificate supersedes all operative authority previously granted to Air Crew Transit, Inc., a corporation, or its predecessors.

Great American Stageline, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation to transport passengers, baggage, and express except as noted in Subparagraph (f) between certain points in Santa Barbara, Ventura, and Los Angeles Counties, and Los Angeles International Airport (LAX) main passenger terminal and hangar line area, and Burbank-Glendale-Pasadena Airport (BUR),\* over and along the routes described, subject, however, to the authority of this Commission to change or modify these routes at any time and subject to the following provisions:

- (a) Motor vehicles may be turned at termini and 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 operations in either direction unless otherwise indicated.
- (c) Regular route service shall be conducted daily.
- (d) Service over Routes 1, 7, 8, and 9-12\* may be provided on an "on-call" basis.
- (e) The term on-call as used refers to service which is authorized to be rendered dependent upon the demand of passengers. Tariffs and timetables shall show the condition under which each authorized on-call service will be rendered.

Issued by California Public Utilities Commission.

\*Added by Decision 82 11 072, Application 61156.

Appendix A  
(D.85784)

GREAT AMERICAN STAGELINE, INC.  
(PSC-962)

Fourth Revised Page 3  
Cancels  
Third Revised Page 3

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

- (f) The transportation of baggage and express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than 100 pounds per shipment. No express shipments shall be transported from or to Ventura, Camarillo, Woodland Hills, or Santa Barbara.
- (g) Intercity transportation may be furnished on all routes except that no transportation may be furnished on Routes 7 and 9\* between Santa Barbara, on the one hand, and Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake, or Woodland Hills, on the other hand.
- \*(h) The carrier shall not use bus stop locations assigned to the Southern California Rapid Transit District (SCRTD) at Glendale-Pasadena-Burbank Airport nor any SCRTD bus stop in San Fernando Valley.

EXCEPT: At 21108 Ventura Boulevard,  
Woodland Hills (Independence Bank).

Issued by California Public Utilities Commission.

\*Added by Decision 82 11 072, Application 61156.

Appendix A  
(D.85784)

GREAT AMERICAN STAGELINE, INC.  
(PSC-962)

Original Page 6

SECTION 2. ROUTE DESCRIPTIONS (Continued)

ROUTE 9 - Santa Barbara - BUR

Commencing in the City of Santa Barbara, then via the most appropriate streets to U.S. Highway 101 (Ventura Freeway), then over the most direct and appropriate route to BUR. (Service on this route may be combined with service on other authorized routes.)

Route 10 - Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake Village, Woodland Hills - BUR

Commencing in the City of Ventura, then over the most appropriate streets to U.S. Highway 101 (Ventura Freeway), then to Oxnard, Camarillo, Thousand Oaks, Westlake Village, and Woodland Hills, then via the most direct and appropriate route to BUR. (Service on this route may be combined with service on other authorized routes.)

Route 11 - Moorpark, Simi Valley, Santa Susana, Chatsworth, Canoga Park - BUR

Commencing in the City of Moorpark, then via Highway 118 (Simi Valley - San Fernando Valley Freeway) to Simi Valley, Santa Susana, and Chatsworth, then via State Route 27 (Topanga Canyon Boulevard) to Canoga Park, then joining Highway 101 (Ventura Freeway) at Woodland Hills, then via the most direct and appropriate route to BUR. (Service on this route may be combined with service on other authorized routes.)

Route 12 - Moorpark, Simi Valley, Santa Susana, Chatsworth - BUR

Commencing in the City of Moorpark, then via Highway 118 (Simi Valley-San Fernando Valley Freeway) to Simi Valley, Santa Susana, and Chatsworth, then to the intersection of Highway 405 (San Diego Freeway), then via Highway 405 to the intersection of Highway 101 (Ventura Freeway), then via Highway 101 (Ventura Freeway) over the most direct and appropriate route to BUR. (Service on this route may be combined with service on other authorized routes.)

Issued by California Public Utilities Commission.

Decision 82 11 072, Application 61156.

Appendix PSC-1265 VENTURA TRANSPORTATION, INC. Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1265

---

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 82 11 072, dated NOV 17 1982,  
of the Public Utilities Commission of the State of California in  
Application 61159.

I N D E X

	<u>Page</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.....	2
SECTION 2. ROUTE DESCRIPTIONS	
<u>Route</u> <u>Route Name</u>	
1      Ventura, Camarillo, Thousand Oaks - BUR.....	3



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

Ventura Transportation, Inc. by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and baggage, between Ventura, Camarillo, and Thousand Oaks, on the one hand, and the Burbank-Glendale-Pasadena Airport (BUR), on the other hand, over and along the routes described, subject, however, to the authority of this Commission to change or modify the routes at any time and subject to the following provisions:

- a. Motor vehicles may be turned at termini and 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 either direction unless otherwise indicated.
- c. Passengers should be boarded or disembarked at the authorized service points only, as set forth in each route description below.
- d. For operating purposes, carrier may operate buses to skip certain stops or certain schedules, provided that all authorized service points receive adequate service.
- e. No passengers shall be transported except those having point of origin or destination at BUR.

Issued by California Public Utilities Commission

Decision 82 11 072, Application 61159.

SECTION 2. ROUTE DESCRIPTIONS.

Route 1 - Ventura, Camarillo, Thousand Oaks - BUR

Commencing at BUR, then via the most direct and appropriate street and highways to the following points:

1. Howard Johnson's 75 West Thousand Oaks Blvd.,  
Thousand Oaks
2. Las Posas Plaza, Las Posas Rd. at Highway 101,  
Camarillo
3. Holiday Inn, 450 East Harbor Blvd.,  
Ventura

Issued by California Public Utilities Commission

Decision 82 11 072, Application 61159.