

Decision No. 88276 DEC 20 1977

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of
William C. Howell, doing business as
ALL-CAL TOURS, for certificate of public
convenience and necessity to operate as
a passenger stage corporation for sight-
seeing and special events between Santa
Rosa and certain points in California as
named in this Application.

Application No. 57098
(Filed February 18, 1977;
amended July 11, 1977)

James R. Benoit, Attorney at Law, for William
Curtis Howell, applicant.

Thomas P. Kelly, Jr. and Richard W. Abbey,
Attorneys at Law, for Kenneth Henricksen,
dba Poodle Bus Lines; and Ernest R. Stent,
Attorney at Law, for Greyhound Lines, Inc.;
protestants.

Keith L. Grimm, for Western Charter Tours,
Interested party.

R. E. Douglas, for the Commission staff.

O P I N I O N

William C. Howell, doing business as All-Cal Tours, requests a certificate of public convenience and necessity authorizing operations as a passenger stage corporation to conduct round-trip sightseeing and special event tours from specified communities located in the counties of Marin, Sonoma, and Lake to various California points of interest. Applicant presently operates a statewide charter bus service as a Class A charter-party carrier. He also conducts a travel agency service, known as Curt's Tours, which is under the management of applicant's wife.

Proposed ToursCalifornia Tours Nos.

- | | |
|--------------------------------------|--|
| 1. Eureka (Redwoods) | 13. Marine World (Redwood City) |
| 2. Skunk Train (Willits, Fort Bragg) | 14. Bay Meadows (San Mateo) |
| 3. North Shore (Lake Tahoe) | 15. Great America (San Jose) |
| 4. South Shore (Lake Tahoe) | 16. Oakland Coliseum |
| 5. Sacramento | 17. Hearst Castle (San Simeon) |
| 6. Gold Country - Yosemite | 18. Solvang |
| 7. Sonoma County Wine Tour | 19. Death Valley |
| 8. Golden Gate Fields (Albany) | 20. Anaheim/Los Angeles Disneyland, Knotts Berry Farm) |
| 9. Oakland | 21. Indio (Date Festival) |
| 10. SF Wine & Dine Tour | 22. San Diego |
| 11. Candlestick Park (SF) | 23. Mt. Shasta (Trinity County) |
| 12. Circle Star Theater (San Carlos) | 24. Sacramento Boat Excursion |

Thirteen public witnesses residing in or about the communities from which the proposed service is to be established testified in support of applicant's sought authority. Collectively, the thrust of their testimony is:

1. The counties of Marin, Sonoma, and Lake are experiencing a tremendous population growth which includes literally thousands of retired or semi-retired persons attracted to the area by its overall environmental, recreational, and economic advantages.

2. The demand for passenger bus service from the several counties involved to the various recreational facilities and points of interest located throughout California has and will continue to increase substantially.

3. The present and future growth of tourism within the suggested service area is more than sufficient for both existing and proposed passenger stage operations.

4. Charges assessed for available charter-party carrier services are on a group-fare basis and force interested patrons to become a member of some social, civic, or other organized group.

5. Since many of the persons residing in the proposed service area do not belong to any organized group, there is an increasing demand for recreational tours conducted by passenger stage corporations on an individual-fare basis.

6. The services of existing passenger stage corporations authorized to operate from the proposed service area are considered to be either too expensive, inconvenient, and/or inadequate, especially for retired or semi-retired residents with restricted access to supplemental public or private transportation.

7. Persons residing in communities located in the proposed service area should not be deprived of the economic public benefits resulting from the maintenance of a reasonable level of carrier competition for available sightseeing and special event traffic.

8. Applicant's current personalized charter-party group service is highly regarded by patrons, many of whom now desire service on an individual-fare basis.

Applicant testified at length relative to the nature, quality, and maintenance of his equipment; his overall financial responsibility; and personal qualifications to conduct the proposed passenger stage operation. Although applicant was subjected to extensive and searching cross-examination by protestants, it was clearly demonstrated that applicant is not only competent to perform the proposed service but also has the overall financial resources to initiate and maintain the proposed passenger stage operations if authorized.

Position of Protestants

Greyhound Lines, Inc.: The statutory provisions of the California Public Utilities Code pertinent to the authority sought by applicant are:

Sec. 1031. "No passenger stage corporation shall operate or cause to be operated any passenger stage over any public highway in this State without first having obtained from the commission a certificate declaring that public convenience and necessity require such operation, ..."

Sec. 1032. "Every applicant for a certificate shall file in the office of the commission an application therefor in the form required by the commission. The commission may, with or without hearing, issue the certificate as prayed for, or refuse to issue it, or issue it for the partial exercise only of the privilege sought, and may attach to the exercise of the rights granted by the certificate such terms and conditions as, in its judgment, the public convenience and necessity require. 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.)

Greyhound correctly observes that under the aforementioned statutory provisions applicant has a two-fold burden of proof. First, it must be shown that there is clearly a public convenience and necessity for the proposed service and, second, that the existing service provided by other carriers in the area proposed to be served by applicant is not satisfactory and fails to meet the public need. With respect to the first issue, no one takes serious exception to the proposition that there is in fact a public convenience and necessity for sightseeing and special event bus tours conducted on an individual-fare basis by passenger stage corporations originating within the territory proposed to be served by applicant. It is with the second issue of proof that protestants are in serious disagreement with applicant.

Greyhound holds certificated authority to operate as a passenger stage corporation statewide in California. Several types of services available to the public via Greyhound were thoroughly explained and claimed to be competitive and/or similar to the proposed services of applicant. However, only Greyhound's tour service and its so-called special operations, which are limited to specific dates and events, appear to be directly related to the sightseeing and special event tour services proposed by applicant.^{2/} Greyhound tours originate out of San Francisco and in many instances were shown to be interstate in character. The scope of Greyhound's special operations are quite limited, even though the carrier holds underlying statewide certificated authority. For all practical purposes such special Greyhound operations would be competitive with certain services proposed by applicant out of Santa Rosa only. Persons residing in other communities sought to be served by applicant would be required to employ some other form of public and/or private transportation (such as Greyhound's regular scheduled route service) should they desire to use Greyhound's tours or special event service in most, if not all, instances.

Regardless of the extra convenience that would be afforded residents of communities other than Santa Rosa, that are located within applicant's proposed service area, Greyhound submits such outlying communities do not require the additional direct services proposed by applicant. While Greyhound's protests are generally directed to the

^{2/} While the Class A charter-party statewide operations of Greyhound and applicant are akin to the proposed passenger stage service, such available charter-party services are available only on a group-fare basis.

granting of applicant's overall sought authority, in the first instance, it became patently clear during the course of the proceeding that applicant's efforts to establish an additional special tour service out of Santa Rosa to the Lake Tahoe area was the primary, if not the sole, concern of Greyhound. In this connection the following summary statements in Greyhound's closing brief are pertinent:

"... First, there is evidence that the Greyhound operations to Lake Tahoe are interstate in nature inasmuch as the buses cross the state line into Nevada (Tr. 25 -254), and there is the observation...that, as such, Greyhound's operations 'should be non-competitive with [those of] the Applicant' (Tr. 254, lines 27-28).

"It is respectfully submitted that Applicant's proposed trips to South and North Shores of Lake Tahoe in California are indeed in actuality directly competitive with Greyhound's interstate moves to Nevada destinations in the same locales. It is well known that the principal attraction to these spots lies in the gambling casinos and resorts that either straddle or abut the California-Nevada border. . . . Clearly whether travelers merely take intrastate transportation to the California side of the border (and either register in a hotel straddling the line, or cross the state line themselves, or traverse through a courtesy service provided them by the resort they will be staying at), or whether they avail themselves of an interstate move to the Nevada side of the border (e.g., such as through a charter or special operation offered by Greyhound), their destination is exactly the same--i.e., one of the aforementioned resorts or casinos... For a discussion of this practice, see Greyhound Lines, Inc. v A. B. Allen, 99 M.C.C. 1 (1965)...

"Second, ...why Greyhound is protesting this Application when in fact it withdrew a protest in the Poodle Lines' Application (Tr. 210, 211), ...

"Greyhound hereby asserts that Poodle Lines substantially amended its Application so as to eliminate therefrom requested authority for round-trips to the Lake Tahoe casinos. No inclination to make similar modifications to the Application has been evident in this matter. As noted in the record, the Lake Tahoe operations are of paramount importance to Greyhound (Tr. 232)." (Emphasis added.)

In Greyhound Lines, Inc. v A. B. Allen, supra, Greyhound's complaint against the California intrastate Lake Tahoe operations of Allen Transportation Company was dismissed by the Interstate Commerce Commission for lack of jurisdiction. As to whether Greyhound would withdraw its protest if applicant eliminated his proposed service to the Lake Tahoe area out of Santa Rosa, protestant's witness stated: "I would have to discuss that with counsel, but we would lean towards that, yes." (Tr. 211.) In response to Greyhound's expressed concern over the proposed Santa Rosa - Lake Tahoe service applicant makes the following observations:

"A. South Lake Tahoe and Candlestick Park Destination
(Requested Tours #4 & #11)

"Greyhound's interest is in providing service from Santa Rosa to two primary destinations: South Lake Tahoe and Candlestick Park (Henry Mitchell - 211; William Flinn - 246).

- "1. South Lake Tahoe (Requested Tour #4): Mr. Flinn testified that Greyhound's buses load and unload on the Nevada side of the state line (252, 253) because the interstate tariff makes it less expensive for them to do so (253). Since these trips are interstate (253/23-24), the service is not competitive with the strictly intrastate authority that Mr. Howell seeks.

"2. Candlestick Park (Requested Tour #11): Greyhound has provided no service to Candlestick Park from any pickup point at issue other than Santa Rosa (216/9-12; 226/22-23; 245/14-23; Exhibit 22). Consequently, Greyhound's service to Candlestick Park is not competitive as to all requested pickup points outside Santa Rosa."

* * *

"B. 3. b. ...Mr. Mitchell testified that Greyhound has 'probably never' exercised its special operations authority to North Shore Lake Tahoe (200) and witness Flinn confirmed this (226). If there be no service provided, there is no basis to protest the requested tour."

Poodle Bus Lines: In Decision No. 87384 dated May 24, 1977 in Application No. 56783, the Commission found that public convenience and necessity required the issuance of a certificate to Kenneth Henriksen, doing business as Poodle Bus Lines, to conduct 10 round-trip sightseeing and special event tours originating and ending at the cities of Ukiah, Santa Rosa, Sebastopol, Novato, and Napa.^{3/} At the February 23, 1977 adjourned hearing of Application No. 56783 Mr. William C. Howell appeared on behalf of All-Cal Tours not as a protestant but, in light of his pending Application No. 57098, to request the Commission not to restrict his entry into the field. In deciding whether to grant Poodle Bus Lines authority on a four-countywide basis and in light of

^{3/} In Application No. 56783, as amended, Poodle Bus Lines sought authority to conduct "special operation sightseeing, pleasure tours in intrastate commerce from all points and places within the counties of Sonoma, Marin, Mendocino, Napa, and Lake to all points and places within California..."

the pending efforts of Mr. W. C. Howell on behalf of All-Cal Tours, not to have his Application No. 57098 preempted by any like prior authority that may be granted to Mr. Henricksen, the Commission in Decision No. 87384 stated:

"...we should give consideration to the implications of Public Utilities Code Section 1032 which provides that the Commission may issue a certificate to operate as a passenger stage corporation 'in a territory already served by a certificate holder' only when the existing passenger stage corporation or corporations serving such territory will not provide such service to the satisfaction of the Commission. As we noted in The Gray Line Tours Company (1973) 74 CPUC 669 at page 700 the result of too broad an authority may be the stifling of competition:

"... In Decision No. 81036, the Examiner's proposed report, adopted by the Commission, stated: 'The grant of such authority...in a vast area of Southern California, with a minimal commitment to render service. ...would tend to stifle competition and the development of tourism in these areas. It is, of course, in Gray Line's interest to develop additional tours which are profitable. However, others may visualize tours not apparent to Gray Line or be able, because of their proximity or connections in an area, to develop tours which Gray Line cannot operate economically. The innovative will be met with the contention that under Section 1032 the existing carrier must first be afforded an opportunity to place the idea in effect to the satisfaction of the Commission and only upon a failure to do so, will the originator be afforded an opportunity to establish the tour.'

"Given the appearance of a potential competitor, Mr. Howell, in this case and Application No. 57098 which he has before this Commission, we will not grant the sought four-county authority because of its overly broad nature. (See also Allen Transportation Co., D.85837, May 18, 1976.) Instead we will grant authority based on the developed record in this case as to the five cities of Ukiah, Santa Rosa, Sebastopol, Novato, and Napa."

* *
Poodle Bus Lines objects to the granting of applicant's sought authority in its entirety even though Santa Rosa is the only practical common point of service. No probative evidence was presented by protestant as to whether its present or proposed service from Ukiah, Sebastopol, Novato, or Napa is or will be adequate for the various communities other than Santa Rosa. In adopting an all-inclusive basis for protest, Poodle Bus Lines returns to its original position in Application No. 56783 which was rejected by the Commission in Decision No. 87384.

Cross-examination of Kenneth Henricksen revealed a considerable degree of uncertainty and/or vagueness as to what precise service would be actually inaugurated by Poodle Bus Lines pursuant to the authority granted by Decision No. 87384. The decision provided that by October 11, 1977 Poodle Bus Lines "shall establish the authorized service and file tariffs and timetables...in the Commission's office". The Commission's order further admonished that failure to comply with the aforementioned directive may result in cancellation of the prior granted authority. As of November 1, 1977 no such acceptable tariffs and/or timetables were filed with the Commission.

A review of the 10 tours proposed by Poodle Bus Lines indicates that Tours Nos. 2 (Wine Country), 5 (Sacramento City Tour), and 6 (Gold Country - Yosemite) are similar to Tours Nos. 5, 6, and 7 proposed by All-Cal Tours. Such competitive similarity would be limit however, to services performed by the respective carriers out of Santa Rosa.

Discussion

Due to tremendous growth in population, including a substantial influx of retired or semi-retired residents, the counties of Marin, Sonoma, and Lake (among others) have experienced a dramatic increase in the demand for various forms of sightseeing and special event

CORRECTION

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**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

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Discussion

Due to tremendous growth in population, including a substantial influx of retired or semi-retired residents, the counties of Marin, Sonoma, and Lake (among others) have experienced a dramatic increase in the demand for various forms of sightseeing and special event tours

conducted by passenger bus lines. Of late, this increased demand has shifted somewhat to sightseeing and special event tours conducted on an individual-fare basis by passenger stage lines in lieu of like bus services conducted on a group-fare basis by charter-party carriers. Applicant's sought authority is responsive to this apparent change in public demand.

The sightseeing and special event tour services currently available on an individual-fare basis within the service territory proposed by applicant have been shown, with relatively minor exception, to be:

- (1) Generally inadequate, or
- (2) Unsatisfactory to the extent that such existing services do not reflect sufficiently the economic public benefits which would exist were a reasonable level of equality of competitive opportunity established among the several passenger stage corporations seeking to fulfill the demand for such services.

Under the circumstances we are in general agreement with the summary statement contained in applicant's closing brief as follows:

"In sum, applicant has demonstrated a need and demand for the requested services, and has shown that he is equipped, ready, willing, and able to perform the requested services. Protestants have offered evidence of competitive service in only four instances: for Greyhound, their Santa Rosa to Candlestick Park special operations run; and for Poodle, their Santa Rosa to Sacramento one-day tour, their Santa Rosa to Gold Country/Yosemite two-day tour, and their Santa Rosa to Wine Country one-day tour. As to each of those destinations, there is no competitive service from any of the other requested pickup points outside Santa Rosa. Except for those four specific tours (including Valle Vista Mobile Home Subdivision in Santa Rosa in each), the authority requested herein should be granted in its entirety." (Emphasis added.)

Findings

1. William C. Howell, doing business as All-Cal Tours, requests a certificate of public convenience and necessity to operate as a passenger stage corporation for the purpose of conducting round-trip sightseeing and special event tours from specified points located within the counties of Marin, Sonoma, and Lake to designated California points of interest.

2. There is a demonstrated public need for the proposed round-trip sightseeing and special event tours.

3. Applicant has the necessary skill, experience, and financial resources to initiate and maintain the proposed service.

4. The sightseeing and special event tours of Greyhound and Poodle Bus Lines available within the service territory proposed by applicant are now and as suggested for the immediate future generally unsatisfactory due to the dramatic increase in population and demand for special event tours charged for on an individual-fare basis, which is not being met by protestants.

5. Public convenience and necessity have not been shown to require granting applicant a certificate to operate his proposed Tours Nos. 5, 6, 7, and 11 out of Santa Rosa.

6. Except as provided in Finding 5, public convenience and necessity require that the service proposed by applicant should be authorized.

7. The certificate granted herein should contain the restriction that applicant is not to pick up originating passengers within the city of Santa Rosa (including Valle Vista Mobile Home Subdivision) for any of his sightseeing and special event Tours Nos. 5, 6, 7, and 11.

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

The Commission concludes that Application No. 57098, as amended, of William C. Howell, doing business as All-Cal Tours, should be granted in accordance with the ensuing order.

10/16/55

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.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to William C. Howell, doing business as All-Cal Tours, authorizing him 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 of this decision.
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 he accepts the certificate he will be required, among other things, to comply with the safety rules administered by 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 his 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 his operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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

Dated at San Francisco, California, this 20th
day of DECEMBER, 1977.

Robert Bateman
President
William J. Simon
Vernon L. Sturgeon
Richard D. Howell
Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

dba
ALL-CAL TOURS

CERTIFICATE

PUBLIC CONVENIENCE AND NECESSITY

PSC-1026

TO OPERATE AS

A PASSENGER STAGE CORPORATION

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 88276
dated DEC 20 1977 of the Public Utilities Commission
of the State of California, in Application 57098-88

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2.	Willits, Fort Bragg (Skunk Train)	5
3.	Lake Tahoe-North Shore	5
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8.	Golden Gate Fields (Albany)	7
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10.	SF Wine & Dine Tour	7
11.	Candlestick Park (SF)	8
12.	Circle Star Theater (San Carlos)	8
13.	Marine World (Redwood City)	8
14.	Bay Meadows (San Mateo)	8
15.	Great America (Santa Clara)	9
16.	Oakland Coliseum	9
17.	Hearst Castle (San Simeon)	9
18.	Solvang	9
19.	Death Valley	10
20.	Anaheim/Los Angeles (Disneyland, Knotts Berry Farm)	10
21.	Santa Barbara & Indio	11
22.	Los Angeles & San Diego	11
23.	Mt. Shasta (Siskiyou County)	12
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dba

ALL-CAL TOURS

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

William C. Howell, dba All-Cal Tours, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and their baggage for sightseeing or pleasure tour purposes originating and terminating at any of the points listed in Section 2 on the one hand and various points of interest on the tours hereinafter described on the other hand, subject, however, to the authority of this Commission to change or modify said points or tour routes at any time and subject to the following provisions:

- (a) All such transportation shall be conducted on a sightseeing or pleasure tour basis.
- (b) All tours and passengers on tours shall originate and terminate at one or more of the authorized points and shall be operated on an "on-call" basis.
- (c) All service herein authorized shall be limited to the transportation of round-trip passengers only.
- (d) All tours shall be conducted on a continuous basis except for stops for sightseeing, meals and lodging.
- (e) All tours shall include more than bare expeditious point-to-point transportation and shall provide accessorial services including, but not limited to, tour guides, restaurant meals and accommodations; tariffs shall define and include the charges for such accessorial services.
- (f) Tours 5, 6, 7 or 11 shall not originate or terminate within the City of Santa Rosa.

The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized "on-call" service will be rendered.

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ALL-CAL TOURS

SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION

All tours shall originate and terminate within one or more of the following locations:

LocationCountyIncorporated Cities

Calistoga

Napa

Cloverdale

Sonoma

Corte Madera

Marin

Cotati

Sonoma

Healdsburg

Sonoma

Lakeport

Lake

Petaluma

Sonoma

Rohnert Park

Sonoma

San Rafael

Marin

Santa Rosa

Sonoma

Sonoma

Sonoma

Unincorporated Communities

Clearlake Highlands

Lake

Forestville

Sonoma

Geyserville

Sonoma

Guerneville

Sonoma

Windsor

Sonoma

Other Locations

Country Mobile Country Club,

1180 Fulton Road

Sonoma

Colonial Park Mobile Home Estates,

5645 Old Redwood Highway

Sonoma

Sequoia Gardens, 433 Fulton Rd.

Sonoma

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SECTION 3. AUTHORIZED TOUR DESCRIPTIONS

TOUR NO. 1 -- EUREKA (TOUR OF THE REDWOODS)

Commencing from any of the points listed in Section 2, thence via the appropriate route and U.S. Highway 101 to Garberville with stops at various points of interest.

Second day: Guided tour of the Redwoods to Ferndale, stopping at various points of interest and thence to Eureka.

Third day: Visit and tour various points of interest in and around Eureka. Thence return by the appropriate route to Highway 101, thence via U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 2 -- WILLITS, FORT BRAGG (Skunk Train)

Commencing from any of the points listed in Section 2, thence via the appropriate route and U.S. Highway 101 to Willits, thence via California Western Railroad (Skunk Train) to Fort Bragg.

Second day: Touring of various points of interest in Fort Bragg, thence return via Highway 20, U.S. Highway 101 and the appropriate route to the original point or points of embarkation.

TOUR NO. 3 -- LAKE TAHOE - North Shore

Commencing from any of the points listed in Section 2, thence via the appropriate route and U.S. Highway 37, Highway 80, Highway 89, Highway 28, to the community of Brockway.

Second day: Commencing from the community of Brockway via Highway 28, Highway 267, Interstate Highway 80, Highway 37 and the appropriate route to the original point or points of embarkation.

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*

Appendix A

William C. Howell
dba
ALL-CAL TOURS

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TOUR NO. 4 -- LAKE TAHOE - South Shore

Commencing from any of the points listed in Section 2, thence via the appropriate route and Highway 37, Interstate Highway 80, Highway 50 to the community of Stateline, California.

Second day: Commencing from the community of Stateline via Highway 50, Interstate U.S. Highway 80, Highway 37 and the appropriate route to the original point or points of embarkation.

TOUR NO. 5 -- SACRAMENTO

Commencing from any of the points listed in Section 2, except Santa Rosa, thence via the appropriate route for a day of touring Sacramento with stops at various points of interest, thence return by the appropriate route to the original point or points of embarkation.

TOUR NO. 6 -- GOLD COUNTRY - YOSEMITE

Commencing from any of the points listed in Section 2, except Santa Rosa, thence via the appropriate route to State Highway 12, thence via State Highway 49 to Angels Camp, Columbia State Park and Sonora.

Second day: Guided tour commencing from Sonora via State Highway 49 to State Highway 140 to Yosemite National Park, thence via State Highway 140 to Gustine, thence via Interstate Highway 5 and the appropriate route to the original point or points of embarkation.

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TOUR NO. 7 -- WINE COUNTRY TOUR

Commencing from any of the points listed in Section 2, except Santa Rosa, thence via the appropriate route to various wineries and points of interest in Sonoma, Napa, or Mendocino Counties, thence returning via the appropriate route to the original point or points of embarkation.

TOUR NO. 8 -- GOLDEN GATE FIELDS (Albany)

Commencing from any of the points listed in Section 2, thence via the appropriate route to Golden Gate Fields in Albany, California. Thence returning via the appropriate route to the original point or points of embarkation.

TOUR NO. 9 -- OAKLAND

Commencing from any of the points listed in Section 2, thence via the appropriate route to Oakland to visit various points of interest, thence return via the appropriate route to the original point or points of embarkation.

TOUR NO. 10 -- SAN FRANCISCO WINE & DINE TOUR

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101, thence via U.S. Highway 101 to San Francisco, thence via any vessel common carrier authorized to provide such service for a tour to Oakland and back to San Francisco; thence return by the appropriate route to original point or points of embarkation.

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Decision 88276, Application 57098.

TOUR NO. 11 -- CANDLESTICK PARK (San Francisco)

Commencing from any of the points listed in Section 2, except Santa Rosa, thence via the appropriate route to U.S. Highway 101, thence via U.S. Highway 101 to Candlestick Park in San Francisco; thence returning via U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 12 -- CIRCLE STAR THEATER (San Carlos)

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101, thence via U.S. Highway 101 to the Circle Star Theater in San Carlos; thence return via U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 13 -- MARINE WORLD (Redwood City)

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101, thence via U.S. Highway 101 to Marine World in Redwood City, thence return via U.S. Highway 101 and the appropriate route to the original point or points of embarkation.

TOUR NO. 14 -- BAY MEADOWS (San Mateo)

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101 to Bay Meadows in San Mateo, thence return via the appropriate route to U.S. Highway 101 and appropriate route to the original point or points of embarkation.

Issued by California Public Utilities Commission.

Decision 88276, Application 57098.

TOUR NO. 15 -- GREAT AMERICA (Santa Clara)

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101 to Marriott's Great America in Santa Clara, thence return via the appropriate route to U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 16 -- OAKLAND COLISEUM

Commencing from any of the points listed in Section 2, thence via the appropriate route to the Oakland Coliseum for special events; thence return by the appropriate route to original point or points of embarkation.

TOUR NO. 17 -- HEARST CASTLE (San Simeon)

Commencing from any of the points listed in Section 2, thence via the appropriate route to U.S. Highway 101, thence via U.S. Highway 101, Highway 46 and Highway 1 to San Simeon.

Second day: Tour of Hearst Castle and various points of interest. Thence return via Highway 1, Highway 46 and U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 18 -- SOLVANG

Commencing from any of the points listed in Section 2, thence via the appropriate route and U.S. Highway 101 and Highway 246 to Solvang.

Second day: Touring of various points of interest in the vicinity of Solvang.

Third day: Commencing from Solvang via Highway 246 and U.S. Highway 101, thence via the appropriate route to the original point or points of embarkation.

Issued by California Public Utilities Commission.

Decision 88276, Application 57098.

TOUR NO. 19 -- DEATH VALLEY

Commencing from any of the points listed in Section 2, thence via the appropriate route to Interstate Highway 5, thence via Interstate Highway 5 and Highway 58 to Tehachapi, California.

Second day: Over Highway 58, Highway 14, Highway 395, Highway 190 and appropriate roads within Death Valley National Monument stopping at various points of interest, including but not limited to Stovepipe Wells and Scotty's Castle. Guided tour with stops at various points of interest and scenic drive through Death Valley ending at Furnace Creek.

Third day: Guided tour of Death Valley including scenic points and other points of interest.

Fourth day: Thence returning over Highway 190, Highway 127, Interstate Highway 15, Highway 58 to Bakersfield, California.

Fifth day: Commencing from Bakersfield via Highway 99 and Highway 152, visiting various places of historical and scenic interest in the vicinity of this route, to U.S. Highway 101, thence via U.S. Highway 101 and appropriate route to the original point or points of embarkation.

TOUR NO. 20 -- ANAHEIM/LOS ANGELES (Disneyland, Knott's Berry Farm)

Commencing from any of the points listed in Section 2, thence via the appropriate route to Interstate Highway 5 to Anaheim, California.

Second day: Tour of Disneyland.

Third day: Tour of Universal Studios and Knott's Berry Farm located in Buena Park, California.

Fourth day: Commencing from Anaheim, thence via most appropriate route to U.S. Highway 101, and appropriate route to the original point or points of embarkation.

Issued by California Public Utilities Commission.

Decision 88276, Application 57098.

TOUR NO. 21 -- SANTA BARBARA & INDIO

Commencing from any of the points listed in Section 2, thence via the appropriate route and U.S. Highway 101 to Santa Barbara, California.

Second day: Tour of Santa Barbara and thence via U.S. Highway 101 and Interstate Highway 10 to Indio.

Third day: Free day

Fourth day: Commencing from Indio, thence via the appropriate route to original point or points of embarkation.

TOUR NO. 22 -- LOS ANGELES AND SAN DIEGO

Commencing from any of the points listed in Section 2, thence via the appropriate route and Highway 101 to San Luis Obispo.

Second day: Commencing from San Luis Obispo, thence via U.S. Highway 101 to Interstate Highway 5 to Los Angeles with stops at various points of interest.

Third day: Free day in Los Angeles.

Fourth day: Commencing from Los Angeles, thence via Interstate Highway 5 to San Diego to tour various points of interest including but not limited to the San Diego Zoo and Old Towne.

Fifth day: A tour of San Diego harbor via vessel common carrier, thence visit other points of interest and scenic points.

Sixth day: Commencing from San Diego via Interstate Highway 5 and Highway 99 to Bakersfield, California.

Seventh day: Commencing from Bakersfield, thence via Highway 99, Highway 46, U.S. Highway 101 and appropriate route to the point or points of embarkation.

Issued by California Public Utilities Commission.

Decision 88276, Application 57098.

TOUR NO. 23 -- MT SHASTA (Siskiyou County)

Commencing from any of the points listed in Section 2, thence via the appropriate route to Highway 29, thence via Highway 29, Highway 53 and Highway 20 and Interstate Highway 5 to the City of Mt. Shasta.

Second day: Touring of various points of interest in the vicinity of the City of Mt. Shasta in Siskiyou County.

Third day: Commencing from the City of Mt. Shasta, thence via the appropriate route to the original point or points of embarkation.

TOUR NO. 24 -- SACRAMENTO BOAT EXCURSION

Commencing from any of the points listed in Section 2, thence via the appropriate route to Interstate Highway 80, thence via Interstate Highway 80 to Sacramento, thence via any vessel common carrier authorized to provide such service to San Francisco. Commencing from San Francisco via U.S. Highway 101 and the appropriate route to the original point or points of embarkation.

The reverse of the above route is also authorized.

THE END