

ORIGINAL

Decision No. 91954 JUN 17 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SFO EXPRESS, A California Corporation for a Certificate of Public Convenience and Necessity to operate as a Passenger Stage Corporation, authorizing the transportation of passengers and their baggage, between San Francisco International Airport and Sacramento with intermediate stops along Interstate 80 between Vacaville and Sacramento, pursuant to the provisions of section 1031, et seq. of the Public Utilities Code of the State of California.

Application No. 59361
(Filed January 2, 1980)

In the Matter of the Application of AMADOR STAGE LINES, INC., for authority to operate as a passenger stage corporation between points in Sacramento, Yolo, and Solano Counties and the San Francisco International Airport.

Application No. 59368
(Filed January 9, 1980)

Eldon M. Johnson, Attorney at Law, for SFO Express, applicant in A.59361 and Brian D. Flynn, Attorney at Law, for Amador Stage Lines, applicant in A.59368.

Robert D. Rierson, Attorney at Law (Illinois), for Greyhound Lines Inc., protestant.

James P. Jones, for United Transportation Union, interested party.

O P I N I O N

These proceedings concern requests for authority to carry passengers on passenger stage routes between certain points in Sacramento and vicinity and San Francisco International Airport. Prior to the hearing, SFO Express, applicant in Application No. 59361, wrote to the Commission indicating it wishes to withdraw its application. Pursuant to this request, Application No. 59361 will be dismissed and this decision will deal with the application of Amador Stage Lines, Inc. (Amador), and the protest to that application only. Hearing on the Amador application (No. 59368) was held in Sacramento before Administrative Law Judge Donald C. Meaney on April 1 and 2, 1980, and the matter was submitted on April 2. Subsequently, Greyhound Lines, Inc. (Greyhound), a protestant, filed a petition to reopen which will be discussed later in this decision.

Applicant's Case

Amador (a.k.a. Allen Transportation Company) presently operates extensive charter service from its headquarters at 213 Thirteenth Street, Sacramento, and also provides "charter and special operations" service under authority from the Interstate Commerce Commission. Its only regular route service is an intrastate bus line in certain portions of the Mother Lode area. Amador currently owns or leases approximately 30 GMC 47-passenger diesel buses. It employs about 70 persons at present, and has operated profitably since 1966. There were no issues raised concerning Amador's fitness, or the adequacy of its equipment.

Amador proposes a passenger stage route designed specifically for those wishing such transportation between points in Sacramento, Davis, the Nut Tree Restaurant area in Vacaville, on the one hand, and

San Francisco International Airport (SFO), on the other hand. Exhibit 16 describes the route as follows:

"Originate in Sacramento at "K" Street between 29th & 30th Street, thence to 30th Street, thence to 30th & "L", thence to 5th & "L", thence to 3rd & "L", thence to Highway 275, thence to Interstate 80, thence to Chiles Road exit Davis, thence to Interstate 80 to Nut Tree Road, thence to Interstate 80 to San Francisco, thence to Fifth Street exit, thence on Harrison to 6th Street, thence on Interstate 280, thence to U.S. 101, thence to the International Airport.

"Alternate route through San Francisco would be as follows: West on Interstate 80 to San Francisco, thence to Highway 101, thence to the San Francisco International Airport.

"Return by the following route: Depart- San Francisco International on U.S. 101, thence to Interstate 280, thence to Bryant Street, thence to Interstate 80, thence to Nut Tree exit, thence to Interstate 80, thence to Chiles Road exit, thence to Interstate 80, thence to 30th and N Street, thence 30th and K Street, thence to K Street between 29th and 30th, thence to 29th and K Street, thence to 29th and L Street, thence to 5th and L Street.

"Alternate route through San Francisco would be as follows: East on U.S. 101, thence east on Interstate 80."

The alternate routes are intended for possible use in case of traffic tie-ups.

Daily service is proposed as follows:

Sacramento to SFO

<u>Depart</u>	<u>Arrive</u>
5:00 a.m.	7:30 a.m.
8:00 a.m.	10:30 a.m.
11:00 a.m.	1:30 p.m.
2:00 p.m.	4:30 p.m.

SFO to Sacramento

7:45 a.m.	10:15 a.m.
1:00 p.m.	3:30 p.m.
5:00 p.m.	7:30 p.m.
10:30 p.m.	1:00 a.m.

If a certificate is granted, Amador intends to secure the proper permits from the San Francisco Airport Commission and to observe all rules and regulations concerning embarking and debarking passengers and baggage. It intends to make stops on the upper level of the SFO passenger terminal as necessary to leave passengers near the airlines on which they are departing. Then the bus will be rerouted to the lower level to pick up passengers at the proper point.

Fare between SFO and all other points is proposed as \$12.50. No passengers would be carried except those traveling to or from SFO, on the one hand, and the other proposed stops, on the other hand.

Alexander D. Allen, Amador's president and general manager, and William R. Allen, vice president of Amador, testified in support of the application. Their testimony may be summarized as follows:

1. Need for the service is principally created by deregulation of airline routes, which allowed many airlines to cancel service between Sacramento and SFO, as well as canceling some direct service elsewhere from Sacramento. For example, United Airlines has eliminated its jet commuters to SFO, Air West has discontinued Sacramento service, and PSA now has three weekday flights instead of two, and none on weekends. As a result, more persons in the Sacramento area must reach SFO to start their trips.
2. They have investigated the need for the service by consulting many travel agents throughout the Sacramento area and are assured that the demand is present.
3. Information from passengers, travel agents, and airline schedules was relied upon to determine the bus schedule. It is designed to cause minimum layover for the most popular flight arrival and departure times.

4. Buses with large and easily accessible luggage bays will be used for the service, to facilitate quick handling and to accommodate passengers leaving for or returning from long trips.
5. The departure points (which are also the return points) in Sacramento are more suitable for this type of service than Greyhound's downtown Sacramento terminal. The 29th and K Street termination point is "a common point" in the city, directly under Interstate 80, which has been designated as a bus departure area by the City of Sacramento. Passengers may wait under Interstate 80 and stay dry when it rains; there is public-fenced parking operated by the city which costs only 50¢ for 24 hours. The 5th and L Street stop is near many travel agencies and is a bus turnout area near the downtown K Street shopping mall. Yellow cabs and airport limousines stop there.
6. Alternatives are more expensive, more time-consuming, or both. These include (1) drive to SFO and park there; (2) be driven to SFO and be picked up there, necessitating a vehicle making two round trips; (3) stay overnight in San Francisco (when the remaining Sacramento-SFO commute flights are used and when they do not connect with the desired flight); (4) use an air taxi service at a cost of \$48 one way; or (5) use Greyhound's regular through service (explained in more detail later in this decision).

Amador also presented the testimony of six persons employed in various capacities in the travel agency business, and two witnesses who are airline ground employees familiar with airline scheduling in and out of Sacramento. Collectively, their testimony indicates that:

1. Airline schedules between Sacramento and SFO have been strongly curtailed over the past six or eight months, and the remaining flights do not connect with certain popular departures to other points.
2. The schedule proposed by Amador is satisfactory to make proper connections.
3. Greyhound service presently offered is unsatisfactory as a route for connections from and to SFO because (1) bus changes must be made, and (2) the Sacramento and San Francisco Greyhound terminals are located in unfavorable locations where they attract an undesirable element of loiterers.
4. Inquiries made by the travel agents among their customers indicate a demand for the service proposed, while at the same time they have encountered disinterest (or even resistance) in the use of Greyhound's service, even though it is less expensive than other alternatives.
5. Remaining airline "feeder" service on smaller planes is often unacceptable because of baggage weight limitations and seasonal foggy weather in Sacramento which delays departures past the time that planned connections at SFO can be made.

Greyhound's Protest

Greyhound's California intrastate authority includes a route from its Sacramento terminal, basically on Interstate 80 to the San Francisco-Oakland Bay Bridge and to its downtown San Francisco terminal. From there, its through routes to and from certain San Francisco Peninsula points, San Jose, and points south include a route through SFO. Greyhound maintains a bus stop on the lower level of the SFO passenger terminal. The route includes service to Vacaville and Davis. Greyhound's equipment, including baggage capacity, is suitable for airport service.

A more detailed description of the route must be given to outline the controversy between Greyhound and Amador over whether Greyhound's service is satisfactory.

Some buses leave Sacramento and make scheduled stops in Davis, Vacaville, Fairfield, and Vallejo, before proceeding to the downtown San Francisco terminal. Other buses are through service from Sacramento to San Francisco. A passenger must then change buses, sometimes with layovers, for service to SFO ("westbound" service). The "eastbound" service allows passengers returning to Sacramento to board buses originating in Southern California points for San Francisco, and then change buses for Sacramento or intermediate points. Exhibit 23 details these schedules as follows:

A.59361,59368

GREYHOUND LINES, INC.

GREYHOUND'S PRESENTLY SCHEDULED SERVICE BETWEEN SACRAMENTO, DAVIS, VACAVILLE, FAIRFIELD, TRAVIS AIR FORCE BASE, VALLEJO AND THE SAN FRANCISCO INTERNATIONAL AIRPORT.

LV SAC	LV DAVIS	LV VACAVILLE	WESTBOUND		AR SF	LV SF	AR SFO
			LV FAIRFIELD	LV VALLEJO			
340A	—	—	—	—	605A	—	—
*			500A	535A	625A	625A	650A
500A	526A	559A	614A	645A	805A	—	—
NS 600A	—————				745A	810A	835A
*			730A	805A	900A	900A	925A
				835A	1010A	—	—
NS 830A	—————				1015A	1030A	1055A
750A	811A	844A	902A	940A	1045A	—	—
*			930A	—	1045A	1045A	1110A
				1110A	1215P	—	—
		1005A	1023A	1105A	1210P	—	—
NS1030A	—————				1210P	—	—
			1100A	1135A	1220P	1220P	1245P
						1230P	1255P
1115A	1136A	1209P	1227P	100P	200P	—	—
NS1230P	—————				210P	—	—
*			100P	—	210P	210P	235P
NS 230P	—————				410P	—	—
*			300P	335P	425P	425P	450P
NS 430P	—————				610P	—	—
*			500P	535P	625P	625P	650P
						630P	655P
530P	551P	624P	642P	715P	835P	—	—
NS 630P	—————				810P	—	—
*			730P	—	840P	840P	905P
						900P	925P
				855P	1005P	—	—
845P	—	—	—	—	1100P	—	—
*			1000P	—	1110P	1110P	1135P
				1100P	1205A	—	—
925P	945P	1010P	1028P	1055P	1205A	1245A	110A

(See legend on following page.)

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EASTBOUND

	<u>LV</u> <u>SFO</u>	<u>AR</u> <u>SF</u>	<u>LV</u> <u>SF</u>	<u>AR</u> <u>VALLEJO</u>	<u>AR</u> <u>FAIRFIELD</u>	<u>AR</u> <u>VACAVILLE</u>	<u>AR</u> <u>DAVIS</u>	<u>AR</u> <u>SAC</u>
*	230A	255A	255A	345A	415A			
* NS	830	855A	855A → 900A	950A	1025A			1040A
	845A	910A	915A	—	—	—	—	1110A
NS	850	915A	1000A → 945A	1055A	—	—	—	1140A 1215P
NS	1100A	1125A	1201P → 1201P	100P				140P
	1140A	1205P	1220P → 1245P	130P	—	—	—	255P
* NS	1230P	1255P	1255P → 100P → 100P	145P 200P	220P 238P	256P	329P	240P 350P
	145P	210P	230P	340P				
* NS	200P	225P	225P → 300P → 305P	— 410P	355P			440P
* NS	300P	325P	325P → 400P → 330P → 405P	— 505P	435P 543P	601P	634P	545P 540P 655P
* NS	450P 500P	515P 525P	525P → 600P → 545P → 600P	615P 700P 710P	650P — 753P	810P	—	740P 815P
* NS	630P	655P	655P → 730P	—	805P			910P
* NS	750P 800P	815P 825P	825P → 900P	915P	950P	—	—	1100P
* NS	1000P	1025P	1025P	1115P	1150P			

LEGEND

LV - Leave
SAC - Sacramento
SF - San Francisco
SFO - San Francisco Airport

NS - Non-Stop between Sacramento and San Francisco
* - Express Service between Travis Air Force Base, Fairfield, Calif. and the San Francisco Airport, serving intermediate points. Operates to and from Travis AFB Depot - Available to both Civilian and Military Passengers.

Greyhound presented Eugene C. Given (Given), its director of traffic, as its witness. Given reviewed Greyhound's existing schedule (see above) and additionally stated that Greyhound intended to start a service consisting of one round trip from Sacramento direct to SFO, and then to San Jose. The bus would leave Sacramento at 2:40 p.m. and arrive at 5:00 p.m. at SFO. One return bus coming from San Jose (and Central Coast points beyond) would be scheduled to depart SFO at 1:10 p.m. and arrive at Greyhound's Sacramento terminal. This service, the witness explained, is provided over routes which already exist in Greyhound's certificate (see Exhibits 18 and 19.).

Kwok-Sum P. Ko, a rate analyst for Greyhound, testified that Greyhound's California intrastate operating ratio for 1979 was 99.78 percent and that its rate of return on investment was 0.79 percent. He pointed out that although this Commission authorized a 10.5 percent return in 1974, it achieved only a 3.1 percent return for 1974. (All percentages are California intrastate.)

Greyhound's Petition To Reopen

On April 18, 1980, Greyhound filed a petition to reopen this proceeding. Attached to it is a verified statement of Given which says that after the hearing Greyhound finalized a schedule change to become effective June 25, 1980. This schedule contains four daily buses each way between Sacramento and SFO, with certain intermediate stops, as follows:

WESTBOUND

	<u>Trip 6937</u>	<u>Trip 6939</u>	<u>Trip 6805</u>	<u>Trip 6947</u>
Lv. Sacramento	6:00a.m.	9:30a.m.	2:45p.m.	6:30p.m.
Lv. Concord	↓	↓	4:05p.m.	↓
Ar. San Francisco	7:45a.m.	11:10a.m.	↓	8:10p.m.
Lv. San Francisco	7:50a.m.	11:15a.m.	↓	8:15p.m.
Ar. S.F. Airport	8:15a.m.	11:40a.m.	4:55p.m.	8:40p.m.
Ar. Palo Alto			5:25p.m.	
Ar. San Jose			5:55p.m.	

EASTBOUND

	<u>Trip 6930</u>	<u>Trip 6932</u>	<u>Trip 6804</u>	<u>Trip 6944</u>
Lv. San Jose			12:15p.m.	
Lv. Palo Alto			12:45p.m.	
Lv. S.F. Airport	8:25a.m.	10:25a.m.	1:15p.m.	6:55p.m.
Ar. San Francisco	8:50a.m.	10:50a.m.	↓	7:20p.m.
Lv. San Francisco	9:00a.m.	11:00a.m.	↓	7:30p.m.
Ar. Concord	↓	↓	2:05p.m.	↓
Ar. Sacramento	10:40a.m.	12:40p.m.	3:25p.m.	9:10p.m.

Again, these schedules make use of routes existing in Greyhound's certificate. While they will operate through Greyhound's downtown San Francisco terminal, no change of buses is involved. Trip 6804 does not proceed through the downtown terminal, but is nonstop in both directions between Concord and SFO.

Discussion

The record in this proceeding establishes that we should take the following action: (1) Amador's application for Sacramento-SFO service should be granted, (2) its application for a stop at Davis should be denied but we should allow the filing of a petition to modify this order when it can show that a bus stop is definitely available. (3) its application for Vacaville service should be denied, and (4) Greyhound's petition to reopen should be denied.

That some direct service is necessary must be regarded as an unquestioned fact. The change in the Sacramento-SFO flight schedules and the expense or inconvenience involved in the alternatives to bus transportation overwhelmingly demonstrate the need for it. Greyhound does not argue against its necessity but only that its own service is adequate.

The testimony of Amador clearly shows that the applicant possesses the necessary fitness, financial ability, and equipment necessary to operate its proposed route.

The chief deficiency to Greyhound's protest is that Amador's evidence more than amply demonstrates that a significant segment of the public is dissatisfied with Greyhound's service for airport connection purposes. Greyhound notes that no passengers testified. We consider the combined testimony of several knowledgeable travel agency persons of various responsible capacities to be more than adequate in demonstrating the problems concerning Greyhound's service. Comments of these witnesses range from statements to the effect that their clients are disinterested in the service to testimony that at least some of their customers have an aversion to its use.

Particularly distressing to us is the fact that some of the travel witnesses pointed to the location and the conditions of Greyhound's Sacramento and downtown San Francisco terminals - that the terminals are located in areas which attract an unsavory element of loiterers and that the immediate vicinity of the terminals is of questionable safety during nighttime hours.

Additionally, the evidence demonstrates: (1) that there is no baggage handling at Greyhound's downtown San Francisco terminal, which is a problem for air passengers bound for long trips who would have to change buses there; (2) Greyhound's schedule is not in all cases designed to be convenient to the most popular SFO arrival and

departure times, and (3) Greyhound's SFO stop is not in a convenient location for baggage-handling purposes.

We now must consider Greyhound's proposed schedule introduced at the hearing. It consists of one bus each way per day. A comparison of it with Amador's proposed service and with popular flight arrival and departure times readily shows it to be inadequate.

Lastly, there is Greyhound's petition to reopen. It contains a more complete schedule but with three of the four buses going through Greyhound's downtown terminal, which could cause delay in periods of heavy traffic. We also note that the eastbound buses mostly originate at points beyond San Jose, which is not as good as a terminal point at SFO (as Amador's) because there could be delays which would disrupt the schedule.

But in any event, we do not believe we should grant reopening to consider this proposal in detail. Commission Rule No. 84, concerning reopenings, requires a petition to reopen to set forth the reasons why the evidence to be offered "was not previously adduced". The only reason given in either the petition or the attached statement of Given is that subsequent to the hearing, Greyhound's transportation department completed a new schedule which would include the proposed service. This application was filed on January 9, 1980. Amador's proposal has been known to Greyhound since that date, or a few days later. The original application contains a proposed schedule (four daily departures each day) which is of the same general type as that introduced at the hearing (Exhibit 12). Amador's proposed route in its final form (Exhibits 10, 13, 15, and 16) differs from the original only in nonessential details. None of Amador's evidence at the hearing surprised Greyhound. No reason appears why Greyhound's management could not have finalized its proposal in time to present it at the hearing.

We have commented previously on Greyhound's failure to use foresight in exploring new routes or new uses for its existing routes. Greyhound has the resources and personnel to undertake long-range route planning. It, as well as its competitors, is well aware that deregulation of airlines may mean profound differences in demand for airport bus transportation. Nothing prevents Greyhound's management from being a step ahead of the competition in researching and pioneering new profitable uses for its equipment and personnel. Instead, this proceeding puts before us a last-minute finger-in-the-dike reaction on Greyhound's part, which is not as satisfactory as Amador's proposal. (Cf. discussion, Stuart A. Messnick (1975) 78 CPUC 171, 182-183.) Under the circumstances we have more confidence in Amador to promote its route aggressively than in Greyhound to promote its counter-proposal.

Greyhound, moreover, has passenger stage operative rights over many routes in California. When a new proposal to serve a specialized market is put before us in an application, it is usually possible for Greyhound to commence some sort of directly competitive service by moving a few more buses into the area and using its existing routes, thus forcing the applicant to prove "inadequacy" of the "existing" service. (Cf. discussion of a similar problem in the charter-party field in Barney J. Gabriel (1977) 83 CPUC 262, 264-266.) We do not believe that the Legislature, in enacting Public Utilities Code Sections 1031 and 1032, intended us, in an application proceeding, to determine the public convenience and necessity under these sections, or whether the existing carrier "serving such territory will not provide such service to the satisfaction of the commission" (Section 1032) without reference to when and under what circumstances the "existing" carrier started, or augmented, its service. When the "existing" carrier beefs up its schedules or revises its routes at the

eleventh hour (most particularly after an application is filed) we may assume that the primary motivation behind such activity is to keep the competition out, rather than a positive desire to enthusiastically promote a new service. In such circumstance, it seems to us more likely that the applicant which carefully researched and developed the need for the new route or service will strive to keep it going in the face of difficulties, if any occur, and thus be more likely to "provide such service to the satisfaction of the commission".

Regarding the financial evidence presented by Greyhound's witness Ko, we believe there will be minimal, if any, revenue diversion caused by granting the application because the testimony of the travel witnesses demonstrates that few Sacramento-SFO travelers use Greyhound for SFO airport connection purposes.

We will grant Amador's Sacramento-SFO route as proposed.

Regarding Davis, we believe that public demand for a stop there has been demonstrated. The companies of some of the travel agency witnesses have offices there and will be able to sell Amador's tickets at those locations. However, the record also shows that Amador has not made definite arrangements for a stop at the general location proposed. Applicant intends a stop in a restaurant area near a freeway entrance and does not plan to go into the central part of Davis. While the testimony of applicant's owners shows that they use restaurant stops in other areas satisfactorily, it developed that these are used as rest stops. Thus, no cars are parked by Amador's passengers in the restaurant parking lot or vicinity. In this instance, it is anticipated that persons living in the Davis area would drive to the stop and, in some instances, park there while being gone for several days. We believe it would be unwise to authorize a stop on someone's private property, or immediately adjacent to it, without assuring that there is no parking problem which will result from the stop, even though

applicant assures us it will obtain permission from the owner before using it. Furthermore, we wish to know whether the route to and from the stop is acceptable to the city of Davis.

Amador may file a petition to modify this order regarding a Davis stop when it is able to document that its proposal is acceptable to the city of Davis and, if the stop is actually on private property, that the owner or occupant of such property has no objection to it.

Regarding Vacaville, we believe that Amador's evidence fails to establish a prima facie case for public need, even without considering any of Greyhound's evidence. No person from Vacaville testified. None of the travel agency witnesses had offices there or in the immediate vicinity. None offered testimony concerning the need for a Vacaville stop. As in Davis, the arrangements for a bus stop were not finalized. This part of the application should be denied.

Because this application has been pending since January, and because of the approaching peak travel season, we will make this order effective the date it is signed so that the traveling public may have the benefit of the service.

Findings of Fact

1. SFO Express, applicant in Application No. 59361, has requested in writing that its application be withdrawn.
2. Amador provides intrastate and interstate charter service from its headquarters at 213 Thirteenth Street, Sacramento, and also operates one intrastate passenger stage line in the Mother Lode area.
3. In Application No. 59368, Amador proposes passenger stage service using GMC 47-passenger diesel buses with large luggage capacity between Sacramento, Davis, and Vacaville, on the one hand, and SFO, on the other hand, and return, as more fully set forth in the discussion section of this opinion.

4. During the last year, deregulation of airline routes has resulted in cancellation of many flights between Sacramento and SFO which persons living in Sacramento and vicinity formerly used to reach long-distance flights from SFO, and which were used upon returning to Sacramento via SFO.

5. Amador's proposed timetable is well-designed to arrive and depart from SFO in accordance with generally popular flight arrival and departure times.

6. Amador's equipment, fitness, safety procedures, and financial status are adequate to conduct the proposed service.

7. Greyhound's passenger stage certificate from this Commission contains routes which it can use to perform direct service from its Sacramento terminal to SFO.

8. At the time of the hearings in this proceeding (April 1 and 2, 1980) Greyhound did not offer any service specifically designed as an airport connection between Sacramento and SFO. All service was performed through Greyhound's downtown San Francisco terminal and required a bus change.

9. A substantial portion of the traveling public in the Sacramento-Davis area is dissatisfied with this existing service and does not use it as an airport connection to SFO because:

- (a) A bus change, without baggage handling, is necessary at Greyhound's downtown San Francisco terminal;
- (b) The timetable involves layovers at the downtown San Francisco terminal and is not well-suited to popular arrival or departure times of SFO flights;
- (c) The Greyhound stop at SFO is not convenient for baggage handling;
- (d) Airport connection passengers are disinterested in the use of Greyhound's Sacramento and San Francisco terminals for the reasons set forth in the opinion section of this decision.

10. Greyhound's additional service, placed in the record at the hearing, of one direct trip between Sacramento and SFO, each way, per day is inadequate.

11. Revenue diversion from Greyhound's Sacramento-San Francisco routes, if any, will be minimal because the record shows that few Sacramento-SFO passengers presently use Greyhound's service.

12. Amador's proposed arrival and departure points at Sacramento and SFO, as well as its proposed route, are well-suited to an airport connection service and superior to Greyhound's service.

13. Other (nonbus) alternatives in reaching SFO from Sacramento or Davis (or returning) are unsatisfactory to a substantial segment of the traveling public because of expense or delay factors. Air service between SFO and Sacramento Airport on small planes is expensive and there are baggage limitations which are unacceptable to some passengers.

14. Amador's proposed fares are satisfactory.

15. Greyhound's schedule in its petition to reopen is not as satisfactory as Amador's because the buses would still make use of Greyhound's downtown San Francisco terminal, and because the "eastbound" buses originate at San Jose or points beyond. No adequate reason appears as to why Greyhound could not have adduced the evidence concerning its proposal at the hearing.

16. Some of the travel agencies' witnesses who testified have offices in Davis and will be able to sell Amador's tickets and promote its service at that location.

17. Amador's evidence shows that it has not obtained permission from the city of Davis to use a public bus stop, or from any person or entity to use private property. The exact location of the Davis stop is indefinite.

18. No evidence other than certain general testimony on the part of Alexander and William Allen was presented on the need for a route stop at Vacaville. Arrangements for a bus stop there were not finalized.

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

Conclusions of Law

1. Application No. 59361 (SFO Express) should be dismissed.
2. Greyhound's existing service, including the proposed additions thereto, does not provide Sacramento-SFO airport connection service to the satisfaction of the Commission.
3. Public convenience and necessity require the granting of Amador's application to establish passenger bus service for airport connection purposes between Sacramento and SFO.
4. Amador's application for a stop at Davis on its route, to serve passengers between SFO and Davis, should be denied without prejudice to Amador's filing a petition to modify this decision when it can demonstrate that it has made definite and lawful arrangements for a bus stop.
5. Amador's application for service between Vacaville and SFO should be denied.
6. Greyhound's petition to reopen should be denied.
7. Amador's certificate should be restricted to the carriage of passengers and their baggage between Sacramento, on the one hand, and SFO, on the other hand.
8. Because this matter has been pending since January and the peak air travel season is beginning, the order in this decision should be made effective the day it is signed.

O R D E R

IT IS ORDERED THAT:

1. Application No. 59361 (SFO Express) is dismissed.
2. A certificate of public convenience and necessity is granted to Amador Stage Lines, Inc. (Amador), a corporation, authorizing it

to extend operations as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the city of Sacramento and San Francisco International Airport.

3. Appendix A of Decision No. 73990 is amended by incorporating First Revised Pages 1 and 2 and Original Page 3, attached hereto, in revision of Original Pages 1 and 2, respectively.

4. In providing service pursuant to the authority granted by this order, Amador shall comply with the following service regulations. Failure to do so may result in a cancellation of the authority.

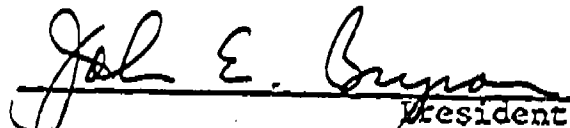
- (a) Within thirty days after the effective date of this order, Amador shall file a written acceptance of the certificate granted. Amador is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules administered by the California Highway 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, Amador 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) Amador 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.

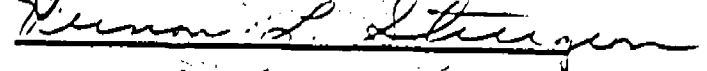
5. The petition to reopen filed by Greyhound Lines, Inc. (Greyhound) is denied.

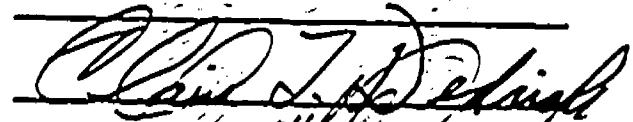
The effective date of this order is the date hereof.

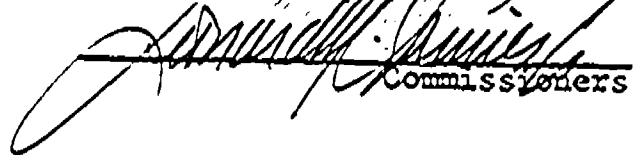
Dated JUN 17 1980, at San Francisco, California.



President







Commissioners

Commissioner Richard D. Gravello, being necessarily absent, did not participate in the disposition of this proceeding.

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

Amador Stage Lines, Inc., by the Certificate of Public Convenience and Necessity granted by the decision noted in the margin, is authorized to transport passengers, baggage and express shipments (not exceeding 100 pounds in weight) between Sacramento, Jackson and Stockton and intermediate points, between Jackson and the California-Nevada Stateline at South Lake Tahoe and intermediate points and*between Sacramento and San Francisco International Airport and over the routes hereinafter described, subject to the following conditions and restrictions:

- (a) No passengers or express shipments shall be transported having both point of origin and destination at or between the junction of California Highway 89 and U.S. Highway 50, on the one hand, and the California-Nevada Stateline, on the other hand.
- (b) No passengers or express shipments shall be transported between Stockton or Sacramento, on the other hand, and points at or between the junction of California Highway 89 and U.S. Highway 50 and the California-Nevada Stateline, on the other hand.
- (c) When route descriptions are given in one direction they apply to operation in either direction unless otherwise indicated.
- * (d) No express shipments shall be transported between Sacramento and San Francisco International Airport.

Issued by California Public Utilities Commission.

*Added by Decision No. 91954, Application No. 59368.

- *(e) Service authorized under Route 4 shall be limited to the transportation of persons and their baggage with origin or destination at Sacramento, on the one hand, and San Francisco International Airport, on the other hand.

SECTION 2. ROUTE DESCRIPTIONS.

Route No.

1. SACRAMENTO-JACKSON

Commencing in the City of Sacramento; thence via U.S. Highway 50, California Highway 16 and California Highway 49 to Jackson.

2. STOCKTON-JACKSON

Commencing in the City of Stockton; thence via California Highway 88 and California Highway 124 to Ione; thence via California Highway 104, California Highway 88 and California Highway 49 to Jackson.

3. JACKSON-SOUTH LAKE TAHOE

Commencing at Jackson; thence via California Highway 88 to Pickett's Junction; thence via California Highway 89 to Meyers; thence via U.S. Highway 50 to the California-Nevada Stateline.

*4. SACRAMENTO-SAN FRANCISCO INTERNATIONAL AIRPORT

Commencing from the City of Sacramento at "K" Street, between 29th and 30th Streets, thence over and along "K" Street, 30th Street, "L" Street, departing

Issued by California Public Utilities Commission.

*Added by Decision No. 91954, Application No. 59368.

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Appendix A

AMADOR STAGE LINES, INC.
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from the City of Sacramento by traversing Highways 275 and 80, and either over and along: (1) 5th Street off ramp into the City of San Francisco, Harrison Street, 6th Street, Highways 280 and 101 or (2) via Highway 101 and to the passenger terminal of San Francisco International Airport. Return in the reverse direction either over and along:
(1) Highway 280, Bryant Street, Highway 80 or
(2) via Highways 101 and 80, arriving in the City of Sacramento, 30th and "N" Streets, 30th Street, "K" Street, 24th Street, "L" Street and to 5th Street.

Issued by California Public Utilities Commission.

*Added by Decision No. 91954, Application No. 59368.