

Decision 93176 JUN 2 1981

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of COMMUTER BUS LINES, INC. to modify its Route "P" in the vicinity of Folsom.

Application 60486  
(Filed April 27, 1981)

O P I N I O N

Applicant is a passenger stage corporation operating several dozen routes, primarily designed to transport persons between home and work, pursuant to Commission certificate PSC-453. As such, applicant and its predecessor company have operated for over 30 years. Applicant's operations are concentrated in the greater Los Angeles metropolitan area, with several additional routes in the Sacramento Valley area.

By this application, applicant seeks authority to modify its existing route "P" in the vicinity of Folsom, to include service along Old Highway 50. The route in question currently serves points in the immediate vicinity but does not include service along Old Highway 50. The requested new authority would provide a direct service to downtown Sacramento from the intersection of Folsom Road and Douglas Boulevard on the north and will include service within the City of Folsom.

Notice of this application was listed in the Commission's Daily Calendar, and applicant served copies on the County of Placer, the City of Folsom, and the Sacramento Regional Transit District, and Greyhound Lines, Inc. No protests have been received.

Applicant's balance sheet reflects assets of over \$364,000, including \$146,207 current assets. The remaining assets are primarily applicant's fleet of revenue equipment, which includes 59 buses owned by applicant. An existing bus service, operated by the Sacramento Regional Transit District in this

general vicinity, is scheduled to terminate July 1, 1981, thereby increasing the need for applicant's proposed new service. Finally, applicant has considerable transportation experience, as has been discussed above. Passenger fares will be \$16.00 per week with credit for unused days in accordance with the carrier's presently authorized tariff rules.

The Commission's Transportation Division recommends that the requested authority be granted as provided in the ensuing order.

Findings of Fact

1. Applicant possesses the ability and financial resources to perform the proposed service.
2. The proposed fares are reasonable.
3. There is a public need for these passenger stage services.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
5. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated and the sought authority should be granted. Since the public will benefit from immediate authorization of these services, the following order should be effective the date of signature.

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 Commuter Bus Lines, Inc., authorizing it to operate as

a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in First Revised Pages 5 and 6 of Appendix F, Decision 88522, attached.

2. Applicant shall:

- a. File a written acceptance of this certificate within 30 days after this order is effective.
- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
- c. State in its tariffs and timetables when service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 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.

This order becomes effective today.

Dated JUN 2 1987, at San Francisco, California.

John E. Burton  
President  
Richard D. Marshall  
Thomas W. ...  
Victor ...

\_\_\_\_\_  
Commissioners

Commissioner Patricia C. Grew, being necessarily absent, did not participate in the disposition of this proceeding.

Alternate Routes to Downtown Sacramento - from Interstate Highway 80, along State Route 160, or along Interstate Highways 880 and 5 to Downtown Sacramento.

Route F - Fairfield (including Suisun, Vacaville, and Dixon)

Commencing from any appropriate point or points within the city limits of Suisun City and Fairfield, thence via Interstate Highway 80 to Vacaville providing service from any appropriate point or points within the city limits of Vacaville, thence via Interstate Highway 80 to the Dixon Avenue interchange, thence along Dixon Avenue to First Street (Dixon), providing service from any appropriate point or points within a one-mile radius of the intersection of Dixon Avenue and First Street, thence along First Street to Interstate Highway 80, thence via Interstate Highway 80 to the junction of State Sign Route 113, thence along State Sign Route 113 to Russell Boulevard providing service within a two-mile radius of the intersection of State Sign Route 113 and Russell Boulevard over the most appropriate roads, thence via B Street to Interstate Highway 80 to Downtown Sacramento.

Route MY - Marysville/Yuba City

Commencing from any appropriate point or points within the Cities of Marysville and Yuba City, thence via State Sign Route 70 and U.S. Highway 99 to Downtown Sacramento.

\*Route P - Placerville (including Shingle Springs, Cameron Park and El Dorado Hills, and Folsom)

Commencing from any appropriate point or points within the City of Placerville, thence via U.S. Highway 50 providing service within a one-mile radius of the following intersections: (1) Shingle

Issued by California Public Utilities Commission,

Decision 88522, Application 57502.

\*Changed by Decision 93175, Application 60486.

T/ctb

Appendix F

COMMUTER BUS LINES, INC.

First Revised Page 6  
Cancels  
Original Page 6

Road (Shingle Springs); (2) Cameron Park Drive (Cameron Park); (3) El Dorado Hills Boulevard (El Dorado Hills), thence via U.S. Highway 50 to Downtown Sacramento.

Alternate Route - McClellan Air Force Base - from U.S. Highway 50, thence via Placerville Road, Folsom City streets, Madison Avenue, Air Base Drive, and Watt Avenue to McClellan Air Force Base.

\*Alternate Route - Folsom to Sacramento - from the intersection of Auburn-Folsom Road and Douglas Boulevard (Placer County), via Auburn-Folsom Road, Folsom City Streets, and Old Highway 50 to U.S. Highway 50, thence via regular route to Downtown Sacramento.

Route R - Rancho Murieta

Commencing from any appropriate point or points within a one-mile radius of the intersection of Stone House Road and State Sign Route 16, thence via State Sign Route 16 to Downtown Sacramento.

Route S - Stockton (Lodi and Galt)

Commencing from any appropriate point or points within the area bounded on the north by Eight Mile Road, on the west by Interstate Highway 5, on the south by State Sign Route 4, and on the east by U.S. Highway 99, to Lodi providing service from any appropriate point or points within the city limits of Lodi, thence via U.S. Highway 99 to the interchange at Boessow Road, providing service from any appropriate point or points within the city limits of Galt, thence via U.S. Highway 99 to Downtown Sacramento.

Issued by California Public Utilities Commission,  
Decision 88522, Application 57502.

\*Added by Decision 93172, Application 60486.