

Decision 93235 JUN 16 1981**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application )  
of TOWN TOUR FUNBUS COMPANY, INC., )  
a corporation, for authority to )  
acquire a certificate of public )  
convenience and necessity to )  
operate as a passenger stage cor- )  
poration from RALPH O. BOLDT, )  
trustee for MEXCURSIONS, INC., )  
bankrupt. )

Application 60193  
(Filed January 14, 1981)

Friedmann and Menkie, by Heidi Knapp Wallace,  
Attorney at Law, for Town Tour Funbus  
Company, Inc., and Michael Y. MacKinnon,  
Attorney at Law, for Ralph O. Boldt,  
Trustee for Mexcursions, Inc., applicants.  
Warren N. Grossman, Attorney at Law, for the  
Gray Line Tours Company, protestant.

O P I N I O N

Town Tour Funbus Company, Inc. (Funbus) operates as a passenger stage corporation under Decision (D.) 92143 (1980). By this application, it seeks authority to acquire by transfer from Ralph O. Boldt (Boldt), trustee for Mexcursions, Inc. (Mexcursions), bankrupt, the certificate of public convenience and necessity granted to Mexcursions to operate as a passenger stage corporation by D.90155 (1979).<sup>1/</sup>

<sup>1/</sup> D.90155 was modified by D.90417 (1979) and corrected by D.90583 (1979). D.91603 revoked the Mexcursions certificate contained in D.90155. However, D.91603 was rescinded by D.91926 (1980) which also placed the authorities granted to Mexcursions in D.90155 in indefinite suspension.

Funbus was the successful bidder in bankruptcy for the Mexcursions certificate at \$12,500. By order of the United States District Court (District Court), Southern District of California, in Bankruptcy Case No. 79-01676-M, of August 22, 1980, the sale of the certificate to Funbus was approved, conditioned upon entry of a decision by the Commission permitting the transfer.

The Mexcursions certificate in Appendix A of D.90155 covers generally sightseeing operations: between San Diego, with on-call pickup service in Rancho Bernardo, Escondido, and Oceanside, on the one hand, and Anaheim, on the other hand; and between Anaheim and Sea World Oceanarium or San Diego Zoo. It also covers tours that start at 1036 W. Broadway, San Diego, and continue through the city and county of San Diego to various points of interest including, among other things, Disneyland and Lion Country Safari.

Public hearing was held on March 6, 1981 at Los Angeles before Administrative Law Judge Norman Haley. The application was protested by The Gray Line Tours Company (Gray Line). The matter was submitted on March 26, 1981, the due date for concurrent briefs.

No evidence was received at the hearing. The parties stipulated that no issue exists regarding the financial or operating ability of Funbus to perform the service if the transfer is authorized by the Commission. Gray Line contends that several issues remain, as discussed below.

Position of Funbus

The present Funbus certificate in D.92143 covers generally transportation of passengers between points within Orange County and certain intermediate and adjacent territories, and between points in Orange County and certain points in northern California. Funbus assertedly is ready, willing, and able to provide service under the sought Mexcursions certificate. It contends it is conducting a similar passenger service in Orange County and has a substantial fleet of equipment that is specially designed and built, and a large staff of trained and experienced personnel, including drivers, with which to perform the transportation. Funbus states that operations under the sought certificate would be reestablished immediately after receipt of authority from the Commission.

Funbus states that upon receipt of the sought transfer authority, it plans to pay the purchase price to the bankrupt estate from cash on hand. Exhibit D to the application contains a financial statement (unaudited) for the period February 29 to June 30, 1980. It shows, among other things, total income of \$935,739.53, total expenses of \$708,706.41, earnings of \$227,033.12, and retained earnings at end of period of \$401,530.94.

Funbus contends that a hearing on the transfer of a certificate of public convenience and necessity is not the proper forum for examining the past performance of Mexcursions. It alleges that the relevant issue is whether or not the proposed transfer would be adverse to the public interest. It submits that the transfer would not be adverse to the public interest, and would result in the providing of a much-needed service as

determined by the Commission at the time Mexcursions' certificate was granted. Funbus points out that Gray Line presented no evidence on whether the transfer would be adverse to the public interest. Funbus contends that any proposal that public convenience and necessity be reevaluated in a transfer proceeding would not be appropriate because it would amount to an attempted collateral attack on actions of the Commission in originally approving the certificate involved.

Funbus contends that the issue of abandonment is not properly before the Commission at this time. It states that this proceeding was not initiated by the Commission in order to revoke or annul Mexcursions' certificate based upon the issue of abandonment. It contends that, in any event, Mexcursions did not abandon its certificate. It asserts there was no willful or intentional discontinuance of service. Funbus submits that there was a reasonable explanation for discontinuance which was that Mexcursions suffered severe financial difficulties ultimately leading to bankruptcy and was unable to operate.

Funbus seeks to have transferred all rights which were granted to Mexcursions. Gray Line contends that should the sought transfer be authorized, one of the routes should be interpreted only as a combination tour applying from San Diego to Lion Country Safari and then to Disneyland. Funbus contends that under the route description the certificate holder has the right to begin service in San Diego and go to Lion Country Safari and return, or to begin service in San Diego and go to Disneyland and return. It asserts that the route description allows for but does not require a combination tour. Funbus is informed and believes that Lion Country Safari is not financially sound, and to require Funbus to operate a combination tour would be impractical and unprofitable.

Funbus asserts that since the Mexcursions certificate was granted in 1979 its tariff has become outdated. Gray Line stated at the hearing that it would not oppose any rate increase should the sought transfer be authorized. Funbus requests that it be allowed to file a new original tariff which will accurately reflect present costs of operations.

Position of Boldt

The position of Boldt, the bankruptcy trustee for Mexcursions, was substantially the same as that taken by Funbus. In addition, Boldt explained that the filing of the Chapter 11 proceeding by Mexcursions followed shortly after the awarding of the original certificate. The filing of the Chapter 11 proceeding was an attempt by Mexcursions to resuscitate the corporation and use the certificate through a reorganization proceeding while under the protection of the District Court. Eventually, the financial inabilities became such that the District Court adjudicated Mexcursions a bankrupt. All property of Mexcursions passed to the trustee with the adjudication. The trustee, with the District Court's blessing, attempted to sell the certificate.

Boldt submits there is a trend toward deregulation in both state and federal regulatory agencies. He contends that in the instant case the best interests of the public require operation by Funbus under the Mexcursions certificate.

Position of Gray Line

Gray Line explained the background and bases for its protest. Gray Line protested Mexcursions' original certificate request in Application (A.) 57763 (1977) which was granted by D.90155 after lengthy hearing. D.90155 contained a condition that Mexcursions submit to the Commission within 90 days written proof of compliance with certain regulations of the City of San Diego which Mexcursions was required to observe in order to obtain its local sightseeing permit from that city. Gray Line points out that the Commission also notified Mexcursions in D.90155 that it would have to comply with certain service regulations of the Commission or risk cancellation of its certificate. The service regulations included obtaining an appropriate certificate of insurance. Assertedly, no certificate of insurance was ever filed with the Commission. Gray Line points out that Mexcursions failed to secure written proof of compliance with local city regulations within the 90-day period. By A.59116 (1979) Mexcursions sought an extension of time in which to furnish such proof contending that it was financially unable to comply as evidenced by its filing of a petition in bankruptcy under Chapter 11. Gray Line protested the application for extension of time. By D.91140 (1979) the Commission granted Mexcursions an extension of time in which to furnish proof of compliance with local regulations. The Commission directed its staff to follow up on the matter and to report to it the results of the staff investigation.

Gray Line points out that on April 15, 1980 the Commission, noting that the staff report had indicated that Mexcursions was still not in compliance with the local regulations and was apparently out of business, issued D.91603 revoking the operating authority which had been conditionally granted in D.90155. By D.91926 (1980) the Commission rescinded its prior revocation order and placed Mexcursions' authority in indefinite suspension. In that decision the Commission stated it had received notice on May 5, 1980 from Boldt that, at the time D.91603 was rendered revoking the authority, a stay had been issued in the District Court enjoining any actions against the assets of the estate. Gray Line is of the opinion that the basis for the Commission rescission of its revocation order was the belief that the stay operated to bar revocation of the authority. Gray Line states it can find no case that supports the proposition that an automatic stay voids the revocation of a certificate. On August 22, 1980 District Court issued an order confirming the sale of Mexcursions' authority to Funbus, pending approval of the transfer of the certificate by this Commission.

Gray Line contends that the Commission's action in D.91926 to rescind its revocation order was made on recommendation of its staff, and that at no time did Gray Line receive advance notice of the proposed rescission, although it was a party to the proceeding. It contends therefore that the Commission failed to comply with the provisions of Public Utilities (PU) Code Section 1708 requiring notice and an opportunity to be heard and that the rescission order is unlawful and void.

Gray Line contends that PU Code Section 1031 does not permit the transfer of operating rights which have never been exercised because of the failure of a condition precedent. It points out that the condition precedent in D.90155 that Mexcursions furnish within 90 days proof of compliance with local service regulations of the City of San Diego was never satisfied, even after an extension of time to furnish such proof (D.91140). Gray Line reasons that because of the failure to meet the condition precedent in D.90155, Mexcursions never received any operating rights and this being so, there is nothing to transfer, even if it can be assumed the Commission's rescission of the order revoking the authority was valid (D.91926). Gray Line contends that under PU Code Section 851 no authorization to transfer operating rights can revive rights which have lapsed or been forfeited.

Gray Line requests that should the Commission grant the application, it should clarify the scope of the authority to be transferred to avoid future conflicts with Gray Line's authority. Gray Line contends, among other things, that Mexcursions was authorized by D.90155 to make a combination tour from San Diego to Lion Country Safari and Disneyland, but was not authorized to make tours to each point separately. Gray Line states that this is a matter of signal importance inasmuch as the Commission's conclusion that Mexcursions' proposed operations would serve the public convenience and necessity was premised, in part, upon Mexcursions' proposal to offer a combined Lion Country Safari-Disneyland tour, as contrasted with Gray Line's direct tour from San Diego to



Disneyland. Gray Line contends that the fact Mexcursions was proposing such a combination tour, which no other carrier was willing to offer, was the basis for the Commission's finding that "The tours proposed by applicant offer distinctions from comparable tours offered by the existing certificated carriers." (D.90155, Finding of Fact 6, page 21.) Assertedly, the rationale for the Commission's decision to grant the requested authority contemplated the rendition of a tour distinguished from Gray Line's tour by virtue of the combination feature.

Discussion

The Mexcursions certificate in D.90155 was granted based upon a showing of public convenience and necessity. The ancillary issues raised by Gray Line concerning Mexcursions' failure to comply with a condition precedent (compliance with City of San Diego requirements) and also with insurance requirements of this Commission are not relevant to this transfer proceeding. Those were conditions directed at Mexcursions and that carrier did not meet them. Those conditions did not and do not cloud the overall issue of public convenience and necessity relative to the service involved. The record supports the conclusion that Funbus has the financial and operating capability to perform service under the sought certificate without encountering the problems Mexcursions did.

Before Mexcursions could comply with requirements of D.90155 and commence service thereunder, it experienced financial difficulties which led to bankruptcy. When the District Court issued its stay, enjoining any actions against the assets of Mexcursions' estate, the Commission immediately

TD-25  
Process

rescinded a prior order revoking the certificate. Gray Line's position is that the revocation order should not have been rescinded and that, in any event, the rescission is invalid. Gray Line is well aware that during hearings in another (consolidated) proceeding where it and Airport Service, Incorporated sought certificates in territory formerly served by a passenger stage corporation in bankruptcy, the District Court entered an order restraining the two applicants as well as the Commission from continuing the hearings. That restraining order was issued under Bankruptcy Rule 11-44 and stayed all proceedings by the Commission, not only with respect to the issuance of new certificates concerning routes of the bankrupt carrier, but also with respect to any hearings on revocation of its certificate. That was to preserve the certificate as an asset of that bankrupt's estate. Many months later the bankruptcy receiver and Airport Service, Incorporated filed a joint application to transfer the certificate of the bankrupt carrier. The various processes are discussed in Airport Service, Incorporated, D.90389 (1979). ✓

Had we not rescinded the order revoking the Mexcursions certificate, similar litigation and difficulties most likely would have resulted causing a substantial waste of time and money. In any event this transfer proceeding is not the proper forum to consider the propriety of past decisions of the Commission in the Mexcursions matter, or the past activities of that company. If Gray Line believed that D.91926 (decision rescinding D.91603 revoking the Mexcursions certificate) was in error because of lack of notice or any other reason, its recourse would have been to file a petition for rehearing. No petition for rehearing was filed.

At no time did Mexcursions, the District Court, Boldt, or Fumbus consider the Mexcursions certificate abandoned. It is clear that the Mexcursions certificate was not abandoned, that it is viable, and that it is capable of being transferred. The citations furnished by Boldt and Fumbus and those set forth on page 26 (mimeo.) of D.90383 support this conclusion.

We now turn to the question of whether Mexcursions was authorized to operate a tour from San Diego to Disneyland and return without being combined with a tour to or stop at Lion Country Safari. The certificate in Appendix A of D.90155 (Section 3. Route Descriptions) clearly authorizes a tour which includes both points. A tour which stops at only one of the points is neither specifically authorized nor prohibited. In this connection we note that Mexcursions' Local Passenger Tariff No. 1, Cal. P.U.C. No. 1, and its Timetable No. 1 both provide for either a combination tour to both attractions or a direct tour from San Diego to Disneyland and return. We will authorize the sought transfer. Since Fumbus does not desire to serve Lion Country Safari, because it would not be economically sound to do so, we will authorize it to suspend service to that point. This situation is similar to Airport Service, Incorporated where that carrier did not desire to operate all of the routes of the bankrupt carrier. In D.90389 we authorized the transferee to suspend service on routes it did not desire to operate.

Fumbus states that the Mexcursions tariff is now out of date and should be increased. Fumbus requests that it be authorized to file a new original tariff at a higher (unspecified) level. Gray Line has no objection to fare increases for the services involved. The record contains no evidence concerning

need for a fare increase, as required under PU Code Section 454. No specific fare increases are proposed. Funbus should prepare and file a separate application containing such justification as may be necessary to support the sought increased rates. A proposed new tariff should be appended to that application.

Findings of Fact

1. Funbus is a passenger stage corporation providing scheduled common carrier passenger service between points in Orange County and certain intermediate and adjacent territories, and between points in Orange County and certain points in northern California.

2. The Mexcursions certificate in Appendix A of D.90155 generally covers sightseeing operations between San Diego, with on-call pickup service in Rancho Bernardo, Escondido, and Oceanside, on the one hand, and Anaheim, on the other hand; also between Anaheim and Sea World Oceanarium or San Diego Zoo; and on tours that commence from 1036 West Broadway, San Diego, and continue through the city and county of San Diego to various points of interest including, among other things, Disneyland and Lion Country Safari.

3. A bankruptcy Chapter 11 proceeding (No. 79-01676-M) was filed by Mexcursions shortly after D.90155 was issued on April 10, 1979.

4. On or about May 5, 1980 the District Court issued a stay, including any actions against the assets of Mexcursions' estate.

5. The Mexcursions certificate in Appendix A of D.90155 was placed in indefinite suspension by D.91926 effective 30 days after June 17, 1980.

6. On August 22, 1980 the District Court issued an order confirming public sale of personal property of Mexcursions, including its certificate of public convenience and necessity, from Boldt, trustee, to Fumbus for \$12,500, pending approval of transfer by this Commission.

7. The Mexcursions certificate is viable and capable of being transferred.

8. Fumbus has the experience, personnel, equipment, facilities, insurance, and financial capability to operate the routes of Mexcursions.

9. The record does not show that the sought transfer of the Mexcursions certificate to Fumbus would impair the ability of Gray Line to continue to provide service.

10. Fumbus should be authorized to acquire the Mexcursions certificate from Boldt, trustee, subject to the condition that it may suspend service to Lion Country Safari.

11. The proposed certificate transfer would not be adverse to the public interest.

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

Conclusion of Law

The proposed transfer of the Mexcursions certificate as delineated in Appendix A of D.90155 should be authorized, as specified in Finding 10.

O R D E R

IT IS ORDERED that:

1. By September 30, 1981, Ralph O. Boldt, trustee for Mexcursions, Inc., may sell and transfer the operative rights specified in the application to Town Tour Funbus Company, Inc.
2. Purchaser shall:
  - a. File with the Transportation Division written acceptance of the certificate and a copy of the bill of sale or other transfer document within 30 days after transfer.
  - b. Reissue seller's tariffs and timetables, state in them when the service will start, make them effective 10 or more days after this order is effective, and allow at least 10 days' notice to the Commission.
  - c. Comply with General Orders Series 79, 98, 101, and 104, and California Highway Patrol safety rules.
  - d. Maintain accounting records in conformity with the Uniform Systems of Accounts.
3. If the transfer is completed, on the effective date of the tariffs, a certificate of public convenience and necessity is granted to Town Tour Funbus Company, Inc., a corporation, 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 A.
4. The certificate shall incorporate operating authorities previously granted to Mexcursions, Inc., by the Commission's D. 90155 in A.57763. The certificate shall supersede all passenger stage corporation operative rights previously granted to Town Tour Funbus Company, Inc.
5. The certificate granted to Mexcursions Inc. is revoked and its tariffs and timetables are canceled on the effective date of the tariffs and timetables filed by Town Tour Funbus Company, Inc.

6. The suspension imposed by D. 91926 upon authorities previously granted to Mexcursions, Inc., by D.90155 in A.57763 is lifted.

7. Town Tour Funbus Company, Inc. is authorized to suspend service to Lion Country Safari.

8. Town Tour Funbus Company, Inc. may initiate service on 10 days' notice concurrent with the filing of tariffs and timetables. This order becomes effective 30 days from today.

Dated JUN 16 1987, at San Francisco, California.

John E. Guyer President  
Richard D. Farrell  
Stanley J. Jensen  
Walter C. King  
Frederic C. Young Commissioners

T/WA/ARM/WPSC /ks

Appendix A THE TOWN TOUR FUNBUS COMPANY, INC. Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC-918

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

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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.

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Issued under authority of Decision 93235,  
dated JUN 16 1981, of the Public Utilities  
Commission of the State of California, in Application 60193.



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Issued by California Public Utilities Commission.

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Appendix A

THE TOWN TOUR FUNBUS COMPANY, INC.  
(PSC-918)

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Decision 93235, Application 60193.

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

The Town Tour Funbus Company, 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 between points within the County of Orange, and certain intermediate and adjacent territories, and between points in Orange County, on the one hand, and the points described, on the other hand; also, between San Diego, and on-call pickup service in Rancho Bernardo, Escondido, and Oceanside, on the one hand, and Anaheim, and Sea World Oceanarium or San Diego Zoo, on the other hand, over and along the routes described; and to transport passengers on sightseeing-oriented tours that commence from 1036 West Broadway, San Diego, and continue through the City and County of San Diego to the various points of interest 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 operation in either direction, unless otherwise indicated.
- c. Service on Routes 1 and 2 shall be available in coordination with events at the Los Alamitos Race Track, Hollywood Park Race Track, The Forum, Los Angeles Coliseum and Sports Arena, and Los Angeles Dodger Stadium.
- d. Service on Route 2 shall be available in coordination with events at the Convention Center.

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Decision 93235, Application 60193.

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

- e. Service on Route 3, Stadium-East Katella Avenue, is available for regularly scheduled night, day, or special event baseball games of the California Angels at the Anaheim Stadium.
- f. Service on Route 4, Anaheim-Buena Park, shall be operated seven days per week except Christmas.
- g. The term "on-call" as used 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.
- h. Applicant shall not pick up or discharge passengers except within the limits of the specified service points as set forth. This restriction shall not prevent stopovers for the purpose of permitting sightseeing passengers to visit points of interest along the route.
- i. Except as noted, daily service shall be operated year-round.
- j. Except as noted, on-call service shall be operated year-round.

Issued by California Public Utilities Commission.

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Appendix A THE TOWN TOUR FUNBUS COMPANY, INC. Original Page 5  
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SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS. (Continued)

- k. Each tour on Routes 14, 15, and 16 shall be conducted for a minimum of four (4) persons except those within the City and County of San Diego which shall be conducted for at least one person.
  
- l. Transportation may be provided equipment obtained from Class A Charter Carriers and the drivers shall be under the complete supervision, direction, or control of the carrier authorized.

Issued by the California Public Utilities Commission.

Decision 93236, Application 60193.

SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION.

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

1. For Routes 10, 11, 12, and 13, the Orange County service points may be at the following locations only:

ANAHEIM

Disneyland Hotel	1150 W. Cerritos
Sheraton-Anaheim	1015 W. Ball Road
Grand Hotel	7 Freedman Way
Howard Johnson's	1380 S. Harbor Blvd.
Inn at the Park	1855 S. Harbor Blvd.
Quality Inn	616 W. Convention Way
Anaheim Plaza	500 N. Euclid St.
Holiday Inn	1850 S. Harbor Blvd.
Lamplighter	1759 S. West St.
Apollo	1751 S. West St.
Space Age Lodge	1776 W. Katella
Inn of Tomorrow	1110 Katella Ave.
Golden Forest Inn	1050 W. Katella Ave.
Magic Lamp/Magic Carpet	1016 W. Katella Ave.
Anaheim Convention Center	800 W. Katella Ave.
Jolly Roger	640 W. Katella Ave.
Hamburg House	1770 S. Harbor Blvd.
Fantasy Motel	1734 S. Harbor Blvd.
Hyatt House	1700 S. Harbor Blvd.
Saga Motel	1650 S. Harbor Blvd.
Park Vue Motel	1570 S. Harbor Blvd.
Mecca Motel	1544 S. Harbor Blvd.
Tropicana Motel	1540 S. Harbor Blvd.
Penny Sleeper Inn	1441 S. Manchester
Sandman Motel	912 S. Harbor Blvd.
Concord	1111 S. Harbor Blvd.
Conastoga Hotel	1240 S. Walnut
Cosmic Age	1717 S. Harbor Blvd.
Galaxy Motel	1735 S. Harbor Blvd.
Town Tour Funbus Terminal	304 Katella Way

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SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION.  
(Continued)

BUENA PARK

Buena Park Hotel	7675 Crescent Ave.
Quality Inn	7555 Beach Blvd.
Buena Park Shopping Center	Stanton & La Palma Sts.

COSTA MESA

South Coast Plaza Hotel	666 Anton Blvd.
South Coast Plaza Shopping Center	3333 Bristol St.

FULLERTON

Griswolds	1500 S. Raymond Ave.
Holiday Inn	222 W. Houston Ave.

IRVINE

Airporter Inn Hotel	18700 MacArthur Blvd.
Registry Hotel	18800 MacArthur Blvd.

LAGUNA BEACH

Laguna Hotel	425 S. Coast Highway
Adventure Travel	332 Forest Avenue

LAGUNA HILLS

Laguna Hills Mall	24155 Laguna Hills Mall
Leisure World	Off Moulton Parkway

SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION.  
(Continued)

NEWPORT BEACH

Marrriott Hotel	900 Newport Center Drive West
Newporter Inn	1107 Jamboree Road
Fashion Island	62 Fashion Island
Sheraton Hotel	4545 MacArthur Blvd.

SANTA ANA

Saddleback Inn	1660 E. 1st St.
Ramada Inn	1600 E. 1st St.
Irvine Host Best Western Hotel	1717 Dyer Road

WESTMINSTER

Westminster Shopping Center 195 Westminster Mall

2. For Routes 10, 11, 12, and 13, the Northern California service points may be at the following locations only:

SAN JOSE

Holiday Inn Park	282 Almaden Blvd.
Hyatt House	1740 N. 1st
LeBaron Hotel	1350 N. 1st
Quality Inn	1310 N. 1st

SAN FRANCISCO

Bedford Hotel	761 Post
Hotel California	405 Taylor
Fairmont Hotel	950 Mason

Issued by California Public Utilities Commission.

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SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION.  
(Continued)

SAN FRANCISCO (Continued)

Holiday Inn, Fisherman's Wharf	1300 Columbus
Hyatt Regency	#5 Embarcadero Center
The Mark Hopkins	#1 Nob Hill
The Sir Francis Drake	450 Powell
The Sheraton at Fisherman's Wharf	2500 Mason
San Francisco Hilton	Mason at O'Farrell
The St. Francis	Union Square
The Sheraton Palace Hotel	Market Street at New Montgomery

SOUTH SAN FRANCISCO

San Francisco Airport Hilton	San Francisco International Airport
Royal Inn Airport	275 S. Airport Blvd.
Holiday Inn Airport	245 S. Airport Blvd.

3. For Routes 10, 11, 12, 13, no passenger shall be carried who does not have, as a point of origin or destination, an authorized service point in Orange County.
4. For Routes 14, 15, and 16, the Southern California service points may be at the following locations only:

SAN DIEGO

San Diego (1) 1036 W. Broadway

RANCHO BERNARDO

Rancho Bernardo Inn (2) 17550 Bernardo Oaks Dr.  
Rancho Bernardo Travel Lodge (2) 162929 W. Bernardo Dr.

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SECTION 2. AUTHORIZED POINTS OF ORIGIN/TERMINATION.  
(Continued)

LA JOLLA

Colonial Inn (2) 910 Prospect St.

OCEANSIDE

Miramar Hotel (2) 901 N. Hill St.

ANAHEIM

- a. Grand Hotel (2) 7 Freedman Way
- b. All hotels and motels  
within the corporate  
limits of the City of  
Anaheim (2)

- 5. (1) On-call service will be available to residents of Coronado, La Jolla, Pacific Beach, El Cajon, La Mesa, Chula Vista and guests at the various hotels and motels in and along Hotel Circle in San Diego free of charge to the main departure point at 1036 W. Broadway, via feeder vans.
- 6. (2) On-call pickup service will be available. All tours shall be performed with a minimum of four (4) persons, except those tours within the City and County of San Diego which shall be conducted for a minimum of one (1) person.

SECTION 3. ROUTE DESCRIPTIONS.

Route 1 - DISNEYLAND PARK SHUTTLE

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence on West Street, Katella Ave., Harbor Blvd., Royal Inn and Holiday Inn, return on Harbor Blvd., Manchester Ave., Greyhound Depot, continue on Manchester Ave., Hotel Way, and to Disneyland Park.

Alternate Route

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence on West Street, Cerritos Ave., Walnut Street, Katella Ave., West Street, Convention Way, Harbor Blvd., and to Disneyland Park.

Route 2 - CONVENTION CENTER SHUTTLE

Alternate Route A

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence on West Street, Cerritos Ave., or exit on Cerritos Ave., Walnut Street, Katella Ave., Convention Center, then exit on Convention Way, West Street, and to the point of beginning.

SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 2 - CONVENTION CENTER SHUTTLE (Continued)

Alternate Route B

Commencing at the Holiday Inn, 1850 Harbor Blvd., Anaheim, thence on Harbor Blvd., Hotel Way, Grand Hotel, return on Hotel Way, Harbor Blvd., Katella Ave., Convention Center, then exit on Convention Way or Katella Ave., Harbor Blvd., and to the point of beginning.

Alternate Route C

Any combination of Alternate Routes A and B to serve motels used by the convention delegates.

Route 3 - STADIUM - EAST KATELLA AVENUE

Commencing at the Royal Coach Motor Inn, 1015 West Ball Road, Anaheim, thence on West Street, Ball Road, West Street, Disneyland Hotel, continue on West Street, Katella Ave., Casa Vista Street, Katella Ave., Harbor Blvd., Royal Inn, and Holiday Inn, return on Harbor Blvd., Manchester Ave., Hotel Way, Grand Hotel, return on Hotel Way, Manchester Ave., Haster Street, Katella Ave., State College Blvd., Orangewood Ave., and to the Anaheim Stadium.

SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 4 - ANAHEIM - BUENA PARK

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence on West Street, Katella Ave., Casa Vista Street, Katella Ave., Harbor Blvd., Hotel Way, Grand Hotel, return on Hotel Way, Harbor Blvd., Ball Road, Royal Coach Motor Hotel, proceed on Ball Blvd., (State Highway 39), Knott's Berry Farm, on to the property, Crescent to Stanton Ave., Buena Park Shopping Center, La Palma, Knott Ave., Orangethorpe to Movieland, Knott Ave., Japanese Village, return on Knott Ave., Orangethorpe, Beach Village, Movieland Wax Museum and the hotels and motels along the section of Beach Blvd., past the intersection of La Palma and Beach, which has the Cottage Pottery and the Alligator Farm and then proceed south back to Knott's Berry Farm.

Route 5 - LOS ALAMITOS RACE TRACK

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence connecting with Routes 1 and 2 and over the most convenient and appropriate streets and freeway to the Los Alamitos Race Track.

Route 6 - HOLLYWOOD PARK RACE TRACK - THE FORUM

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence connecting with Routes 1 and 2 and over the most convenient and appropriate streets and freeways to The Forum.

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 7 - LOS ANGELES COLISEUM AND SPORTS ARENA

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence connecting with Routes 1 and 2 and over the most convenient and appropriate streets and freeways to the Los Angeles Coliseum and/or the Sports Arena.

Route 8 - LOS ANGELES DODGER STADIUM

Commencing at the Disneyland Hotel, 1150 West Cerritos Ave., Anaheim, thence connecting with Routes 1 and 2 and over the most convenient and appropriate streets and freeways to the Los Angeles Dodger Stadium.

Route 9 - ANAHEIM - NEWPORT BEACH

Commencing at the Balboa Bay Club in Balboa, thence via Pacific Coast Highway, Jamboree Road, the Newporter Inn Hotel (Newport Dunes Beach); thence via Jamboree Road, Santa Barbara Avenue, Newport Center Drive to the Marriott Hotel; thence via Newport Center Drive to the entrance of the Fashion Island Shopping Center; thence via Newport Center Drive, Santa Rosa Avenue, San Joaquin Hills Road, to Rogers Gardens; thence via MacArthur Drive, Ford Road, MacArthur Blvd., Birch to the Sheraton Hotel; thence via Birch, Dove Street, Campus Drive to Movieland of the Air Museum; thence via campus Drive, Bristol Street, Redhill Blvd., Baker Avenue to Briggs Cunningham Automotive Museum; thence via Baker Avenue, Bristol Street to the Holiday Inn; thence via

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 9 - ANAHEIM - NEWPORT BEACH (Continued)

Anton Blvd. to the South Coast Plaza Hotel; thence via Anton Blvd. to the South Coast Plaza Shopping Center; thence via Bristol Street, San Diego Freeway, Interstate 405, Newport Freeway, Santa Ana Freeway, Interstate 5, Santa Ana Freeway, Interstate 5, Harbor Blvd. offramp connecting with Routes 1 and 2 for Disneyland, and Anaheim Convention Center.

Alternate Route

Originates at Disneyland, thence via authorized Routes 1 and 2, thence via Katella Avenue to Interstate 5 and reverse of the above route.

Route 10 - ORANGE COUNTY NORTH TO SAN JOSE AND SAN FRANCISCO  
(VIA THE COAST ROUTE)

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First Day:

Commencing from pickup points described in Section 1.g. of this certificate, with the final pickup at the Funbus depot, located at 304 Katella Way, Anaheim; thence via Interstate Route 5 south to Interstate Route 405; thence north on Interstate Route 405 to State Route 101; (Alternate: north on Interstate Route 5 to its intersection at Sherman Oaks with State Route 101); thence west and north on State Routes 101 and 1 to State Route 154; thence north on State Route 154 to Santa Ynez; thence west on State Route 246 to Solvang; thence west on State Route 246 to State Route 101; thence north on State Route 101 through Santa Maria, Pismo Beach, Avila Beach and to San Luis Obispo; thence an overnight stay in San Luis Obispo, Morro Bay, Cambria, or Avila Beach.

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 10 - ORANGE COUNTY NORTH TO SAN JOSE AND SAN FRANCISCO  
(VIA THE COAST ROUTE) (Continued)

Second Day:

Continue north on State Route 1 to San Simeon; thence a tour of Hearst Castle; thence north on State Route 1 via Big Sur to Carmel Valley; thence north on State Route 1 through Castroville to Santa Cruz; thence north on State Route 9 through Felton and via Mt. Hermon Road and State Route 17 to Los Gatos and Interstate Route 280; thence north on Interstate Route 280 and via appropriate highways and streets to San Francisco; thence via appropriate highways and streets and State Route 101 to dropoff points described in Section 1.h. of this certificate with the final dropoff point at the Funbus terminal at the LeBaron Hotel, 1350 N. First Street, San Jose. (Alternate: from San Luis Obispo, continue north on State Route 101 to Paso Robles, San Miguel Mission, King City, and to Salinas; thence north through San Martin and Morgan Hill to San Jose and San Francisco.)

Route 11 - SAN JOSE AND SAN FRANCISCO SOUTH TO ORANGE COUNTY (VIA THE  
INLAND ROUTE)

First Day:

Commencing from pickup points described in Section 1.h. of this certificate, with the final pickup at the Sheraton Palace Hotel, San Francisco; thence north on Interstate Route 80 to Vallejo; thence north on State Route 29 to Napa; thence east on State Routes 121 and 128 and local roads to Interstate Route 80 at Davis; thence on Route 80 to Sacramento; thence tour the Capitol Area; thence east on Interstate Route 80 to Auburn; thence south on State Route

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 11 - SAN JOSE AND SAN FRANCISCO SOUTH TO ORANGE COUNTY (VIA THE  
INLAND ROUTE) (Continued)

First Day:

49 to State Route 120; thence east on State Route 120 to Yosemite Lodge and Yosemite Village; thence an overnight stay in the Yosemite Park area. (Alternate, in the event Yosemite is snowed in: instead of traveling State Route 120, continue south on State Route 49 to Coulterville, Mariposa, and Oakhurst; thence south on State Route 41 to an overnight stay in Fresno (Second Alternate: same routing but with overnight stay in Sonora).)

Second Day:

Continue south on State Route 41 towards Sierra, Oakhurst, through Coarsegold and to Fresno; thence south on State Route 99 to Visalia; (Alternate: from Fresno east on State Route 180 to Kings Canyon National Park and Sequoia National Park; thence south on State Route 198 through Three Rivers, Tulare, and to Visalia); thence south on State Route 99 through Delano to Bakersfield; thence southeast on State Route 58 to Tehachapi; thence south on State Route 14 to Mojave; thence south on State Route 14 through Lancaster and Palmdale; thence southeast on State Route 138 to Interstate Route 15 East; thence south on Interstate Route 15 East through San Bernardino and Riverside; thence southwest on State Route 91 to Orange County dropoff points described in Section 1.g. of this certificate. (Alternate: from Bakersfield on Interstate Route 5, through the RidgeRoute, to Newhall; thence on Interstate Route 5 to Orange County dropoff points described in Section 1.g. of this certificate.)

Route 12 - ORANGE COUNTY NORTH TO SAN JOSE AND SAN FRANCISCO (VIA THE  
INLAND ROUTE)

Route 12 is the reverse of Route 11.

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 13 - SAN JOSE AND SAN FRANCISCO SOUTH TO ORANGE COUNTY (VIA THE COAST ROUTE)

Route 13 is the reverse of Route 10.

Route 14 - SAN DIEGO TO DISNEYLAND

Northbound coast route via Interstate 5 from San Diego to Disneyland (Anaheim) and return.

Alternate Route

Northbound inland route from San Diego via State Sign Route 163 and Interstate 15 to Escondido, and via State Sign 163 and Inroute 78 near Ocean-side via Interstate 5 to Disneyland (Anaheim) and return.

Route 15 - ANAHEIM TO SEA WORLD/SAN DIEGO ZOO

Southbound from Anaheim to Sea World via Interstate 5 and Sea World Drive (San Diego) and return.

Alternate Route

Southbound from Anaheim to Balboa Park and San Diego Zoo via Interstate 5 and Interstate 8 (San Diego) and return.

Route 16 - SIGHTSEEING OPERATIONS WITHIN THE CITY AND COUNTY OF SAN DIEGO.

Commencing at 1036 West Broadway, San Diego; thence over the most appropriate streets, roads, and freeways to the following described sightseeing points of interest or combinations

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SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 16 - SIGHTSEEING OPERATIONS WITHIN THE CITY AND COUNTY OF  
SAN DIEGO. (Continued)

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in the City and County of San Diego; thence  
returning over appropriate streets, roads, and  
freeways to the point of beginning:

- TOUR 1. San Diego City Tour including Down-  
town Park, Mission Valley, Old Town,  
Mission Bay, La Jolla, Scripps Aqua-  
rium, Cabrillo National Monument,  
and the Waterfront.
- TOUR 2. San Diego Zoo.
- TOUR 3. Sea World.
- TOUR 4. Harbor Excursion - San Diego Harbor.
- TOUR 5. San Diego Sport Events.
- TOUR 6. Family Tour at Planetarium, Reuben H. Fleet  
Space Theatre, and dinner.
- TOUR 7. Evening theatre Tour.
- TOUR 8. San Diego Night Club Tour.
- TOUR 9. Wild Animal Park.