

Decision **PROPOSED DECISION OF ALJ RYERSON** (Mailed 9/19/2006)

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

Application of Main Event Transportation Inc. to Amend Passenger Stage Certificate 16020 for authority to increase fares and change pick up Location in Salinas, CA.

Application 05-08-018  
(Filed August 9, 2005)

In the matter of the Application of Main Event Transportation Inc. for authority to add a pick up location in the city of Morgan Hill as a Passenger Stage Corporation. (PSC 16020)

Application 06-07-006  
(Filed July 10, 2006)

In the matter of the Application of Main Event Transportation Inc. for authority to establish a Zone of Rate Freedom for Operations as a Passenger Stage Corporation (PSC 16020).

Application 06-07-007  
(Filed July 10, 2006)

Andre Planchon, for Main Event Transportation, Incorporated, applicant.

Christopher Callihan, Esq., Deputy City Attorney, for City of Salinas, and Marlys Maher and Florence C. Dallin, on behalf of themselves and others similarly situated, protestants.

**DECISION GRANTING APPLICATION (A.) 05-08-018 AND A.06-07-006,  
AND DENYING A.06-07-007**

**Summary**

This decision grants requests by Main Event Transportation, Incorporated (Main Event), a Passenger Stage Corporation (PSC-16020), to amend its Certificate of Public Convenience and Necessity (CPCN) by revising the Route Description and fare structure, and by adding Morgan Hill as a point within the Service Area. We deny Main Event's request for authority to establish a zone of rate freedom (ZORF) pursuant to section 454.2 of the Public Utilities Code.

**Introduction and Background**

Applicant Main Event operates passenger stage service pursuant to authority granted by Decision (D.) 03-09-066 in A.03-06-027 (September 18, 2003). Main Event operates under the business name of Monterey/Salinas Airbus (Airbus), providing airport transportation for passengers and their baggage between the Monterey County cities of Monterey, Marina and Salinas, on one hand, and San Jose and San Francisco International Airports (SJC and SFO, respectively), on the other hand. It has been operating this service continuously since it received its current authority, which superseded authority granted by the Commission to Andre Planchon (Planchon), now applicant's president, by D.99-06-042. In all relevant respects Main Event's CPCN is the same as that which originally granted authority to Planchon in 1999.

The Service Area under the terms of Main Event's CPCN is described as "Points and places within the Cities of Monterey, Marina, and Salinas," and SJC and SFO. The Route Description states:

Commencing from the City of Monterey, then over the most convenient streets, expressways, and highways to the Cities of Marina and Salinas and then to SJC and SFO.

The General Authorizations, Restrictions, Limitations and Specifications in the CPCN provide that when a route description is given in one direction, it applies to operation in either direction unless otherwise indicated. Main Event's authority is also limited to that serving the specifically identified points and places over the described route.

The previous operator of airport service between Monterey County points and SJC and SFO stopped operating before Planchon started his business. Planchon resurrected the failed service, and by using smaller vehicles and adding service frequencies has been operating Airbus continuously since that time. About 85 percent of Airbus passengers travel to or from Monterey, five percent to or from Marina, and the remaining ten percent to or from Salinas. The company's annual gross revenue is approximately \$1,169,000. It receives no governmental subsidy or other financial assistance.

Main Event's principal place of business is Monterey, and that city is also its operating hub. Service is operated approximately every 90 minutes throughout the day, starting with a 4:00 a.m. Monterey departure and concluding with a 12:15 a.m. Monterey arrival. Currently, no intermediate stops are made between Monterey County and SJC.

Until Main Event recently altered its operating pattern, it adhered to the literal terms of its Route Description on northbound trips. Buses ran from Monterey eastward to Marina, a nearby Monterey Bay community, and then southward to downtown Salinas before backhauling north to the two airport destinations. This required its buses from Monterey to drive the additional distance (and expend the additional time) to serve the Salinas pickup point before turning north past the junction of State Highway 156, the most direct route from Monterey and Marina, and U.S. Highway 101. On their return, buses

turned west to Marina and Monterey on State Highway 156, laid over in Monterey for 30 minutes with Salinas passengers still onboard, and finally completed the trip to the Salinas stop on the northbound return to the airports via Highway 101. This circuitous operation delayed the arriving Salinas passengers, and took the newly boarded Monterey passengers out of their way to reach their airport destinations, engendering extra trip time. It also varied from the Route Description.

From Monterey County, Main Event uses Highway 101, a multiple-lane expressway and freeway that affords the fastest and most direct route to the two airports. The highway runs past Morgan Hill, a growing residential community in southern Santa Clara County on Highway 101 Business, the historical route that was bypassed by construction of the Highway 101 freeway.

Main Event adopted Planchon's fare structure. Fares between Monterey or Salinas and either of the airports were uniformly set at \$30. (Main Event apparently has never published or sought approval for fares to or from Marina.) In February 2005, it revised its Monterey and Salinas fares without prior Commission authorization. Its advertised one-way fares are now as follows:

Monterey - SJC	\$30
Monterey - SFO	40
Salinas - SJC	25
Salinas - SFO	35

Main Event also advertises a \$15 one-way fare between SJC and SFO.

#### **A.05-08-018**

In February 2005, without prior authorization from the Commission, Main Event altered its historical service pattern and eliminated service to any point that is within the Salinas city limits. Instead, it substituted a new stop at

Prunedale, an unincorporated area, at the junction of Highways 156 and 101. Main Event established the stop at this junction in order to avoid having its buses drive the additional distance south to drop off and pick up passengers in downtown Salinas.

The change in pickup points elicited a negative reaction from many Salinas residents who found the Prunedale location to be less convenient, safe, and comfortable than the previous downtown Salinas stop. Eventually the matter came to the attention of the Commission, and Transportation Enforcement Supervising Investigator Edward Roquette contacted Planchon to ask about the change in the Salinas stop. On May 17, 2005, after Planchon explained the company's actions, Roquette advised him by letter that the new stop did not conform to Main Event's CPCN, and that the company must continue to provide service in accordance with the terms of that certificate until the Commission, upon application by the carrier, approved any changes in the described service route.

Despite Roquette's warning, Main Event did not revert to its former operating practice or reinstitute its previous fares. The Commission took no formal action to discipline Main Event or require it to restore its previous fares and pickup point after Roquette's warning, and no complaint has been filed by any third party.

On August 9, 2005, Main Event filed A.05-08-018, which essentially asks the Commission to ratify its actions. Main Event contends that its alteration of service is justified for economic and other reasons, and argues that the Prunedale stop adequately serves the Salinas community despite its location beyond the city's political boundaries. Protests were filed by Marlys Maher on behalf of aggrieved Salinas residents, and by the City of Salinas. The Administrative Law

Judge (ALJ) held a prehearing conference in Salinas on November 17, 2005. Following a discovery period, an evidentiary hearing was held in Salinas on March 17, 2006, and the matter was submitted on that date.

**A.06-07-006**

On July 10, 2006, Main Event filed A.06-07-006, which seeks authority to add a pickup location in Morgan Hill, with a one-way fare of \$20, presumably to either airport. No protests were filed in response to this application.

**A.06-07-007**

On July 10, 2006, Main Event filed A.06-07-007, which seeks authority to establish a ZORF whereby it would be permitted to change its rates up to \$25 above and below the fares set forth in its current tariff. Main Event contemplates that any fare adjustment it would make would be a minimum increment (or decrement) of \$5. It cites increased expenses in fuel prices, workers compensation, and the cost of living as reasons why it needs to establish a ZORF to maintain a healthy business. No protests were filed in response to this application.

**Consolidation of Proceedings**

On August 21, 2006, the ALJ consolidated the three applications pursuant to the Commission's Rules of Practice and Procedure, because they presented related issues of law and fact. Consolidation of these proceedings enables us to decide all three matters expeditiously and consistently.

**Discussion**

Main Event's three applications raise interrelated issues pertaining to significant alterations of its service. We will discuss each of these proposals separately.

**Elimination of the Downtown Salinas Stop  
and Addition of the Prunedale Stop**

As a threshold matter, it is important to distinguish the question of whether Main Event acted improperly when it discontinued its downtown Salinas stop and commenced stopping at Prunedale (and changed its fares as well) without first obtaining Commission authority, from the question of whether it should be permitted to do so as requested in A.05-08-018.

Main Event's CPCN authorizes, but does not *compel*, it to serve points and places within the City of Salinas, and at first blush the company would appear to have had the discretion to discontinue service to that city altogether. However, the Route Description in Main Event's CPCN specifies with particularity that it must start in Monterey, and then continue to Marina and Salinas *before* turning north to SJC and SFO. This description implies that Main Event *must* serve a point within Salinas, because there is no other reasonable explanation for the specification that Main Event follow the circuitous route south to Salinas from Monterey and Marina. Main Event's decision to vary from this prescribed route without prior authorization from the Commission was improper.

Although we do not condone Main Event's unauthorized alteration of service, this decision addresses Main Event's belated request for authorization solely on its merits, because it comes before us by application from Main Event. In submitting this application, Main Event followed Investigator Roquette's instructions to apply for formal approval of its operational change. We will not use this application as an opportunity to penalize the company for its conduct before filing the application, but we strongly admonish Main Event not to act without Commission authority when it is required. Main Event's CPCN requires

the company to comply with applicable statutes and Commission orders, and its failure to do so may subject its operating authority to discipline.

Main Event has advanced persuasive reasons why it should be permitted to change its route, and therefore its stops, as it has done. The current Route Description does not well serve Main Event's largest passenger market, Monterey, as it requires a longer and more roundabout trip than necessary for northbound passengers. Main Event apparently has never followed the prescribed route for southbound passengers from the airports to Marina and Monterey, but instead has stopped at Monterey first and subjected Salinas passengers to a thirty-minute layover before resuming the trip to Salinas.

The Route Description that was adopted at Main Event's request in D.03-09-066 was never a good one from the standpoint of efficiency or passenger service because of the backhauling it requires. Although the route may have been designed to provide Salinas service that otherwise could not have been economically justified, the design is poor because it disserves Monterey passengers who, coupled with Marina passengers, constitute by far the largest market served by Main Event. The present route, as described in the CPCN, is a classic example of the tail wagging the dog.

Changing Main Event's pickup point to Prunedale has shortened its route miles per trip from 237.4 to 215.6, a reduction of 21.8 vehicle-miles per trip. Based upon fuel cost of \$3 per gallon, Main Event estimates that its annual fuel savings is \$26,258. Estimated annual labor cost savings, based upon a labor cost of \$12 per hour for drivers, is \$24,090. For Monterey passengers, travel time per trip is shortened by 30 minutes. Main Event believes that this reduced travel time greatly increases customer satisfaction for the largest segment of its market.

At the hearing, the parties offered a substantial amount of evidence concerning the comparative adequacy and convenience of the old and new Salinas pickup points. Before changing its service pattern, Main Event stopped at the Amtrak passenger station on the fringe of the Salinas downtown area. This station building served Southern Pacific Railroad's passenger trains before Amtrak assumed responsibility for the nation's intercity rail passenger service, and it continues to be used as the passenger stop for Amtrak's daily long distance train between Seattle and Los Angeles. The building has been refurbished to some extent, and has such amenities as public restrooms and benches inside, and some outside seating and an overhanging roof that affords limited shelter from the elements. The building is open for public use during daytime hours.

The station also has a public parking lot that is currently patrolled by a security officer on weekdays, as it is used for jury parking and other governmental activities. This arrangement is temporary, because new public parking facilities are being constructed a few blocks away, closer to the county courthouse and other public buildings. The station is scheduled to be redeveloped as an intermodal center serving trains, buses, and other modes of transportation, but that is not scheduled to occur until 2009 or later.

The Prunedale pickup location is a large Chevron gasoline station and convenience store. It is open 24 hours per day, but it does not have any amenities that are intended for use by Airbus passengers. Onsite parking is restricted to customers of the station, and others' cars are towed, but parking is available at the Park and Ride lot. Walking from the lot to the pickup point is inconvenient for passengers, particularly those with luggage, and especially in inclement weather. There are no sidewalks, and the local streets and freeway

ramps were designed primarily for motor vehicles rather than pedestrians. The protestants are concerned that this situation poses a safety hazard for pedestrians. Nevertheless, although it is clearly not as convenient a passenger facility as the Amtrak station, it has generally proven to be adequate for passengers meeting Main Event's buses.

Despite the comparative inconvenience of the Prunedale pickup location, Main Event believes that it will retain 70 to 80 percent of its Salinas ridership with the new stops. This is a reasonable assumption, considering that there is no competing airport service anywhere in the vicinity of Salinas. It also estimates that its ridership from the Monterey and Marina Market will increase 25 to 40 percent, resulting in a net annual gross revenue increase of approximately \$257,000 to \$444,000, as a consequence of increased customer satisfaction and convenience.

Ideally, two routes should have been established with respective end points at Monterey and Salinas. However, that was apparently infeasible in light of the relatively low traffic generation by Salinas, a fraction of that generated by Monterey. In addition, to the fact that Monterey is a significant tourist destination, the reason for the disparity appears to be Salinas' demographics. Although Salinas has a population of 155,000, the average per capita income is low, and the community generates relatively little ridership to the San Francisco Bay Area airports served by Main Event, as compared to Monterey. Main Event aggressively advertises its service on local radio stations and in print ads, and has used direct mail to send more than a million discount coupons to Salinas residents in the past few years, but in its estimation ridership has not been sufficient to justify the additional time and expense involved in routing

Monterey airport services through Salinas. Main Event's adjustment of its route is a reasonable reaction to its experience.

We will grant Main Event's application by changing its Route Description to conform to its desired service pattern and requiring it to file tariffs consistent with this change.

### **Addition of Morgan Hill to Main Event's Service Area**

A.06-07-006 requests authority to add a pickup location in the City of Morgan Hill. Morgan Hill is a short distance from Highway 101, the freeway that Main Event presently uses between Monterey County points and the two airports it serves. The anticipated pickup point is the Holiday Inn Express, which is situated close to the freeway. Main Event states that the proposed service to this stop would not compete with any other scheduled transportation service.

Permitting this new stop would enable Main Event to broaden its service without material inconvenience to its existing customers. Its application is unopposed. We will approve Main Event's request by adding Morgan Hill as a new point in the Service Area described in its CPCN and adopting a new tariff governing service to that point.

### **Alteration of Main Event's Rate Structure**

Main Event should not have revised its previous tariff structure without receiving Commission approval for the fares it now charges. Public Utilities Code section 454, subdivision (b), expressly imposes on common carriers the requirement to obtain prior Commission approval for rate changes.

Nevertheless, we find that Main Event's current rates are more just and reasonable than its previous \$30 uniform fare to and from all points, and the \$5

reduction in the Salinas – SJC fare to some extent compensates for the added difficulty and expense experienced by some of the Salinas passengers who use the Prunedale stop. The fares that now apply to that stop are also \$5 lower for SJC and SFO than those applicable to Monterey, unlike the undesirably discriminatory structure of the previous tariff. We will grant Main Event’s request in A.05-08-018, which the protestants do not oppose, to adopt its current rates to the extent that those rates reflect its current service.

In A.06-07-007 Main Event asks us to establish a ZORF that would allow it to vary its established rates by as much as \$25. The company anticipates that the minimum increase (or decrease) it would implement under the ZORF on any occasion would be \$5. However, Main Event has not made the showing necessary to permit the establishment of a ZORF, and we are unable to grant the request.

Public Utilities Code section 454.2 provides in pertinent part:

Notwithstanding Section 454, the commission may establish a “zone of rate freedom” for any passenger stage transportation service which is operating in competition with other passenger transportation service..., if the competition together with the authorized zone of rate freedom will result in reasonable rates and charges for the passenger stage transportation service. An adjustment in rates or charges within a zone of rate freedom established by the commission is hereby deemed just and reasonable.

Under this statutory exception to the usual procedure, a passenger stage company is granted some latitude to vary its fares, because the law presumes that competition will provide the necessary protection against unjust and unreasonable pricing of services.

Main Event has not shown that it is operating in competition with any other transportation service. To the contrary, the record indicates that Main Event is apparently the only airport service between Monterey County points and the two airports it serves, and A.06-07-006 expressly states that there is no competing service to its proposed Morgan Hill stop. Moreover, the ZORF that Main Event proposes would enable it to increase its existing and proposed fares, which are as low as \$15, by as much as 140 percent without Commission approval. Such fare increases would be unjust and unreasonable under any conceivable circumstances, and we cannot grant discretion of that magnitude to Main Event.

We will deny A.06-07-007.

### **Conclusion**

Our decision today ratifies certain actions Main Event has already taken with respect to its service, and permits Main Event to augment that service in a manner that will benefit the public by adding a new stop at a presently unserved location. We emphasize that we do not condone the fact that Main Event implemented service changes without obtaining regulatory approval required by law, and we will not tolerate such conduct in the future. Such unauthorized conduct invites enforcement action when it comes to our attention, and Main Event undertook a significant risk by acting without regulatory authority.

Main Event's fares are a shambles, and do not conform to the Commission-approved tariff that is on file. As far as we can determine, there are no filed tariffs for Marina, Prunedale, or the service Main Event offers in its schedule between SJC and SFO. This situation needs to be corrected immediately. In addition, Main Event's proposed \$20 tariff for the stop at Morgan Hill does not specify what points would be served at this fare. Main Event needs to file a

complete and accurate set of tariffs to implement this decision and correct the existing deficiencies, and our order so provides.

Although allowing Main Event to alter its route will create inconvenience for some Salinas customers, compelling Main Event to return to its former service pattern is not justified. In theory a new operator fills the void where there is a public need and service is inadequate or nonexistent. We recognize that this may not happen in the present instance, at least until the new intermodal center is developed at the Amtrak station, but it would be unfair to impose upon Main Event the entire burden of restoring its old service in light of the resulting extra cost and inconvenience to the overwhelming majority of its passengers.

The shortcomings of the current situation might be remedied if resources other than those of Main Event, a small company that must run efficiently if it is to survive at all, are brought to bear on the problem. Under the auspices of local government, Monterey Transit System, and citizen groups, community-based solutions such as the provision of connecting transit bus service, subsidization of Airbus schedules to downtown Salinas, or establishment of an Airbus stop closer to the north end of the city might afford a temporary solution until a more permanent one is found.<sup>1</sup> We hope that the parties and others will continue their efforts to find a collaborative solution to the current service problem.

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<sup>1</sup> We note, as a matter of public record, that on September 10, 2006, the California Transportation Commission allocated \$19 million under the Traffic Congestion Relief Program to extend Caltrain commuter rail service to Salinas and Castroville. (California Transportation Commission Resolution TFP-06-20.) Caltrain service to San Jose and San Francisco is expected to commence in early 2010. This should greatly assist in resolving the current problems of airport access for Salinas residents.

**Categorization and Need for Hearing**

The Commission preliminarily categorized each of these proceedings as ratesettings, and preliminarily determined that no hearing was necessary. Following the prehearing conference in A.05-08-018, the Scoping Memorandum of the Assigned Commissioner included a determination that a hearing was necessary in the that matter. No protests were filed in the other two matters, and therefore no hearing was necessary in either of those proceedings. No appeal of the categorization determinations has been filed, and we affirm the determinations with respect to all of the matters discussed herein.

**Comments on Proposed Decision**

The proposed decision of the administrative law Judge (ALJ) in this matter was mailed to the parties in accordance with Public Utilities Code section 311 and Rule 14.2(a) of the Commission's Rules of Practice and Procedure. Comments were filed by the City of Salinas and by Marlys Maher in response to a ruling issued by the ALJ on October 18, 2006. No reply comments were filed.

**Assignment of Proceeding**

John A. Bohn is the assigned Commissioner and Victor D. Ryerson is the assigned ALJ in this consolidated proceeding.

**Findings of Fact**

1. Applicant Main Event is operating as a PSC pursuant to CPCN number PSC-16020, which was granted by D.03-09-066.
2. Main Event's CPCN currently specifies that its route commences at the City of Monterey, then over the most convenient streets, expressways, and highways to the Cities of Marina and Salinas, and then to SJC and SFO, two commercial aviation airports in the San Francisco Bay Area. By reason of the Route Description, Main Event's CPCN currently compels it to serve a point

within the City of Salinas on its bus operations between Monterey and Marina, on one hand, and SJC and SFO, on the other hand.

3. The circuitous route specified in Main Event's CPCN entails substantial cost and travel time that Main Event would avoid if it were not compelled to serve a point within the City of Salinas, and if it were permitted to establish a new stop at Prunedale near the junction of State Highway 156 and U.S. Highway 101, which is on the most direct route between Monterey/Marina and SJC/SFO.

4. If Main Event is permitted to establish a stop at Prunedale in lieu of its current stop in downtown Salinas, passengers to and from Salinas will be able to connect reasonably with Main Event's buses at Prunedale by transit bus, taxicab, or private automobile from points within the City of Salinas. Passengers' automobiles may be parked at a public Park and Ride lot near the Prunedale stop. Main Event, by prior request, picks up and drops off passengers at the Prunedale Park and Ride lot in lieu of the location where it seeks authority to make its Prunedale stop.

5. Permitting Main Event to establish a stop at Prunedale subject to conditions to ensure that passengers can make reasonable connections with transit buses, taxicabs, or private automobiles at that location and use the Prunedale Park and Ride lot and MTS bus stop, and deleting from its CPCN any requirement to stop at a point within the City of Salinas, will not be adverse to the public interest in light of the availability of connecting transit service, taxicabs, and public parking at Prunedale.

6. Main Event's CPCN does not authorize it to serve the City of Morgan Hill in Santa Clara County. There is currently no passenger stage service between Morgan Hill, on one hand, and SJC and SFO, on the other hand. Adding Morgan

Hill as a point that Main Event may serve under the terms of its CPCN will not be adverse to the public interest.

7. Main Event's current tariff is not consistent with the service it now provides or will provide if its CPCN is amended to permit its current and requested service changes.

8. Permitting Main Event to cease service to a point within the City of Salinas, and to institute service to Prunedale will not result in a loss of more than 30 percent of Main Event's Salinas passengers, i.e., fewer than three percent of its entire ridership. On the other hand, reduction of the distance and shortening of the schedule for Monterey and Seaside passengers, who constitute 90 percent of Main Event's ridership, will encourage a greater number of passengers to use its service in lieu of driving their personal automobiles to SJC and SFO. Permitting Main Event to establish a new stop at Morgan Hill will also encourage passengers to use Main Event's service in lieu of driving their automobiles, and will have no significant effect upon local traffic conditions. Permitting adjustment of Main Event's fares as specified by our order will have no material effect on its overall ridership.

9. A.06-07-007 does not include the showing necessary to permit the establishment of a ZORF.

### **Conclusions of Law**

1. The Commission should amend Main Event's CPCN so as to authorize it to serve points within the City of Monterey, the City of Marina, the unincorporated area of Monterey County in the vicinity of the junction of State Highway 156 and U.S. Highway 101, and the City of Morgan Hill, on one hand, and SJC and SFO, on the other hand.

2. Main Event should not be permitted to provide service between SJC and SFO without obtaining authority from the Commission to do so.
3. Main Event should be required to file a complete and accurate tariff setting forth the rates for the services it provides pursuant to its amended CPCN.
4. A.05-08-018 should be granted to the extent consistent with Conclusions of Law 1 through 3.
5. A.06-07-006 should be granted to the extent consistent with Conclusions of Law 1 through 3.
6. A.06-07-007 should be denied for the reasons set forth in Finding of Fact 9.
7. Under California Code of Regulations, title 14, section 15061, subdivision (b)(3), a project is not subject to the California Environmental Quality Act where 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 activities permitted by our order will have no significant effect on the environment by reason of the matters set forth in Finding of Fact 8.

## **O R D E R**

### **IT IS ORDERED** that:

1. Certificate of Public Convenience and Necessity (CPCN) PSC-16020 issued to Main Event Transportation, Incorporated (Main Event) under the authority of Decision 03-09-066 in Application 03-06-027 is amended in accordance with attached Appendix PSC-16020, Revised Page 3, subject to the requirement that all Main Event buses shall, upon prior request by any passenger, stop at the Prunedale Park and Ride lot or the Monterey Transit Service bus shelter at that location.

2. Main Event shall:

- a. File a written acceptance of the amended certificate within 30 days after this order is effective.
- b. Establish the authorized service within 30 days after this order is effective.
- c. Within 10 days file complete and accurate tariffs and timetables with the Commission, reflecting only the services authorized under this order, and stating when those services will start if they are not already being provided.
- d. Comply with General Orders Series 101 and 158, and the California Highway Patrol (CHP) safety rules.
- e. Comply with the controlled substance and alcohol testing certification program pursuant to Public Utilities Code section 1032.1 and General Order Series 158.
- f. Maintain accounting records in conformity with the Uniform System of Accounts.
- g. Remit to the Commission the Transportation Reimbursement Fee required by Public Utilities Code section 423 when notified by mail to do so.
- h. Comply with Public Utilities Code sections 460.7 and 1043, relating to the Workers' Compensation laws of this state.
- i. Enroll all drivers in the pull notice system as required by section 1808.1 of the Vehicle Code.

3. Main Event is authorized to begin the operations authorized herein immediately, but shall ensure that current evidence of insurance and other documents required by Ordering Paragraph 2 have been filed with the Commission, and that the CHP has approved the use of Main Event's vehicles for service.

4. Main Event shall not operate into or on airport property without authority from the airport's governing body.

5. The amendments to CPCN PSC-16020 granted herein shall expire unless exercised within 120 days after the effective date of this order.

6. Application (A.) 05-08-018 is granted as set forth above.

7. A.06-07-006 is granted as set forth above.

8. A.06-07-007 is denied.

9. A.05-08-018, A.06-07-006, and A.06-07-007 are closed.

This order is effective today.

Dated \_\_\_\_\_, at San Francisco, California.

SECTION II. SERVICE AREA.

- A. Points and places within the Cities of Monterey, Marina, and Morgan Hill, and the junction of State Highway 150 and U.S. Highway 101 in the unincorporated community of Prunedale, on one hand.
- B. San Jose International Airport (SJC), and San Francisco International Airport (SFO), on the other hand.

SECTION III. ROUTE DESCRIPTION.

Commencing from the City of Monterey, then over the most convenient streets, expressways, and highways to the City of Marina, the junction of State Highway 156 and U.S. Highway 101, and the City of Morgan Hill, and then to SJC and SFC.