

Decision No. 85502

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
 of Donna L. Goodner and W. Anthony)
 Sparks, dba TRUCKEE AIRPORT TRANSIT)
 SERVICE.)

For certificate of public convenience and necessity to operate a passenger stage service (express) between the Truckee-Tahoe Airport and Truckee (to include the Amtrak/Greyhound Depot), Squaw Valley, Alpine Meadows, Tahoe City, Tahoe, on the one hand; and on the other, Northstar, Kings Beach, California, Crystal Bay, Nevada and Incline Village, Nevada (ICC Exempt), to include service to intermediate areas as well as on-call service to Nevada County)

Application No. 56133
 (Filed December 19, 1975)

O P I N I O N

By this application, Donna L. Goodner and W. Anthony Sparks, doing business as Truckee Airport Transit Service, request a Certificate of Public Convenience and Necessity to operate as a passenger stage corporation, transporting passengers and their baggage between Truckee-Tahoe Airport and various locations in the Martis Creek Basin, the Truckee River Basin and "on-call" service to Prosser Lakeview Estates, Tahoe-Donner Subdivision and Donner Lake.

The applicants intend to utilize three FMC 28-passenger Transit Coaches and one Chevrolet Suburban Carry-all 15-passenger van, operating daily, originating and terminating at the Truckee-Tahoe Airport.

The applicants propose to charge passenger fares that vary between \$0.50 and \$2.50, depending on the points served as named in this application.

For "on-call" service, the applicants propose to charge \$0.50 per person between the Truckee-Tahoe Airport and Sierra Meadows, \$1.25 per person between the Truckee-Tahoe Airport and Tahoe-Donner/Donner Lake or Prosser Lakeview Estates.

For special limousine service, upon request of a passenger, the applicants will provide special on-call service to pick up passengers within two hours at any of the points named in this application for \$5.00 per passenger, in addition to the regular fares.

The applicants allege that a local rent-a-car service and three taxi services presently operate at the airport, and there are no other transportation facilities provided at the airport to insure the air passenger of reaching his final destination.

The application is supported by the Nevada County Transportation Commission, California-Tahoe Regional Planning Agency, Placer County Transportation Commission, Truckee-Tahoe Airport District, North Lake Tahoe Chamber of Commerce, Squaw Valley Ski Corporation and various North Tahoe community interests, as evidenced by letters attached to this application.

Copies of the application were served on interested parties. It was listed on the Commission's Daily Calendar of December 23, 1975. No protest has been received.

The Commission's Transportation Division staff has reviewed the application and recommends that the application be granted.

After consideration, the Commission finds that a Certificate of Public Convenience and Necessity to operate as a passenger stage corporation should be granted to the applicants to the extent set forth in the ensuing order. We further find with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

Applicants are placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate-fixing for any amount of money in excess of that originally paid to the State as the

consideration for the granting of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A Certificate of Public Convenience and Necessity is granted to Donna L. Goodner and W. Anthony Sparks, dba Truckee Airport Transit Service, authorizing them to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A of this decision.


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

- (a) Within thirty days after the effective date of this order, applicants shall file a written acceptance of the certificate granted. Applicants are placed on notice that if they accept the certificate they will be required, among other things, to comply with the safety rules and other regulations of the Commission's General Order 98 series, and the insurance requirements of the Commission's General Order 101 series.
- (b) Within one hundred twenty days after the effective date of this order, applicants 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 five days after the effective date of this order on not less than five days' notice to the Commission and to the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.

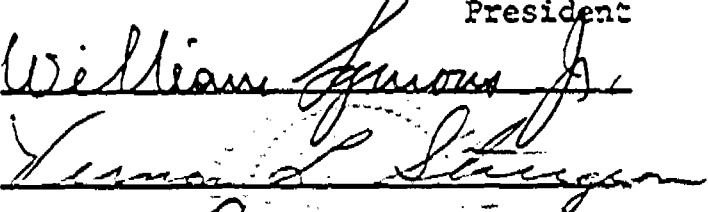
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders 79 series and 98 series.
- (e) Applicants shall maintain their accounting records on a calendar 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 their operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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


Dated at San Francisco, California, this 2nd day of MARCH, 1976.




President



Vernon L. Sturgeon



J. R. [unclear]



Commissioners

Appendix A

Donna L. Goodner and
W. Anthony Sparks
dba
TRUCKEE AIRPORT TRANSIT SERVICE

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CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

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

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 85502
dated MAR 2-1, 1976, of the Public Utilities
Commission of the State of California, in Application No. 56133.

Appendix A

Donna L. Goodner and
W. Anthony Sparks
dba
TRUCKEE AIRPORT TRANSIT SERVICE

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

Donna L. Goodner and W. Anthony Sparks, doing business as Truckee Airport Transit Service, by the Certificate of Public Convenience and Necessity granted by the decision noted in the margin are authorized as a passenger stage corporation to transport passengers and their baggage between the Truckee-Tahoe Airport and the bus and rail depots in Truckee, on the one hand, and Squaw Valley, Alpine Meadows, Tahoe City, Tahoma, North Star, Kings Beach, Brockway, Prosser Lakeview Estates, Tahoe Donner Subdivision, Donner Lake, and certain intermediate points, on the other hand; over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said 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 in either direction unless otherwise indicated.
- (c) The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized "on-call" service will be rendered.

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SECTION 2. ROUTE DESCRIPTIONS

Route 1 - Truckee-Tahoe Airport - Tahoe City, California

Commencing at the Truckee-Tahoe Airport, over and along State Highway 267 northly to Truckee, thence over and along the most convenient and appropriate roads and streets to State Highway 89, south to Squaw Valley Road, to Squaw Valley, thence return to State Highway 89, south to Alpine Meadows Road, to Alpine Meadows, thence return to State Highway 89, south to Granlibakken Road to Granlibakken Olympic Hill, thence return to State Highway 89, north to Tahoe City, returning over the same route.

Route 2 - Truckee-Tahoe Airport - Brockway, California

Commencing at Truckee-Tahoe Airport, over and along State Highway 267 south to Kings Beach, thence via State Highway 28 east to Brockway, returning over the same route.

Route 3 - Truckee-Tahoe Airport - Tahoma, California

Commencing at Truckee-Tahoe Airport, over and along State Highway 267 south to Kings Beach, along Highway 28 west to Tahoe City, along Highway 89 south to Tahoma, returning over the same route.

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TRUCKEE AIRPORT TRANSIT SERVICE

Route 4 - Truckee-Tahoe Airport - Tahoe-Donner Subdivision

Commencing at Truckee-Tahoe Airport, over and along the most convenient and appropriate streets, roads and highways to Sierra Meadows, Prosser Lakeview Estates, Donner Lake, and Tahoe-Donner Subdivision, returning over the same route. This route is operated only on an "on-call" service basis.