

T/ctb

Decision SZ 08 045 AUG 4 - 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of  
HIGH SIERRA EXPRESS, a California  
corporation dba VILLAGE SHUTTLE  
SERVICE for a certificate of public  
convenience and necessity to operate  
a dial-a-ride transportation service  
for passengers, property, and packages  
in Mono County, and more particularly  
in and around the unincorporated area  
of Mammoth Lakes within the said  
County of State of California.

Application 61154  
(Filed December 28, 1981)

O P I N I O N

By this application, High Sierra Express, Inc. (applicant), a California corporation doing business as Village Shuttle Service, seeks authority as a passenger stage corporation to provide passenger stage service in and around the unincorporated community of Mammoth Lakes, Mono County. Dial-a-ride-type passenger stage service would be provided within the Mammoth Lakes Village area, and on-call route service would be provided between the village and the following points: Mammoth Lakes Main Lodge, Mammoth-June Lakes Airport, Hilton Creek, Mono County Sheriff's Substation, and Tamarack Lodge. Service would also be provided between the airport and the main lodge. Passenger fares would be \$1.50 within the Village and increase to a maximum of \$6.00 for transportation to the furthest point (Hilton Creek). Minimum charges would be one paid fare for intra-village service and three paid fares for transportation to the other points served. Discount tariff fares would be available for up to six passengers sharing common pickup and destination points.

Applicant proposes to offer service each day from 6 a.m. to 2 a.m. initially, using 1981 Volkswagen vans for the operation.

Notice of filing of the application appeared on the Commission's Daily Calendar and copies of the application were served upon interested parties, including Greyhound Lines, Inc., Quicksilver Stage Lines, and the Mammoth Mountain Ski Area. No protests were received.

Applicant alleges that the Mammoth Lakes region has undergone vigorous growth in recent years which has caused serious transportation problems in the area. Applicant states its proposed passenger stage service is intended to augment the existing transportation in the area and that it will ease the impact of extremely high automobile use by providing a clean, fairly priced, professional and personal alternative to the private automobile.

Applicant further alleges that it has the financial ability to render this service. Its financial statement attached to the application lists assets of \$18,451. The Transportation Division recommends that, in the absence of protests, the application be granted by ex parte order, with the one reservation that applicant's proposed system of extra charges for excess waiting time at a passenger's point of embarkation, not be approved. The staff correctly points out that lengthy delays, of up to an hour, of a passenger stage service would unreasonably inconvenience other passengers and prospective passengers waiting for service at later points in its travels; also, unnecessary disputes could arise over the correct amount of excess charges to be levied according to the complicated system proposed by applicant. Applicant should instead adopt a tariff rule specifying that passengers shall be ready to board when the bus arrives, and that service shall not be unreasonably delayed by persons who are not ready to board in a timely manner. Persons requiring transportation service designed to accommodate protracted waiting time should avoid inconveniencing other passengers by retaining a charter-party carrier

or local taxicab, both of which are designed to serve needs of passengers or parties on an exclusive occupancy basis. Because of the present need for this service, the order below should be effective today.

Findings of Fact

1. High Sierra Express, Inc., a California corporation, seeks authority as a passenger stage corporation service in and around the unincorporated community of Mammoth Lakes, Mono County.

2. Public convenience and necessity require the proposed passenger stage service.

3. Applicant has the equipment and financial resources to initiate the proposed service.

4. The proposed fares, except for the proposed extra charges for waiting time, are reasonable.

5. 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

Public convenience and necessity have been demonstrated and the application should be granted. A public hearing is not necessary.

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 High Sierra Express, Inc., a California corporation, authorizing it to operate as a passenger stage corporation, as defined in Public Utilities Code Section 226, between the points and over the routes set forth in Appendix PSC-1237, to transport passengers, baggage, and express.

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.

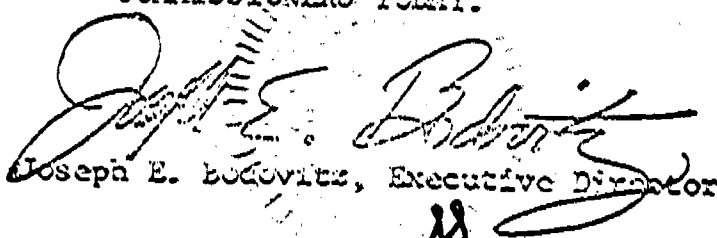
This order is effective today.

Dated     AUG 4 1982    , at San Francisco, California.

JOHN E. BRYSON  
President  
LEONARD M. GRIMES, JR.  
VICTOR CALVO  
PRISCILLA C. GREFW  
COMMISSIONERS

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

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY.

  
Joseph E. Bodovitz, Executive Director

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Appendix PSC-1237

HIGH SIERRA EXPRESS, INC. Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1237

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 82 08 045, dated AUG 4 - 1982,  
of the Public Utilities Commission of the State of California,  
in Application 61154.

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Appendix PSC-1237

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

High Sierra Express, a California corporation doing business as Village Shuttle Service, by the decision noted in the margin, is authorized to transport passengers, baggage, and express over and along the routes 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. All vehicles to be used will be clearly marked and identified and shall have no meters, roof dome, top light, or other devices peculiar to taxicabs.
- b. Service shall be provided in response to advance telephone reservations, although the carrier shall also transport persons who request transportation in person while the vehicles are operating en route. Priority shall be given to advance telephone reservations, however, in the event that not all passengers can be seated in a given vehicle. Conditions attendant to the reservations process, including the number of minutes of advance time required to assure transportation in response to a reservation, shall be set forth in the carrier's tariffs and timetables to be filed with this Commission.
- c. The hours of service shall not be less than from 6:00 a.m. to 2:00 a.m. the following morning, seven days a week excepting such holidays as specified in the carrier's timetables. Hours of service shall be set forth in the carrier's timetables to be filed with this Commission.

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

- d. Routing shall be by the shortest reasonable route, designed to carry the passengers to their points of destination in an expeditious manner, taking into consideration the destinations of all the passengers in the vehicle. Service shall be provided with reasonable dispatch and shall not be delayed beyond a reasonable period for passengers who are not ready to board upon arrival of their bus. The carrier shall include in its tariff rule(s) provision that passengers shall be ready to board within a specified reasonable time of arrival of their bus, and that the service shall not be unreasonably delayed for other passengers or potential passengers due to excessive waiting times.
- e. Transportation shall only be rendered in vehicles of 15 or less passenger capacity, including the driver.

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SECTION 2. ROUTE DESCRIPTIONS.

Route 1. Mammoth Lakes Village

Between any point within the Mammoth Lakes Village Service Territory, and any other point within that territory (Dial-A-Ride passenger stage service).

The Mammoth Lakes Village Service Territory is defined as all safe and convenient service points within a two-mile radius of the intersection of Lake Mary Road and State Highway 203 in the community of Mammoth Lakes.

Route 2. Mammoth Lakes Village/Mammoth-June Lakes Airport

Between any point(s) within the Mammoth Lakes Village Service Territory as defined in Route 1, above, on the one hand, and the Mammoth-June Lakes Airport, on the other hand.

Route 3. Mammoth Lakes Village/Hilton Creek

Between any point(s) within the Mammoth Lakes Village Service Territory as defined in Route 1, above, on the one hand, and Hilton Creek (approximately 4 miles southeast of the intersection of Crowley Lake Drive with State Highway 395), on the other hand.

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SECTION 2. ROUTE DESCRIPTIONS. (Continued)

Route 4. Mammoth Lakes Village/Mono County Sheriff's Substation

Between any points within the Mammoth Lakes Village Service Territory as defined in Route 1, above, on the one hand, and the sheriff's substation (approximately 2 miles east of intersection of State Highways 203 and 395), on the other hand.

Route 5. Mammoth Lakes Village/Tamarack Lodge

Between any points within the Mammoth Lakes Village Service Territory as defined in Route 1, above, on the one hand, and Tamarack Lodge (approximately 2 miles south of the village off of Lake Mary Road), on the other hand.

Route 6. Mammoth-June Lakes Airport/Mammoth Mountain Lodge

Between the Mammoth-June Lakes Airport, on the one hand, and the Mammoth Mountain Lodge, on the other hand.

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