

Decision 83 04 071 APR 20 1983**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of Eugene D. Stich dba Challenger
Coach Leasing, an individual, for
the authority to increase fares
for the transportation of passengers
on regular scheduled home - to - work
route between points in Ventura County
and Downtown Los Angeles Financial
Center in Los Angeles County, to off-
set past increases in Fuel and other
operating expenses.

Application 83-03-13
(Filed March 7, 1983)

O P I N I O N

Eugene D. Stich (applicant), doing business as Challenger Coach Leasing, is a passenger stage corporation (PSC-1068) operating home-to-work service between Thousand Oaks and downtown Los Angeles.

Applicant seeks authority to increase his monthly passenger fares from \$71.00 to \$85.00 per person.

Applicant's present fares were established by Decision (D.) 90275 dated May 8, 1979, in Application 58388.

Applicant alleges that the requested fare increase is necessary to offset increases in operating costs. As shown in the application, operations for the year ending December 31, 1982 were conducted at a loss of \$7,700.

The Transportation Division staff has reviewed the application. The following table sets forth the estimated results of operations under present and proposed fares for a test year ending March 31, 1984.

TABLE 1

	<u>Test Year 1984</u>	
	<u>Present Fares</u>	<u>Proposed Fares</u>
Revenues	\$32,370	\$38,760
Expenses	37,350	37,350
Operating Income (Loss) Before Income Taxes	(4,980)	1,410
Operating Ratio Before Income Taxes	115.4%	96.4%

(Red Figure)

As indicated by Table 1, applicant's operating income in the test year under his present fares will be a loss of \$4,980 with an operating ratio of 115.4%. The proposed fares will result in an annual gross revenue increase of \$6,390, a profit of \$1,410 with an operating ratio of 96.4%.

By this application, applicant also requests that the one trip per day restriction be deleted from his certificate. In support of this request to modify the certificate, applicant states that the restriction is prejudicial to him since other carriers have received authority to provide home-to-work passenger service between similar points and no such restriction was placed on the carriers. Further, applicant alleges that the removal of the restriction would be in the public interest and afford him the opportunity to provide additional service as passenger demands warrant.

Notice of the filing of this application appeared on the Commission's Daily Calendar on March 9, 1983. No protest or request for public hearing has been received.

Findings of Fact

1. Applicant seeks authority to increase his passenger fares to offset increased operating expenses.

2. As shown in Table 1, applicant's operations in the test year will be conducted at a loss of \$4,980 under present fares.

3. The requested fare increase will result in additional annual gross revenues of \$6,390 with an operating ratio of 96.4% before taxes.

4. The requested fare increase is necessary to offset increased operating expenses and to ensure applicant's continued operations.

5. The requested fare increase is justified.

6. Applicant requests that the one round trip per day restriction in his certificate be deleted.

7. No protests have been received, and a public hearing is not necessary.

8. Since the fare increase is necessary to ensure applicant's continued operations, the effective date of this order should be the date of signature.

Conclusions of Law

1. The increased fares are reasonable and justified.

2. The requested deletion of the one round trip per day restriction in the certificate should be granted.

O R D E R

IT IS ORDERED that:

1. Eugene D. Stich is authorized to establish the increased fares proposed in Application 83-03-13. Tariffs shall be filed not earlier than the effective date of this order. They may go into effect 5 days or more after the effective date of this order on not less than 5 days' notice to the Commission and to the public.

2. The authority shall expire unless exercised within 90 days after the effective date of this order.

3. In addition to posting and filing tariffs, applicant shall post a printed explanation of his fares in his buses and terminals. The notice shall be posted at least five days before the effective date of the fare changes and shall remain posted for at least 30 days.

4. The certificate of public convenience and necessity (PSC-1068) granted to Eugene D. Stich is amended by deleting the restriction of one round trip per day as set forth in the attached First Revised Page 1 in revision of Original Page 1 to Appendix A of D.90275.

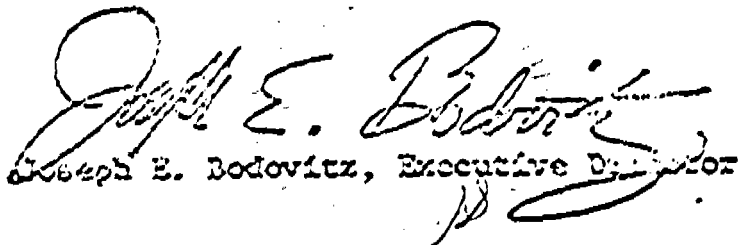
This order is effective today.

Dated APR 20 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President
VICTOR CALVO
DONALD VIAL
Commissioners

Commissioner Priscilla C. Grew, 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

Appendix A
(D-90275)

EUGENE D. STICH
doing business as
(PSC-1068)

First Revised Page 1
Cancels
Original Page 1

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

Eugene D. Stich, an individual doing business as Challenger Coach Leasing, by the certificate of public convenience and necessity granted by the decision noted in the margin is authorized to transport passengers * between points in the City of Thousand Oaks in Ventura County and downtown Los Angeles, over the most convenient and direct routes. This certificate is subject to authority by this Commission to change or modify said routes at any time and subject to the following conditions:

- (a) Passengers shall be loaded and unloaded only at points specified in Section 2.
- (b) Availability of seating will depend upon advance purchase of weekly tickets by passengers.

Issued by California Public Utilities Commission.

*Amended by Decision 83 04 071, Application 83-03-13.