

ORIGINAL

Decision No. 88478 FEB 7 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Donna L. Goodner and Richard T. Langan, dba TRUCKEE STAGE COMPANY, 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, Tahoma, on the one hand; and on the other, Northstar, Kings Beach and Brockway, California, to include service to intermediate areas as well as on-call service to Nevada County, California.

Application No. 57627- (Filed October 14, 1977)

OPINION

Applicants seek a certificate to operate as a passenger stage corporation serving the Truckee-Tahoe Airport (airport), the Amtrak and Greyhound Passenger Train and Bus Depot (depot) in Truckee, and various communities and locations in the North Lake Tahoe and Donner Lake areas of Nevada and Placer Counties. Scheduled service would be provided along three routes radiating from the airport to Tahoe City, Tahoma, and the California-Nevada state line and serving various intermediate points. Time schedules for this service would be coordinated with the schedules of commercial air lines and charter flights serving the airport and the schedules of trains and buses serving the depot. On-call service would also be provided between the airport and points on the three routes and also between the airport and places in the Donner Lake and other nearby areas. The proposed service would be

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provided throughout the year. The fares for the scheduled service would range from \$1.00 to \$3.50 per person depending on the distance involved, and additional charges would be assessed for on-call and special limousine service.

The application states that Truckee and the airport are the gateway to the North Lake Tahoe region; that this region is growing rapidly and has many hotel, ski, and other resort facilities; that while there is frequent air, train, and bus service to and from the area, there is no local public ground transportation available at the airport and depot other than taxi and car rentals; that service will initially be provided with a 1977 15-passenger Dodge B-300 Maxi-Wagon; that applicants have the financial ability to provide the proposed service; that the proposed service would reduce private automobile traffic in the area and thereby result in energy conservation and have a beneficial effect on the environment; and that public convenience and necessity require the proposed service.

The application was listed on the Commission's Daily Calendar. Applicants furnished interested parties with a copy of the application. There were no protests.

We are of the opinion that the application should be granted. It is noted that the application refers to the growth of hotels and casinos located on the Nevada side of the northern part of Lake Tahoe. Applicants are placed on notice that the authority granted herein authorizes service between points in California only.

Findings

1. Applicants have the ability to provide the proposed service.
2. Public convenience and necessity require that applicants be authorized to provide the proposed service.
3. It can be seen with certainty that there is no possibility the activity in question may have a significant effect on the environment.

Conclusion

The Commission concludes that the application should be granted as set forth in the ensuing order.

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 grant 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 Richard T. Langan, doing business as Truckee Stage Company, 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 administered by the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 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 ten days after the effective date of this order on not less than ten days' notice to the Commission and 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 Nos. 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 thirty days after the date hereof.

Dated at San Francisco, California, this 7th day of FEBRUARY, 1978.

Robert Bateman  
President

William Symon, Jr.

Vernon L. Stinger

Robert W. Howell

Clare J. Smith  
Commissioners

VVB/km

Appendix A

Donna L. Goodner and  
Richard T. Langan  
d.b.a.  
TRUCKEE STAGE COMPANY

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CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION

PSC-1032

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

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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 No. 88478  
dated FEB 7 1978, of the Public Utilities Commission  
of the State of California, in Application No. 57627.

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

Donna L. Goodner and Richard T. Langan, doing business as Truckee Stage Company, 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, Tahoe, 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.

Issued by California Public Utilities Commission.

Decision No. 88478, Application No. 57627.

SECTION 2. ROUTE DESCRIPTIONS.

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

Commencing at the Truckee-Tahoe Airport, over and along State Highway 267 northerly 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 - California/Nevada State Line

Commencing at Truckee-Tahoe Airport, over and along State Highway 267 south to Kings Beach, thence via State Highway 28 east to California/Nevada State Line, 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.

Appendix A

Donna L. Goodner and  
Richard T. Langan  
d.b.a.  
TRUCKEE STAGE COMPANY

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SECTION 2. ROUTE DESCRIPTIONS. (Contd.)

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

Commencing at Truckee-Tahoe Airport, or AMTRAK-Greyhound Depot, 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.

Issued by California Public Utilities Commission.

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