

ORIGINALDecision No. 71469

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into the rates, rules, regulations,)
 charges, allowances and practices)
 of all common carriers, highway)
 carriers and city carriers re-)
 lating to the transportation of)
 sand, rock, gravel and related)
 items (commodities for which rates)
 are provided in Minimum Rate)
 Tariff No. 7)-

Case No. 5437
 Petition No. 130
 (Filed 4/29/66; Amended 6/21/66)

Petition No. 131
 (Filed 4/29/66; Amended 6/21/66)

Petition No. 134
 (Filed 6/21/66)

Fred Imhoff, for Southern California Rock Products Association, petitioner in Petition No. 134;
P. W. Gillibrand, for P. W. Gillibrand Company and C.Z.S. Corporation, petitioners in Petitions Nos. 130 and 131; James E. McFaul, for Simi Valley Rock Products, Inc., and for P. W. Gillibrand Company and C.Z.S. Corporation, petitioners.
E. O. Blackman, for California Dump Truck Owners Association; Richard W. Smith, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association; Harry C. Phelan, Jr., for California Asphalt Pavement Association; G. Ralph Grazo, for Associated Independent Owner-Operators, Inc.; and Ron Pease, for Southern Pacific Milling Company; interested parties.
Fred P. Hughes and Norman B. Haley, for the Commission staff.

O P I N I O N

Minimum Rate Tariff No. 17 contains production-area-to-delivery zone rates for the dump truck transportation of rock, sand and gravel and other commodities between points in Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara and Ventura Counties. Zone rates for rock, sand and gravel within said counties were established pursuant to Decision No. 68543, dated February 3, 1963 (64 Cal. P.U.C. 30). Said decision states that zone rates are rates which are designed to give precise effect to time and distance

costs applicable to any particular haul. Such rates were developed by applying time and distance costs to the round-trip running time and one-way mileage traverses of record from each production area to the delivery zones included in the tariff.

Ordering paragraph 6 of Decision No. 68543 reads as follows:

- "6. In seeking the establishment of further production areas and delivery points, together with rates from and to said areas and points, respectively, petitioners shall be relieved of the requirement that they set forth in their petitions the precise rates which they seek to have established. This waiver does not relieve petitioners from furnishing, in support of their petitions, such time and distance data and territorial descriptions as necessary to the integration of the additional production areas and delivery points which are involved into the rate structure established by this order or amendments thereto."

The existing MRT 17 basic data (Decision No. 68543) are in two general parts. The principal part is in computer programs covering the main zoned areas of Los Angeles, Orange, Riverside, and San Bernardino counties ("Core Area"). Least time and distance data between points in these areas were arrived at through use of computers. The other part of the existing data covers transportation from Ventura County production areas to delivery zones in Ventura and Santa Barbara counties. The least time and distance data between points in these areas were worked out by hand by carrier and shipper representatives.

The petitions herein seek the establishment of zone rates on rock and sand from three new production areas located in the southeastern portion of Ventura County to all delivery zones in Ventura County and to certain adjacent delivery zones located in the northern portion of Los Angeles County.

Public hearing in these matters was held on a common record before Examiner Mallory at Los Angeles on July 13 and 14, 1966. The matters were submitted on July 14, 1966, subject to the filing of a late-filed exhibit by July 23, 1966, and statements of position by August 15, 1966. Said late-filed exhibit and statements of position have been received.

The establishment of the proposed zone rates was opposed by California Trucking Association (CTA) and California Dump Truck Owners Association (CDTOA).

In support of the petitions, evidence was presented by an employee of Pacific Western Industries, Inc., which company holds a major interest in Simi Valley Rock Products Company. This witness testified that he had participated in the development of the times and mileages for Ventura County presented in the proceeding leading to Decision No. 68543.^{1/} He also stated that he was familiar with the manner in which times and mileages were developed by the Commission staff for Los Angeles County zone rates. This witness presented studies showing:

(1) tie-in times and mileage traverses to connect the proposed production areas with the existing time and mileage traverse network in Ventura County;^{2/}

(2) modifications of certain portions of the existing network in Ventura County:

^{1/} Said time and mileage traverses (embracing also Santa Barbara County) were jointly prepared and presented by CDTOA, Southern California Rock Products Association and California Asphalt Pavement Association.

^{2/} Hereinafter sometimes referred to as the "network" or "existing network."

- (a) to supplement the record with data missing from previous exhibits of record in the proceeding leading to Decision No. 68543;
 - (b) to split certain segments of the existing network in order to provide reasonable entry into certain Ventura County delivery zones;
- (3) times and mileage traverses via Santa Susana Pass Road and Malibu Canyon Road to connect the existing network in Ventura County with that in Los Angeles County;^{3/}
- (4) modification of certain segments of the existing network in Los Angeles County to provide entry into certain Los Angeles County delivery zones from a westerly direction;^{4/}
- (5) a complete run-out of times and mileages from the proposed new production areas to the delivery zones for which rates are sought in the petition.

A Commission staff witness presented exhibits showing the rates which would result from applying current cost data to the time and mileage traverses developed by petitioners' witness.

Petitioners allege that the data presented (in addition to the tie-in times and mileages necessary to integrate a new production area into the current zone rate system) are required because of the deficiencies and limitations of the data already of record. Petitioner's witness testified, for example, that without the data furnished with respect to item 3 (above) it would not be possible to establish zone rates from Ventura County production areas to Los Angeles County delivery zones because there is no existing network connecting such counties. He stated that the data in item 4 (above) is necessary in order to construct reasonable times and mileages to Los Angeles County delivery zones.

^{3/} There are no present zone rates from Ventura County production areas to Los Angeles County delivery zones; nor from Los Angeles County production areas to Ventura County delivery zones.

^{4/} As existing zone rates to said delivery zones are from production areas in Los Angeles County, entry into said zones is from an easterly direction.

CTA is opposed to the relief sought. Such opposition goes not to the type of relief sought, but goes rather to the methods used to develop the information necessary to the granting of such relief by the Commission and to the extent of the new or additional information which a petitioner in such a proceeding is permitted to offer. It is CTA's position that a petitioner for a new production area should not be permitted to make changes in the basic data upon which the existing rate structure is predicated and that if such changes are necessary, the Commission staff should develop them in conformity with the manner in which the existing basic data were developed.

CTA does not object to the granting of that portion of the relief sought by petitioners which is limited to the Ventura County area (with the exception of additional nodes and check points within the existing Ventura County network). CTA does, however, object to that portion of the relief sought by petitioners which would involve adoption of the information supplied by the petitioners relating to new connecting time and distance traverses between Ventura County and Los Angeles County. It is CTA's position that such new segments in the existing network of time and distance traverses must be established by the Commission staff and that such data should be computerized before consideration is given to establishing rates between the Ventura-Santa Barbara area and the Core Area. CTA asserts that allowing the petitioners to change the existing network of time and distance traverses for the purpose of constructing thereover only rates from their proposed production areas would be discriminatory and that allowing them to change the network for the purpose of constructing thereover all rates from all production areas would be a violation of due process because of lack of notice to all parties affected by such change.

CDTOA is opposed to the granting of these petitions at the present time, for the following reasons:

1. By Petition No. 113, CDTOA seeks increases in the zone rates formula applicable to all MRT 17 rates including those which would result from Pets. Nos. 130, 131 and 134. Until such increases are granted, CDTOA believes the subject zone rates are inadequate and non-compensatory.

2. No rates have heretofore been established to Los Angeles County zones from Ventura County production areas. In order to establish these intercounty zone rates, and certain of the Ventura intra-County zone rates, petitioners propose that new traverse segments be added to the basic data for computing traverses in the rates sought herein without any determination as to whether or not rates from other production areas are affected by these new segments. CDTOA believes this objection could be overcome by computerizing Ventura-Santa Barbara traverse data, and that such computerization should be accomplished before the subject petitions are granted.

It is the position of the Commission staff that the procedures and techniques utilized in integrating the new data with the existing data were appropriate, and in conformity with the intent of the Commission as specifically set forth in the sixth ordering paragraph of Decision 68543, and that the Commission did not limit petitioners for new production areas to furnishing only those data necessary to tie into the present system of traverse routes. The staff argues that the Commission clearly expects petitioners to furnish such data as are necessary for the integration of new production areas into the system, that no precise method has been specified, and that none of the proposed changes or additions to the present data would affect current rates from existing production areas.

The Commission staff is opposed to delaying decision in these petitions for the purposes advanced by CDTOA and CIA, or for any other reason. Its position is that determination by computer of least time and distance traverse data from existing Ventura County production areas, while planned, is not a prerequisite to the establishment of zone rates from new production areas, would involve rate changes beyond the scope of the instant proceeding, and would unduly delay action by the Commission in the instant matters.

Concerning the issue of discrimination, the staff argues that the question of how rates are developed is not controlling and that it is necessary only that the end result not produce rates which are unduly discriminatory and therefore unreasonable. It contends that mere differences in rates do not provide a basis for unreasonable discrimination with respect to competing shippers located in different production areas, and that the carrier associations have advanced no evidence nor reasons to show that any differences in rates resulting from petitioners' proposals would be undue or would adversely affect traffic from existing production areas to specific delivery zones.

Discussion, Findings and Conclusions

The principal objection of CDTOA to the relief sought herein relates to timing. It urges that the establishment of rates from the three new production areas should await certain modifications of the basic traverse data and/or rates under consideration in separate proceedings. At the hearing, CDTOA also urged that the basic traverse data for Ventura and Santa Barbara Counties be standardized with the traverse data for the so-called "Core Area" and should be computerized before the petitions herein are acted upon.

There are several matters pending before this Commission involving MRT 17 which directly or indirectly bear upon the matters before us in these petitions.^{5/} Also, the record shows that additional field work by the Commission staff, and probably a further hearing, will be required in order to standardize and computerize the time-and-mileage traverses for Ventura and Santa Barbara Counties. To await completion of these several proceedings before the Commission acts upon the instant petitions would effectively deny petitioners the relief they seek for an indefinite period of time. Such denial is not warranted.

Petitioners are entitled to a decision on their petitions within a reasonable time. All minimum rates are, in a sense, interim rates because such rates may be revised and adjusted upon petition of any interested party or upon the Commission's own motion. Changes adopted in separate proceedings which would have an effect on the levels of any rates established in this proceeding can be considered in a future proceeding relating to that specific purpose.

CTA objects to the development of zone rates from the three new production areas based on the data presented by petitioners, to the extent that such data have the effect of changing the existing traverse data upon which current MRT 17 rock and sand zone rates are based. Its position, in essence, is that petitioners should have furnished only those tie-in traverses necessary to connect the new production areas with the existing network of times and mileages.^{6/} CTA contends that to allow the petitioners to

^{5/} For example, Petition No. 118, filed by CDTIOA, seeking increases in zone rates from Ventura and Santa Barbara County production areas; Petition No. 119, filed by Southern California Rock Products Association (SCRPA), to incorporate new freeway segments in the time-and-mileage traverses; and Petition No. 137, filed by CTA, seeking a general increase in the rock and sand rates in MRT 17.

^{6/} CTA has no objection to consideration herein of the data furnished by petitioners covering omissions of times or mileages in said basic traverses within Ventura County.

provide more is: (1) enlarging the scope of the proceeding from a petition for a new production area to a petition for modification of the basic data underlying MRT 17, and (2) inviting owners or operators of present or prospective production areas to petition for similar changes in the traverse network which are of peculiar advantage to themselves. CTA contends that the integrity of the traverse network must be protected and the network must not be changed without following the proper procedures as to method and public hearing. CTA argues that it is inconsistent with the concept of just, reasonable, and nondiscriminatory minimum rates to allow rates for the same commodities moving in the same marketing area to be constructed on different bases.

The record shows that existing production areas in Ventura County are located several miles northwest of the proposed new production areas; that producers located in existing production areas do not regularly market in Los Angeles County; and that producers located in the proposed new production areas regularly market in Los Angeles County. The record also shows that there are no reasonable routes in the existing traverse network between the proposed new production areas and delivery zones in northern Los Angeles County, and that the data furnished by petitioners for this purpose provide reasonable routes and were accurately developed. Without supplementing current network traverses with such additional data, reasonable minimum zone rates from the proposed new production areas to Los Angeles County delivery zones cannot be established.

Similarly, the record shows that the existing system of traverses in northern Los Angeles County provides entry into delivery zones only from the opposite direction from that which is used by

vehicles making deliveries from the proposed new production areas, because existing traverse data were developed in consideration of movements from Los Angeles County production areas and were not developed in consideration of movements from Ventura County production areas. The record also shows that accurate and consistent methods were followed by petitioners' witness in the development of traverse data permitting access to Los Angeles County delivery zones from the proposed new production areas. The computation of rates from said production areas based on the circuitous routes resulting from the use of existing traverse data, merely because movements from Ventura County production areas to Los Angeles County delivery zones were not contemplated by the staff or the parties when such existing traverses were developed, is not proper and such rates could not be considered as reasonable minimum rates.

The remaining changes proposed by petitioners would split into smaller segments existing traverse data in Ventura County. Again, the purpose of such changes is to provide access to delivery zones from production areas via routes not under consideration when the existing network of traverses was adopted. Such changes are minor and do not appear to affect computation of zone rates from existing production areas in Ventura County.

The Commission finds that:

1. Changes proposed by petitioners in the existing traverse data are necessary to provide reasonable and nondiscriminatory traverses for the construction of zone rates on rock and sand from the proposed new production areas;
2. The adoption of the changes in the traverse data proposed herein would have little or no effect on the traverses used as a basis for computation of rates from existing production areas; and

3. The establishment of minimum production-area-to-delivery-zone rates in MRT 17, as set forth in Commission staff exhibits, based on the traverse data presented by petitioners, will result in just and reasonable minimum rates, and no undue or unreasonable discrimination will result from the establishment of minimum rates based on such traverse data.

We conclude that Petitions Nos. 130, 131 and 134 should be granted and that Minimum Rate Tariff No. 17 should be amended as provided in the order which follows.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 17 (Appendix B to Decision No. 69469, as amended) is further amended by incorporating therein, to become effective December 3, 1966, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are made a part hereof.

2. In all other respects said Decision No. 69469, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 25th
day of OCTOBER, 1966.

Ernest Mitchell
President

George G. Grover

Frederic B. Hildreth

August

William G. Bennett
Commissioners

APPENDIX A TO DECISION NO. 71469

List of Revised Pages to Minimum Rate Tariff 17 and
Directory 1 Authorized by Said Decision

Minimum Rate Tariff 17:

Fifth Revised Page 1-2

Original Page 10-N

Original Page 10-N-1

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Directory 1:

First Revised Page 281

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(END OF APPENDIX A LIST)

SECTION 1 - RULES AND REGULATIONS (CONTINUED)

TARIFF PAGES CHECK SHEET

ORIGINAL AND REVISED PAGES AS NAMED BELOW CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF IN EFFECT ON THE DATES SHOWN THEREON.

PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER
TITLE	ORIGINAL	3	ORIGINAL	4-M-3	1ST	7-D-1	1ST
1	ORIGINAL	4	ORIGINAL	5	ORIGINAL	7-E	1ST
1-1	ORIGINAL	4-A	1ST	5-A	1ST	7-E-1	1ST
1-2	5TE	4-A-1	1ST	5-A-1	1ST	7-H	1ST
1-3	1ST	4-A-2	1ST	5-A-2	1ST	7-H-1	1ST
1-4	ORIGINAL	4-B	1ST	5-B	1ST	7-H-2	1ST
1-5	1ST	4-B-1	1ST	5-B-1	1ST	7-I	1ST
1-6	1ST	4-B-2	1ST	5-B-2	1ST	7-I-1	1ST
1-7	1ST	4-CC	1ST	5-D	1ST	7-L	1ST
1-8	ORIGINAL	4-CC-1	1ST	5-D-1	1ST	7-L-1	1ST
1-9	ORIGINAL	4-E	1ST	5-D-2	1ST	7-L-2	1ST
1-10	ORIGINAL	4-E-1	1ST	5-D-3	1ST	7-M	1ST
1-11	ORIGINAL	4-E-2	1ST	5-F	1ST	7-M-1	1ST
1-12	ORIGINAL	4-F	1ST	5-G	2ND	7-M-2	1ST
1-13	ORIGINAL	4-F-1	1ST	5-G-1	ORIGINAL	8	ORIGINAL
1-14	ORIGINAL	4-F-2	1ST	5-G-2	ORIGINAL	9	ORIGINAL
1-15	1ST	4-F-3	1ST	5-G-3	ORIGINAL	10	ORIGINAL
1-16	ORIGINAL	4-G	1ST	5-G-4	ORIGINAL	10-B	1ST
1-17	ORIGINAL	4-G-1	1ST	5-L	1ST	10-C	1ST
1-18	ORIGINAL	4-G-2	1ST	5-L-1	1ST	10-E	1ST
1-19	ORIGINAL	4-G-3	1ST	5-M	1ST	10-G	1ST
1-20	ORIGINAL	4-HH	1ST	5-M-1	1ST	10-I	1ST
1-21	ORIGINAL	4-HH-1	1ST	5-O	1ST	10-J	1ST
2	ORIGINAL	4-I	1ST	5-P	1ST	10-K	1ST
2-1	ORIGINAL	4-II	1ST	5-P-1	1ST	10-L	1ST
2-2	ORIGINAL	4-II-1	1ST	6	ORIGINAL	10-M	1ST
2-3	ORIGINAL	4-JA	1ST	6-F	1ST	10-N	*ORIGINAL
2-4	ORIGINAL	4-JJ	1ST	6-G	1ST	10-N-1	*ORIGINAL
2-5	ORIGINAL	4-JJ-1	1ST	6-G-1	1ST	10-O	*ORIGINAL
2-6	ORIGINAL	4-L	1ST	7	ORIGINAL	10-O-1	*ORIGINAL
2-7	ORIGINAL	4-L-1	1ST	7-A	1ST	10-P	*ORIGINAL
2-8	ORIGINAL	4-L-2	1ST	7-A-1	1ST	10-P-1	*ORIGINAL
2-9	ORIGINAL	4-M	1ST	7-B	1ST	11	ORIGINAL
2-10	ORIGINAL	4-M-1	1ST	7-B-1	1ST	11-1	ORIGINAL
2-11	ORIGINAL	4-M-2	1ST	7-D	1ST	11-2	ORIGINAL

) CHANGE
 * ADDITION) DECISION NO. **71469**

EFFECTIVE DECEMBER 3, 1966

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 CORRECTION 99

*SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-N
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
19009	103	19088	121	19197	195	56041	153	56076	64
19010	99	19089	130	19198	184	56042	144	56077	65
19011	75	19115	105	19199	183	56043	138	56081	85
19012	74	19116	134	19200	192	56044	132	56082	106
19013	81	19139	144	19201	192	56045	135	56083	114
19014	83	19153	178	19202	194	56046	146	56084	125
19015	90	19154	165	19203	206	56047	153	56085	140
19016	97	19155	157	19212	210	56048	162	56086	143
19043	101	19156	167	19213	199	56049	169	56087	143
19044	92	19157	171	19214	197	56050	179	56088	131
19045	86	19158	187	56001	227	56051	192	56089	120
19046	80	19159	161	56002	218	56052	182	56090	104
19047	78	19160	149	56003	212	56053	174	56091	94
19048	90	19161	148	56004	201	56054	165	56092	86
19049	93	19162	158	56005	207	56055	159	56093	81
19050	85	19163	169	56006	210	56056	155	56094	74
19051	87	19164	178	56007	215	56057	150	56096	92
19052	95	19165	168	56008	217	56058	143	56097	85
19053	101	19166	175	56009	206	56059	120	56098	101
19054	109	19167	163	56010	188	56060	117	56099	102
19073	118	19168	168	56011	177	56061	108	56100	99
19074	110	19169	176	56012	163	56062	101	56101	114
19075	101	19170	186	56013	134	56063	102	56102	116
19076	96	19171	197	56014	128	56064	118	56103	126
19077	94	19180	196	56015	121	56065	99	56104	137
19078	100	19181	190	56016	128	56066	90	56105	145
19079	109	19182	182	56017	158	56067	89	56106	148
19080	120	19183	172	56018	153	56068	102	56107	149
19081	110	19184	169	56019	154	56069	80	56108	138
19082	105	19185	173	56020	144	56070	76	56109	129
19083	104	19186	182	56021	140	56071	51	56110	125
19084	104	19187	189	56022	124	56072	35	56111	96
19085	106	19188	182	56023	115	56073	42	56112	93
19086	111	19189	176	56024	122	56074	56	56113	94
19087	116	19190	199	56025	128	56075	55	56114	105

* ADDITION, DECISION NO. 71469

EFFECTIVE DECEMBER 3, 1966

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
CORRECTION 100 SAN FRANCISCO, CALIFORNIA.

*SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-N
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE
56115	115
56116	120
56117	116
56118	106
56119	129
56120	133
56121	139
56124	137
56125	146
56126	154
56127	161

* ADDITION, DECISION NO. 71469

EFFECTIVE DECEMBER 3, 1965

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 101

*SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-0
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
19009	100	19088	119	19197	193	56041	150	56076	61
19010	97	19089	128	19198	182	56042	142	56077	63
19011	73	19115	103	19199	180	56043	136	56081	82
19012	72	19116	131	19200	189	56044	130	56082	104
19013	78	19139	142	19201	190	56045	133	56083	112
19014	81	19153	176	19202	192	56046	144	56084	123
19015	87	19154	163	19203	204	56047	151	56085	138
19016	95	19155	155	19212	208	56048	160	56086	141
19043	98	19156	164	19213	197	56049	167	56087	141
19044	90	19157	169	19214	194	56050	176	56088	129
19045	84	19158	184	56001	224	56051	190	56089	118
19046	78	19159	159	56002	216	56052	180	56090	101
19047	76	19160	147	56003	209	56053	171	56091	91
19048	87	19161	146	56004	199	56054	163	56092	84
19049	90	19162	156	56005	204	56055	156	56093	78
19050	83	19163	167	56006	207	56056	152	56094	71
19051	84	19164	175	56007	213	56057	147	56096	89
19052	92	19165	165	56008	214	56058	141	56097	82
19053	99	19166	172	56009	203	56059	118	56098	98
19054	107	19167	160	56010	186	56060	115	56099	100
19073	115	19168	166	56011	175	56061	106	56100	97
19074	108	19169	173	56012	161	56062	99	56101	111
19075	99	19170	184	56013	132	56063	100	56102	114
19076	94	19171	195	56014	125	56064	116	56103	124
19077	91	19180	194	56015	119	56065	97	56104	134
19078	98	19181	188	56016	126	56066	88	56105	143
19079	107	19182	195	56017	156	56067	87	56106	146
19080	117	19183	170	56018	150	56068	100	56107	146
19081	108	19184	166	56019	152	56069	78	56108	136
19082	103	19185	170	56020	141	56070	74	56109	125
19083	102	19186	179	56021	138	56071	49	56110	122
19084	102	19187	187	56022	122	56072	33	56111	94
19085	104	19188	180	56023	112	56073	40	56112	90
19086	108	19189	174	56024	119	56074	53	56113	92
19087	113	19190	182	56025	126	56075	52	56114	103

*ADDITION, DECISION NO. 71469

EFFECTIVE DECEMBER 3, 1966

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 102

*SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-0
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE
56115	112
56116	118
56117	114
56118	103
56119	127
56120	131
56121	136
56124	135
56125	143
56126	152
56127	158

* ADDITION, DECISION NO. 71469

EFFECTIVE DECEMBER 3, 1966

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
CORRECTION 103 SAN FRANCISCO, CALIFORNIA.

*SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-P
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
19009	99	19088	117	19197	191	56041	143	56076	54
19010	95	19089	126	19198	180	56042	134	56077	55
19011	71	19115	101	19199	179	56043	128	56081	75
19012	70	19116	129	19200	188	56044	122	56082	96
19013	77	19139	140	19201	188	56045	125	56083	104
19014	79	19153	174	19202	190	56046	136	56084	115
19015	86	19154	161	19203	202	56047	143	56085	130
19016	93	19155	153	19212	206	56048	152	56086	133
19043	97	19156	162	19213	195	56049	159	56087	133
19044	88	19157	167	19214	193	56050	169	56088	121
19045	82	19158	183	56001	216	56051	182	56089	110
19046	76	19159	157	56002	208	56052	172	56090	93
19047	74	19160	145	56003	202	56053	163	56091	83
19048	85	19161	144	56004	191	56054	155	56092	76
19049	89	19162	154	56005	197	56055	148	56093	71
19050	81	19163	165	56006	199	56056	144	56094	64
19051	83	19164	167	56007	205	56057	139	56096	81
19052	91	19165	157	56008	206	56058	133	56097	74
19053	97	19166	170	56009	195	56059	110	56098	90
19054	105	19167	159	56010	178	56060	107	56099	92
19073	113	19168	164	56011	167	56061	98	56100	89
19074	106	19169	172	56012	153	56062	91	56101	104
19075	97	19170	182	56013	124	56063	92	56102	106
19076	92	19171	193	56014	118	56064	108	56103	116
19077	90	19180	192	56015	111	56065	89	56104	126
19078	96	19181	186	56016	118	56066	82	56105	135
19079	99	19182	178	56017	148	56067	79	56106	138
19080	110	19183	168	56018	142	56068	92	56107	138
19081	106	19184	165	56019	144	56069	70	56108	128
19082	101	19185	168	56020	134	56070	66	56109	118
19083	100	19186	178	56021	130	56071	46	56110	115
19084	100	19187	184	56022	114	56072	34	56111	86
19085	102	19188	178	56023	104	56073	33	56112	83
19086	107	19189	172	56024	111	56074	45	56113	84
19087	111	19190	195	56025	118	56075	45	56114	95

* ADDITION, DECISION NO. 71469

EFFECTIVE DECEMBER 3, 1966

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
CORRECTION 104 SAN FRANCISCO, CALIFORNIA.

* SECTION 10 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM VENTURA COUNTY PRODUCTION AREA 56-P
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE
56115	105
56116	110
56117	106
56118	95
56119	119
56120	123
56121	128
56124	127
56125	136
56126	144
56127	150

* ADDITION, DECISION NO. **71469**

EFFECTIVE DECEMBER 3, 1965

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 105

SECTION 8 - VENTURA COUNTY PRODUCTION AREAS AND DELIVERY ZONES

VENTURA COUNTY PRODUCTION AREAS	Area
<p>Beginning at the intersection of the south bank of the Santa Clara River with the northerly prolongation of Central Avenue; south-easterly along the prolongation of Central Avenue to Vineyard Avenue; southwesterly along Vineyard Avenue to Corsicana Drive; northwesterly along a direct line to a point on the south bank of the Santa Clara River one-half ($\frac{1}{2}$) mile southwesterly of the point of beginning; northeasterly along the south bank of the Santa Clara River to the point of beginning.</p>	56-B
<p>Beginning at the intersection of the south bank of the Santa Clara River with Los Angeles Avenue; southeasterly along Los Angeles Avenue to Vineyard Avenue; southwesterly along Vineyard Avenue to Central Avenue; northerly along a direct line to a point on the south bank of the Santa Clara River one-half ($\frac{1}{2}$) mile westerly of the point of beginning; easterly along the south bank of the Santa Clara River to the point of beginning.</p>	56-C
<p>Beginning at the intersection of State Route 126 and Ojai Street in the City of Santa Paula; easterly along State Route 126 to a point three-tenths (.3) mile easterly of the eastern end of the bridge over Santa Paula Creek; thence due south along a direct line to the north bank of the Santa Clara River; westerly along the north bank of the Santa Clara River to the intersection of the southerly prolongation of Ojai Street; northerly along the prolongation of Ojai Street and Ojai Street to the point of beginning.</p>	56-E
<p>The southeast one-quarter ($\frac{1}{4}$) of Section 18 and the southwest one-quarter ($\frac{1}{4}$) of Section 17, Township 3 North, Range 19 West, San Bernardino base and meridian.</p>	56-G
<p>The northeast one-quarter ($\frac{1}{4}$) of the northwest one-quarter ($\frac{1}{4}$) and Lots 3 and 6 of Section 28, Township 3 North, Range 20 West, San Bernardino base and meridian.</p>	56-H

No change on)
 this page) Decision No. **71469**

EFFECTIVE DECEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.

SECTION 8 - VENTURA COUNTY PRODUCTION AREAS AND DELIVERY ZONES
(Continued)

VENTURA COUNTY PRODUCTION AREAS	Area
<p>Beginning at the intersection of Todd Barranca (wash) and the Southern Pacific Company right-of-way; north-easterly along the Southern Pacific Company right-of-way to Briggs Road; southeasterly along the prolongation of Briggs Road to the north bank of the Santa Clara River; southwesterly along the north bank of the Santa Clara River to Todd Barranca (wash); northerly along Todd Barranca to the point of beginning.</p>	56-I
<p>Beginning at a point 3200 feet due north of California Highway Commission Bench Mark 2 located on the west end of the old bridge 52-06 crossing the Ventura River on old Highway 101; thence due west a distance of 1000 feet; thence due north a distance of 2500 feet; thence due east a distance of 1500 feet; thence due south 2500 feet; thence due west a distance of 1000 feet to the point of beginning.</p>	56-J
<p>An area of the east bank of the Santa Clara River approximately 6,660 feet upstream from the Saticoy Bridge (Los Angeles Avenue) and described as Lot 82 of the Rancho Santa Paula y Saticoy, in the County of Ventura, State of California, as per map thereof recorded in the office of the county recorder of said Ventura County in Book "A" of Miscellaneous Records, at Page 290.</p>	56-K
<p>Lot 13 of parcel 500-110-01 and Lot 14 of Parcel 500-160-01 of the Epworth tract, Rancho Simi, Township 3 North, Range 19 West, as shown on Book 3, page 36 of maps of the county recorder's office of Ventura County.</p>	56-L
<p>The west 1/2 of the northwest 1/4 of Section 19, Township 3 North, Range 19 West, San Bernardino base and meridian.</p>	56-M

That portion of Tract O of the Rancho Simi, in the County of Ventura, State of California, as per map recorded in Book 3, page 7 of Maps in the office of the county recorder of said county, described as Section 19, Township 3 North, Range 17 West. .

*56-N

Approximately 420 acres, in the County of Ventura, State of California, described as Lot 84 of Subdivision No. 3 of the Tapo Rancho as per map recorded in the office of the county recorder of Ventura County. This area is further described as Section 24, Township 3 North, Range 18 West.

*56-O

A portion of Tract B of the Rancho Simi, in the County of Ventura, State of California, as per map recorded in Book 3, page 7 of Miscellaneous Records (Maps) of said Ventura County. This area is further described as Sections 25 and 26, Township 2 North, Range 18 West.

*56-P

* Addition, Decision No. 71469

EFFECTIVE DECEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction 3