

ORIGINAL

Decision No. 73266

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 car-)
riers and city carriers relating)
to the transportation of property in)
the City and County of San Francisco,)
and the Counties of Alameda, Contra)
Costa, Lake, Marin, Mendocino,)
Monterey, Napa, San Benito, San Mateo,)
Santa Clara, Santa Cruz, Solano and)
Sonoma.)

Case No. 5441
(Petition for Modification
No. 128)
(Filed August 10, 1967)

OPINION AND ORDER

Minimum Rate Tariff No. 1-B names rates, rules and regula-
tions for the transportation of property by city carriers and high-
way carriers within and between the cities of Alameda, Albany,
Berkeley, Emeryville, Oakland and Piedmont. By this petition,
California Trucking Association seeks to amend the present provisions
of the tariff with respect to the description of zones from and to
which rates apply. Petitioner also asks that common carriers be
authorized to establish in their respective tariffs such modifications
as may be prescribed by the Commission's order in this proceeding,
including relief from the long- and short-haul provisions of Section
460 of the Public Utilities Code. Petitioner requests that the Port
of Oakland Industrial Park now included in Zone 2 be shifted to
Zone 1.¹

Petitioner alleges that, at the time when original zone
boundaries were established, almost no commercial development of the
involved area had been attempted. According to petitioner, the Port

¹
The present descriptions of Zones 1 and 2 are set forth in Items Nos.
50 and 60 of Minimum Rate Tariff No. 1-B.

of Oakland Industrial Park is now being commercially promoted and developed by the Port of Oakland and many firms are presently located in the area. Petitioner avers that the area in question is surrounded on three sides by Zone 1 and that the commercial relationship of this area to Zone 1 territory is apparent. Petitioner contends that the reasons for maintaining higher Zone 2 rates from and to points within the Port of Oakland Industrial Park have been removed.

Petitioner asserts that it is informed and believes that the interests of shippers and carriers concerned will be best served by the adoption of the proposed tariff amendment.

Copies of the petition were mailed to various chambers of commerce, shipper organizations and carrier representatives on or about August 9, 1967. The petition was listed on the Commission's Daily Calendar of August 11, 1967. The Commission has received several letters from interested parties informing it that they support petitioner's proposal.² No objection to the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable and consistent with the public interest and that the resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved. A public hearing is not necessary. The Commission concludes that the petition should be granted.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, as amended) is hereby further amended by incorporating therein, to become effective December 9, 1967, First Revised Page 15,

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Letters in support of the petition were received from the Port of Oakland, Barnes Manufacturing Co., Berkeley Instruments Corporation, Burns pharmaceuticals, Inc., Tharco Precision and Superior Tile Company.

First Revised Page 16 and First Revised Page 18 attached hereto and by this reference made a part hereof.


2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than December 9, 1967; and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order. Tariff publications required and authorized herein shall be filed not earlier than the effective date of this order.

3. Common carriers, in establishing and maintaining the rule authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rule published under this authority shall make reference to the prior orders authorizing the long- and short-haul departures and to this order.


4. In all other respects Decision No. 65834, as amended, shall remain in full force and effect.

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

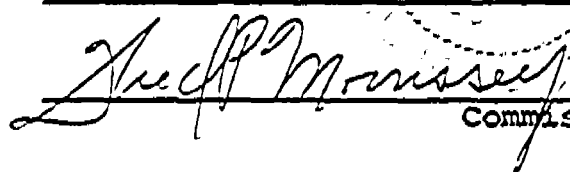
Dated at San Francisco, California, this 27th day of October, 1967.



President



Attorney



Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TERRITORY (Items Nos. 50, 60 and 70)</p> <p style="text-align: center;">DESCRIPTION OF ZONES FROM AND TO WHICH RATES APPLY</p> <p>Zones include both sides of streets, boulevards, roads, avenues, highways or rights of way named. Rates apply from or to all points within the following described zones, unless otherwise provided in individual rate items.</p> <p>Where the written description of an area, zone or territory conflicts with the map description of that same area, zone or territory, the written description will govern.</p> <p style="text-align: center;">Zone 1</p> <p>All of the city of Emeryville; the city of Alameda except Bay Farm Island and the Alameda U.S. Naval Air Station; and those portions of the cities of Albany, Berkeley and Oakland included within the following boundaries:</p> <p>Beginning at the point the Alameda-Contra Costa County line meets the shore line of San Francisco Bay; easterly along said county line to East Shore Freeway; southerly on East Shore Freeway to Harrison Street; easterly on Harrison Street to San Pablo Avenue; southerly on San Pablo Avenue to University Avenue; easterly on University Avenue to Oxford Street; southerly on Oxford Street to Allston Way; easterly on Allston Way to Dana Street; southerly on Dana Street to Bancroft Way; easterly on Bancroft Way to College Avenue; southerly on College Avenue to Broadway; southerly on Broadway to McAdam Street; easterly along McAdam Street to Mather Street; easterly on Mather Street to Piedmont Avenue; southerly on Piedmont Avenue to MacArthur Boulevard; easterly on MacArthur Boulevard to Moss Avenue; easterly on Moss Avenue to Vernon Street; southerly on Vernon Street to Santa Clara Avenue; easterly on Santa Clara Avenue to Elwood Avenue; easterly on Elwood Avenue to Grand Avenue; northerly on Grand Avenue to Mandana Boulevard; easterly on Mandana Boulevard to Lake Shore Avenue; southerly on Lake Shore Avenue to Brooklyn Avenue; easterly on Brooklyn Avenue to Newton Avenue; southerly on Newton Avenue to Park Boulevard; southerly on Park Boulevard to East 20th Street; easterly on East 20th Street to 14th Avenue; southerly on 14th Avenue to Foothill Boulevard; easterly on Foothill Boulevard, MacArthur Boulevard and Foothill Boulevard to the northwesterly corner of the city limits of San Leandro; southwestly along the Oakland-San Leandro city limits to Doolittle Drive; thence northwestly along Doolittle Drive to a point one-half mile north of the intersection of Doolittle Drive and Hegenberger Road; thence</p>	<p style="text-align: center;">50</p>

northerly along an imaginary line to the southerly end of Airport Channel; thence northerly along the eastern bank of Airport Channel to San Leandro Bay; thence westerly along an imaginary straight line across San Leandro Bay to the south shore line of Alameda at the point where San Leandro Bay flows into San Francisco Bay; westerly and northerly along the shore line of San Francisco Bay to point of beginning.

(Continued in Item No. 60)

ø Change, Decision No. 73266

EFFECTIVE DECEMBER 9, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 174

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item No.

APPLICATION OF TERRITORY (Continued)
(Items Nos. 50, 60 and 70)

DESCRIPTION OF ZONES FROM AND TO WHICH
RATES APPLY (Continued)

Zone 2

All of the city of Piedmont; and those portions of the cities of Albany, Berkeley and Oakland included within the following boundaries:

Beginning at the intersection of Eastshore Freeway and the Alameda-Contra Costa County line; easterly and southerly along said county line to Claremont Avenue; westerly on Claremont Avenue to the Oakland-Berkeley city limits; southerly along the Oakland-Berkeley city limits and Domingo Avenue to Ashby Avenue; westerly on Ashby Avenue to Claremont Avenue; southerly on Claremont Avenue to College Avenue; northerly on College Avenue to Bancroft Way; westerly on Bancroft Way to Dana Street; northerly on Dana Street to Allston Way; westerly on Allston Way to Oxford Street; northerly on Oxford Street to University Avenue; westerly on University Avenue to San Pablo Avenue; northerly on San Pablo Avenue to Harrison Street; westerly on Harrison Street and its prolongation west of 14th Street to Eastshore Freeway; northerly on Eastshore Freeway to point of beginning.

Also, beginning at the intersection of Broadway and Broadway Terrace; southerly on Broadway to McAdam Street; easterly along McAdam Street to Mather Street; easterly on Mather Street to Piedmont Avenue; southerly on Piedmont Avenue to MacArthur Boulevard; easterly on MacArthur Boulevard to Moss Avenue; easterly on Moss Avenue to Vernon Street; southerly on Vernon Street to Santa Clara Avenue; easterly on Santa Clara Avenue to Elwood Avenue; easterly on Elwood Avenue to Grand Avenue; northerly on Grand Avenue to Mandana Boulevard; easterly on Mandana Boulevard to Lake Shore Avenue; southerly on Lake Shore Avenue to Brooklyn Avenue; easterly on Brooklyn Avenue to Newton Avenue; southerly on Newton Avenue to Park Boulevard; southerly on Park Boulevard to East 20th Street; easterly on East 20th Street to 11th Avenue; southerly on 11th Avenue to Foothill Boulevard; easterly on Foothill Boulevard to MacArthur Boulevard; westerly on MacArthur Boulevard to Seminary Avenue; northerly on Seminary Avenue to Mountain Boulevard cutoff; northerly on Mountain Boulevard cutoff and Mountain Boulevard to Warren Boulevard; northerly on Warren Boulevard to Joaquin Miller Road; easterly on Joaquin Miller Road to Mountain Boulevard; northerly on Mountain Boulevard to Broadway Terrace; westerly on Broadway Terrace to point of beginning.

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**

(Continued in Item No. 70)

Change
** Paragraph eliminated)

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San Francisco, California.

Correction No. 175

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Original Page 18

MINIMUM RATE TARIFF NO. 1-B

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

ø Item No. 80

MAP OF ZONES DESCRIBED IN ITEMS NOS. 50, 60 and 70.

(MAP TO BE FURNISHED IN PRINTED FORM)

ø Change, Decision No. **73266**

EFFECTIVE DECEMBER 9, 1967

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

Correction No. 176