

Decision No. 81799

ORIGINAL

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 relating
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
Order Setting Hearing
No. 226
(Filed June 27, 1972)

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Association; William T. Meinhold and Arlo D. Poe,
Attorneys at Law, and Herbert W. Hughes, for
California Trucking Association; James R. Foote,
(for G. Ralph Grago), for Associated Independent
Owner Operators, Inc.; Karl K. Roos, Attorney at Law,
Paul S. Henson, and Rudolph A. Lubich, for Associated
General Contractors of California; Karl K. Roos,
Attorney at Law, Harry C. Phelan, Jr., and Rudolph A.
Lubich, for California Asphalt Pavement Association;
Jack Cedarblade, for Aggregate and Concrete Association
of Northern California; E. J. Bertana, for Lone Star
Industries, Inc., Northern California Division; Jacob
Franzen, for Gordon H. Ball, Inc.; Jack M. Perkins,
for Rhodes & Jamieson, Ltd.; Douglas J. Reynolds, for
Kaiser Cement & Gypsum Corporation; and Robert A. Kormel,
for Pacific Gas and Electric Company; interested parties.
Les Calkins, for Les Calkins Trucking, and Frank R. Golzen,
for Universal Transport System, respondents.
Eugene Carmody and J. M. Jenkins, for the Commission staff.

O P I N I O N

This proceeding involves proposals of the Commission
staff to revise the dump truck minimum rate structure in the

San Francisco Bay area applicable to transportation of rock, sand, and gravel.^{1/}

Public hearings were held before Examiner Norman Haley in San Francisco on October 24, 25, 26, and 27, 1972. The matter was submitted on November 20, 1972 with the receipt of late-filed exhibits. Evidence was presented by a rate expert and an engineer of the Commission's staff, and by witnesses for the California Dump Truck Owners Association (CDTOA), the Associated Independent Owner Operators, Inc. (AI00), the Associated General Contractors of California (AGC), the California Asphalt Pavement Association (CAPA), and the Aggregate and Concrete Association of Northern California (ACA). California Trucking Association (CTA) participated in the development of the record through examination of witnesses.

Minimum rates for dump truck transportation in the San Francisco Bay area currently are published in Minimum Rate Tariff 7 (MRT 7).^{2/} The rates and rules in

^{1/} The first paragraph of Order Setting Hearing No. 226 (OSH 226) reads as follows:
"The Commission's Transportation Division has distributed to interested parties cost and rate exhibits recommending the establishment of zone rates for transportation of rock, sand and gravel in dump truck equipment from specified origins in Alameda, Contra Costa, San Mateo, Santa Clara and Santa Cruz Counties to specified destinations in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties. A public hearing should be held in this proceeding for the receipt of evidence relative to the establishment of minimum rates and rules for such transportation in dump truck equipment."

^{2/} MRT 7 is applicable to dump truck transportation of a number of commodities throughout the State, including the area involved herein.

MRT 7 are modified from time to time under authority of various Commission decisions. Within the area certain movements of rock, sand, and gravel under MRT 7 are subject to zone tonnage rates or interplant distance tonnage rates. Where there is no zone or interplant rate, hourly rates apply unless the carrier is given a distance rate notice. In the latter event mileage tonnage rates apply.

Staff Evidence

In this proceeding the staff proposes that most of the current minimum rates for rock, sand, and gravel moving from established production sources in the counties named in OSH 226 be replaced by an integrated system of zone tonnage rates from described production areas to defined delivery zones. The staff recommends that the new zone rates be published in a new minimum rate tariff, and that the new production areas and delivery zones be published in a new directory. The rates and other provisions of MRT 7 would be made inapplicable to shipments subject to the new tariff.

The staff evidence was gathered during comprehensive studies undertaken pursuant to the Commission's directive in Decision No. 73260 of October 27, 1967.^{3/} Staff testimony concerning the scope of the studies, the results obtained,

3/ Decision No. 73260 stated at Page 2: "In connection with the further studies directed in Decision No. 73038, the Commission's Transportation Division staff should consult with shippers and carriers for the purpose of developing the format of revised minimum rates for the transportation of concrete aggregates and related commodities in Northern Territory, and should prepare for presentation at a public hearing current cost and economic studies including revised minimum rates, for such transportation." (C. 5437, Pet. 146)

and the conclusions reached, was presented by a rate expert and by an engineer.

The Commission witnesses submitted and explained exhibits to show (a) proposed production areas and delivery zones as the bases for new and revised dump truck zone rates for transportation of rock, sand, and gravel in the San Francisco Bay area, (b) time and distance (traverse) data by dump truck equipment over the principal highways in the area, (c) the costs of the transportation, and (d) proposed zone rates and rules (in tariff form) that should be established to return the costs.^{4/}

According to the rate expert the proposed production areas and delivery zones were developed over a period of time during which studies were conducted and a number of meetings were held with representatives of carriers and shippers. Numerous suggestions made by interested parties were adopted by the staff. The project culminated at a meeting held on November 17, 1969 attended by shippers, carriers, and the staff, at which the parties were in agreement that the system of production areas and delivery zones proposed by the staff was suitable and proper for study purposes. The descriptions of the areas and zones, and rules governing boundary descriptions, were introduced by the rate expert in Exhibit 1, "Northern California Production

^{4/} The data and proposals were developed under substantially the same criteria which underlie the dump truck zone rates for transportation of rock, sand, and gravel in Minimum Rate Tariff 17 (MRT 17), applicable within the most populous regions of Southern California. Descriptions of the governing production areas and delivery zones for that tariff are contained in Directory 1. MRT 17 and Directory 1 were initially established by Decision No. 68543 dated February 3, 1965, and related decisions in Petition 48, etc., Case 5437. That tariff and directory subsequently have been amended a number of times.

Area and Delivery Zone Directory".^{5/} The proposed delivery zones are approximately two miles square (four square miles in area) and provide a reasonable basis for relating costs and rates to lengths of haul from the production areas.

The staff engineer introduced and explained Exhibit 2 which is a cost study of dump truck transportation of rock, sand, and gravel from the production areas to the delivery zones. The cost data purportedly were designed to reflect the operations of carriers performing services in a reasonably efficient manner. The engineer also explained Exhibits 6 and 7 which are traverse maps showing dump truck round trip minutes and one-way miles along principal routes from the production areas to the delivery zones. The traverse time and distance data were developed through the joint efforts of producers, carriers, and the staff. Except for minor network segments, traverse time data were developed from observations made by staff personnel riding equipment provided by producers and carriers for this purpose, as well as equipment in revenue service. All traverse distance data were verified by field observations of the actual routes.

In Exhibit 2 labor costs per revenue hour were developed on an interplant basis (Table 1) and on a construction site basis (Table 2). The record shows that the carriers engaged in performing transportation subject to this proceeding are either owner operators who drive their own trucks, are carriers who employ drivers, or are carriers that function in both capacities. None of the carriers contacted by the engineer were signatories to labor agreements. Under

^{5/} The proposed directory contains descriptions for 35 production areas and 229 delivery zones. In the counties involved MRT 7 provides descriptions of seven production areas and 30 delivery zones. However, in addition to zone rates for rock, sand, and gravel, MRT 7 contains a number of interplant distance rates and other rates which do not require publication of delivery zones.

the circumstances he relied upon then existing proprietary carrier agreements covering like work in the area as the bases for his labor cost development.^{6/} The interplant labor cost basis reflects costs at levels incurred by the major producers of rock, sand, and gravel in transporting materials to their plants in proprietary equipment. The construction site labor cost basis is higher. Experience factors considered in the development of labor costs were predicated upon the operations of for-hire carriers.

Exhibit 2 develops motor vehicle equipment costs consisting of fixed and depreciation expenses per revenue hour and running costs per revenue mile, en route costs per revenue ton minute and per revenue ton mile, and terminal end costs. The latter are the combined allowance for the cost of loading equipment at production areas and unloading at destination.

Formulae for total cost per ton are set forth in Table 8 of Exhibit 2. Total costs were developed on the two labor bases to reflect costs for interplant deliveries and for construction site deliveries. For each labor basis costs were developed for four types of equipment; viz., the five-axle double bottom unit, the five-axle truck and

^{6/} For interplant deliveries the engineer utilized the hourly labor rates for three-axle and five-axle equipment set forth in the San Francisco Bay area rock and sand agreement entered into by the Northern California Ready Mixed Concrete and Materials Association (now ACA) and the Teamsters Union (ACA labor scale). That contract expired May 31, 1972. To those rates he added 5½ percent, the maximum allowed under price regulations. For construction site deliveries the engineer adopted the basic rate per hour contained in the northern California agreement between the Associated General Contractors and the Teamsters Union (AGC labor scale).

transfer trailer, the five-axle semiend dump unit, and the three-axle dump truck. The cost formulae include the factors for development of mileage and time costs, plus a fixed terminal end cost for development of the total cost per ton for transportation from production areas to delivery zones. Total costs were stated at 100 operating ratio and include provisions for indirect expenses (10 percent) and gross revenue expenses (1.63 percent). The costs were developed for application to the traverse time and distance data for determination of a least-cost network from the production areas to the delivery zones.^{7/} Costs are stated on the basis of round trip costs per revenue ton mile for application to network one-way miles, and per revenue ton minute for application to network round trip time factors.

Costs per revenue ton mile were developed for deliveries to unzoned areas adjacent to delivery zones. Costs for such deliveries were based on an average speed of 20 miles per hour as developed from a special analysis of traverse time and distance data.

Standby costs per revenue hour for each of the four types of equipment were developed on both the inter-plant and construction site labor bases.

The rate expert explained Exhibit 4 which is the proposed minimum rate tariff naming zone rates and rules for transportation of rock, sand, and gravel in dump truck

^{7/} A least-cost network reflects the least cost per ton considering the combinations of time costs and mileage costs for each highway segment along the route from a production area to a delivery zone. This method is consistent with that which underlies the dump truck zone rates for transportation of rock, sand, and gravel in San Diego County, the most recently established portion of MRT 17 (Decision No. 77204 dated May 12, 1970 in Petition 121, Case 5437).

equipment in the San Francisco Bay area. Prior to developing the proposals, field studies were made within the proposed zone system to determine locations of producing plants, service areas of the plants, types of dump truck equipment used, loading conditions, nature of traffic transported, shipping practices, and related matters. Representatives of carriers, shippers, and their associations were consulted for the purpose of developing the format of the revised minimum rates as directed in Decision No. 73260 (Footnote 3 hereof). Numerous freight bills were reviewed for the purpose of developing the nature and manner of billing, types of commodities transported, tonnages carried, and related matters.

In developing the proposed tariff the witness gave consideration to the data gathered in the field and to the existing provisions of MRT 7 and MRT 17. The proposed tariff contains zone rates published from production areas to delivery zones at the level of the engineer's costs on the interplant basis at 100 operating ratio (ACA labor scale) for transportation in five-axle hopper equipment (basic rates).^{8/} The basic rates would apply when the point of destination is a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory, or distribution

^{8/} The rate expert did not add a factor to the engineer's costs at 100 operating ratio to cover profit and income taxes as has been done in prior dump truck proceedings. It was his opinion that a profit factor should not be added at this time because rates based upon costs alone will result in substantial increases over present MRT 7 rates, and that for-hire carriers may not be able to compete effectively with the proprietary trucks of the producers. He recommended that the matter of profit factor be reconsidered at the time of subsequent minimum rate adjustments.

yard. The rate witness explained that the term "distribution yard", as defined in Item 20 of Exhibit 4, would include any type of facility where rock, sand, or gravel is stored. He stated that this would include such destinations as manufacturers of glass and plasterboard, as well as sand-blasting companies.

For deliveries to locations other than those to which the published basic rates would apply, Item 90 of Exhibit 4 would require the addition of 15 cents per ton.^{9/} To arrive at the 15-cent additive the rate expert calculated the average difference between 701 interplant costs and construction site costs from specific production areas. The witness stated that this was the first time that the staff has proposed two levels of zone rates for the San Francisco Bay area, one level for interplant deliveries and another for construction site deliveries.

The proposed tariff also provides that the basic rates shall be increased by amounts shown in Item 100 when the shipper, debtor, or overlying carrier requests to be furnished a two- or three-axle truck with transfer-type pull trailer, semiend trailer, or semibottom trailer, or a three-axle truck without trailing equipment. These proposed additives to the basic rates reflect the higher costs developed in connection with such equipment.

9/ Proposed Item 90 of Exhibit 4 reads as follows:
"APPLICATION OF TARIFF--RATES TO DESTINATIONS OTHER
THAN A RAILHEAD, HOT PLANT, BATCHING PLANT, SEWAGE
DISPOSAL PLANT, CONCRETE ARTICLE FACTORY OR A
DISTRIBUTING YARD

Rates for the transportation to destinations other than to the above destinations shall be 15 cents per ton more than the otherwise applicable rates to the zones provided within this tariff."

The proposed tariff contains all of the definitions and rule material the rate expert deemed necessary for application to the new rates. It includes a number of rules brought forward without change from MRT 7. Two new rules were proposed. The first involves the method for determining charges for refused or diverted shipments (Item 190). The second rule proposes establishment of accessorial charges at points of origin and destination when a carrier is delayed beyond a designated time during which loading and/or unloading is accomplished (Items 230 and 235). The rate witness explained that much of the transportation within the proposed zone system is performed under hourly rates where the charges are based upon the total lapsed time including loading and unloading. Under tonnage rates, as proposed, carriers would be penalized if additional charges were not required for the loading and unloading time which exceeds the terminal end time provided for in the development of rates.

Zone rates could be published from every production area to every delivery zone. The rate expert recommended that this be done from some of the production areas. From other production areas a complete runout of zone rates would result in the publication of many that would be superfluous. To avoid publication of unnecessary zone rates the witness recommended that the distance runouts (geographic coverage) of zone rates from particular production areas be limited to those zones where shipments reasonably could be expected to be delivered. These limits would reflect the practical marketing potential of producers, and would be adequate to permit for-hire carriers to participate in the traffic at zone rates. He cited a number of economic considerations relied upon in arriving at the limits of the zone rate

runouts from the production areas. For deliveries to zones beyond the rate runouts, or to unzoned areas, rates would be constructed under tariff rules which the rate expert designed for the purpose.

The three carrier associations endorsed the showings and proposals of the Commission witnesses, and recommended that they be adopted with certain modifications. Several noncontroversial recommendations for changes in the proposed tariff were made by parties. Those changes were adopted by the rate expert and incorporated in Exhibit 4. Changes in the bases for labor costs in Tables 1 and 2 of staff Exhibit 2 were urged by AGC and CAPA. The two labor cost bases in Exhibit 2 were supported by ACA. There were no recommended changes to the proposed directory (Exhibit 1), or to the traverse data (Exhibits 6 and 7).

Carrier Evidence

The general manager of CDTOA introduced and explained Exhibit 5, which contains recommended changes to the staff's proposed tariff (Exhibit 4). Exhibit 5 contains a number of proposed changes which would remove from application of the proposed tariff transportation by two- and three-axle trucks without trailing equipment. These changes would leave hauling by trucks without trailing equipment under MRT 7. Under this proposal the new tariff would apply only to transportation in four- and five-axle equipment. The witness stated that one or two producing plants still utilize three-axle trucks in the San Francisco Bay area. He said that some of the carriers currently using trucks without trailing equipment encounter the problem of being employed on an hourly rate basis for transportation of material other than rock, sand, or gravel, and occasionally being required to pick up a load

of one of those commodities. He was of the opinion that under the staff proposal the carrier would be required to charge, in addition to the hourly rates, the zone rates plus additives in Item 100 of Exhibit 4 for three-axle equipment. The general manager asserted that this would almost end the operation of trucks without trailing equipment hauling rock, sand, and gravel from the production sources.

Another proposal in Exhibit 5 is to replace the various minimum charges for different equipment in Item 250 of Exhibit 4 with a single minimum charge for 22 tons. He asserted that some equipment combinations cannot haul 24 tons, the highest minimum proposed by the staff. He stated that a minimum of 22 tons will afford all dump truck equipment the opportunity to compete on the same rate basis as the bottom dump train (the rate-making vehicle).

CDTOA Exhibit 5 also would eliminate from the proposed shipping document (Item 320 of Exhibit 4) the requirement that the carrier secure the signature of the consignee or its agent for accessorial charges. The general manager said that in some cases carriers have encountered difficulty or outright refusal of consignees or their agents to give the carrier a signature. In the case of refusal the carrier would have no basis upon which to collect charges which have accrued. This would cause a violation of the proposed tariff.

The last proposal in Exhibit 5 would revise the proposed zone rates by reducing them by an increment of 1.2 percent for repeal of the Motor Vehicle Transportation License Tax Law effective July 1, 1973, and by increasing them to provide for an 8.0 percent profit factor with accompanying rate fund and business license tax increments. The CDTOA witness

categorically disagreed with the staff recommendation that the zone rates be established without a profit allowance and that the matter of profit factor be reconsidered at a subsequent time. It was his opinion that in an inflationary cycle such as the one currently being experienced, the motor carriers eventually would go out of business. He stated that profit is obviously essential to the survival and health and the continued existence of the for-hire dump truck industry. The witness asserted that just because there has been a lag in the adjustment of the rates in the San Francisco Bay area is no reason for the profit portion to be postponed.

The general manager urged adoption of the new zone rates as soon as possible. He stated that he had looked at many accounting reports of carriers, especially owner operators, and that it is clear to him that in the main they are getting from one-fourth to one-third of the wages which they should be receiving as self-employed people to keep them on a par with employees engaged in similar work. It was his opinion that the current financial condition of the dump truck carriers in the San Francisco Bay area generally is desperate.

The proposals of CDIOA in Exhibit 5 were supported by CTA and AIOO.

The northern California representative for AIOO testified concerning a proposed rule addition to Item 210 of Exhibit 4 (destinations outside of delivery zones). Item 210 proposes an additional rate per ton per mile beyond the last zone passed through. It also specifies that MRT 7 will apply when the distance beyond the last zone passed through is over 10 miles. The AIOO witness gave an example where a carrier could travel more than 10 miles beyond the last zone passed through and still be within a short distance of another delivery zone. He recommended that the additional rate per

ton mile in Item 210 be made applicable to any destination when it is within five miles of an existing zone. This recommendation was not opposed.

Shipper Testimony

A consulting engineer testified on behalf of AGC and CAPA. He asserted that the record does not contain evidence of what the pay practice of for-hire dump truck carriers in the San Francisco Bay area consists of. He said he did not know of any wage agreements that govern for-hire carriers subject to this proceeding. He said that there is no evidence that the carriers are bound by the wage scales and fringe benefits that have been adopted as a cost basis for the proposed tariff. He explained that under the circumstances he reevaluated the staff cost exhibit and constructed his own exhibit containing an alternative driver cost per revenue hour. He did not make a specific study of for-hire carriers engaged in dump truck transportation in the San Francisco Bay area. Neither did he review the labor contracts utilized as the bases for staff Exhibit 2.

The consulting engineer introduced and explained Exhibits 9, 10, and 11. Exhibit 9 was his alternative labor cost proposal. Exhibits 10 and 11 are copies of Teamster Union agreements covering wages and related provisions applicable to drivers engaged in the transportation of general freight. Exhibit 9 was based in part upon staff Exhibit 2, and in part upon Exhibits 10 and 11. He also adopted a vacation allowance of 60 hours per year from Exhibits 213-2 and 213-46 (Case No. 5437, Order Setting Hearing No. 213).

The consulting engineer asserted that the Teamster Union general freight agreement (Exhibit 10) is widely acknowledged, has a record of continuity, and provides the cost bases for various minimum rate tariffs, including MRT 2,

MRT 9-B, MRT 15, and MRT 18. In this connection he said he reviewed a prior minimum rate proceeding in which he made a cost study, and which he felt was similar to this one. That proceeding involved transportation of mobile homes, campers, and travel trailers subject to MRT 18 (Decision No. 79427 dated November 30, 1971 in Case No. 8808). In that proceeding the for-hire carrier industry also was comprised predominantly of owner operators. It was the opinion of the witness that the carriers subject to rates in MRT 18 were similar in makeup to the carriers in this proceeding.

The consulting engineer for AGC and CAPA proposed that the single labor cost he developed be substituted for the two labor cost levels developed by the staff engineer. He asserted that it would be fair to carriers and consumers, and would be appropriate for the Commission to utilize in constructing zone rates in this proceeding. Set forth below is a comparison of his total labor cost per revenue hour for all vehicle combinations, and the total labor costs per revenue hour developed by the staff engineer for five-axle units.

AGC-CAPA Exhibit 9,
Adjusted Freight
Labor Scale
(All Destinations)

\$8.512

Staff Exhibit 2,
Table 1, Adjusted
ACA Labor Scale
(Interplant)

\$9.571

Staff Exhibit 2,
Table 2,
AGC Labor Scale
(Construction)

\$11.190

The consulting engineer testified that he rejected the staff costs in Table 2 of Exhibit 2, which were based on the AGC labor scale the staff had held to be appropriate for delivery of rock, sand, and gravel to construction job sites. He stated that the AGC contract had been tested in

Superior Court, and that it had been settled that it does not govern transportation of materials from point of origin to a job site (Matich Corporation v Department of Public Works, Decision No. 146063, Superior Court of the State of California, County of San Bernardino). The Superior Court decision was received as Exhibit 12. The labor cost changes recommended by AGC and CAPA were opposed by the carrier associations.

The traffic manager of Lone Star Industries, Inc., Northern California Division, testified on behalf of ACA. He stated that ACA was generally in accord with Tables 1 and 2 of staff Exhibit 2 with respect to development of labor cost per revenue hour. He quoted the following provision from Pages 13 and 14 of the ACA contract: "However when windrowing or working on construction job sites, AGC rates and starting times shall apply." He said that Lone Star Industries is subject to the ACA contract both as a proprietary carrier and a for-hire dump truck carrier.^{10/} Dump truck carrier revenue earned by Lone Star Industries is approximately \$2,000 a year. The witness explained that in accordance with the contract his company pays drivers on both scales, including the higher AGC scale when they are

^{10/} Lone Star Industries engages in the production of Portland cement, concrete aggregates (rock, sand, and gravel), and ready-mix concrete. It also engages in other businesses, including home improvement centers and the manufacture of rugs. In connection with these operations it maintains a fleet of approximately 100 trucks of various types in the San Francisco Bay area. They include approximately two pneumatic cement hopper trucks, 40 to 50 transit concrete ready-mix trucks, 20 to 25 double bottom dump truck units, five or six single unit dump trucks, and six flat racks. The company may also engage up to 24 for-hire dump trucks on a given day, depending upon business requirements.

driving to job sites. He stated that the proprietary trucks of his company normally are not used for deliveries to job sites, because they are kept busy with interplant hauls. The traffic manager stated that his company desires that the rates be sufficient to keep the for-hire carriers healthy so that they will be able to provide good equipment when needed. He said that ACA supports the labor costs in both Tables 1 and 2 of Exhibit 2 because it was felt that zone rates based on those costs will result in a greater level of service by the for-hire carrier industry which has deteriorated quite rapidly in recent years. The ACA contract was received as Exhibit 15. The AGC contract was not offered. The witness stated that he knew of no substantial dump truck carrier who was signatory to the ACA contract, other than Lone Star Industries.

The staff furnished Exhibit 13, which was an informational exhibit showing the method for determining zone entry segments. A zone entry segment is represented by the estimated round trip time and one-way miles provided to enter a zone from the traverse network.

Staff Exhibit 14 contains a revised Table 3 to cost Exhibit 2, showing figures for vehicle investment costs reflecting vehicle prices through the year 1971. Table 3 to Exhibit 2 reflects vehicle prices through the year 1970. Exhibit 14 shows that total fixed cost per revenue hour for tractors, semiend dump trailers, and transfer trailers are affected very little by the addition of the 1971 figures. The fixed costs for bottom dump trailers did not change. There were no new figures for three-axle trucks. It will not be necessary to change Exhibit 2 to reflect the very small differences reflected in Exhibit 14.

Discussion

The record shows that the various current rate structures in MRT 7 applicable to the transportation for rock, sand, and gravel in four and five-axle dump truck equipment from production sources in the San Francisco Bay area are obsolete and inadequate. The record also shows that, with certain modifications, the minimum rate tariff and directory proposed by the rate expert will provide a rate structure which reasonably reflects current transportation conditions and which will meet the requirements of the shippers and for-hire dump truck carriers engaged in the production and transportation of rock, sand, and gravel in the area involved.

No one opposed the establishment of a new dump truck minimum zone rate structure for rock, sand, and gravel in the San Francisco Bay area. For the most part, the results of the staff studies and the staff proposals were non-controversial. They were generally supported by the carrier and shipper associations, except for the specific changes which these organizations urged be made. The only area of serious disagreement among the parties is that relating to the basis for labor cost per revenue hour.

Labor costs based upon three different labor scales contained in three different labor agreements were introduced. The record shows that the dump truck carriers that handle the traffic involved are predominantly owner operators who drive their own vehicles. Some of the dump truck carriers hire drivers. In either event they are not signatories to labor agreements, and the bases upon which hired drivers are paid are not a matter of record. The only exception is Lone Star Industries, which primarily is not in the for-hire dump

truck business. It earns only about \$2,000 a year as a dump truck carrier.

We are convinced that the ACA labor scale, as modified by the staff engineer in Table 1 of Exhibit 2 is a reasonable labor cost basis for minimum rate purposes. The ACA labor scale applies to similar work being performed in the San Francisco Bay area by manufacturers and shippers who employ drivers to drive their proprietary dump truck equipment engaged in the transportation of rock, sand, and gravel. Although the modified general freight labor scale recommended by AGC and CAPA is predicated to a large degree upon labor agreements applicable to for-hire carriers, the types of vehicles utilized, kinds and form of commodities transported, kinds of origins and destinations, and methods of loading and unloading, are substantially different from those experienced by the carriers subject to this proceeding. The labor scale recommended by AGC and CAPA does not provide a proper basis for the minimum dump truck zone rates here involved.

The record does not show that the total costs in Table 8 of Exhibit 2, reflecting construction site labor costs (AGC labor scale), are experienced by dump truck carriers generally, or that such costs would be suitable as a basis to establish minimum rates in this proceeding. Those costs were utilized by the rate expert in developing the 15 cents per ton additive in Item 90 of Exhibit 4 applicable to deliveries to other than named types of industrial plants and facilities defined in Item 20. There is nothing in the record to show that deliveries to points not named in Item 90 are more costly for dump truck carriers to perform than deliveries to the kinds of facilities that are named. The 15 cents per ton additive would include the higher level of costs while the truck is loading and while it is running over the road

to the delivery area, as well as while it is at the delivery area. If there is a higher cost in making deliveries to some kinds of facilities than others it would not occur at the loading area, and seldom while running over the highway (for the same lengths of haul). Cost differences, if any, would occur principally at the unloading area.^{11/} Without some evidence that conditions at construction sites, or other points not named in Item 90, cause for-hire carriers to consume more time to unload, or that they experience actual increases in other elements of cost, there is no basis to establish a higher level of minimum rates.^{12/} Under the circumstances a dual rate structure, as provided by Item 90, would be unreasonably discriminatory to shippers and receivers.

An additional problem with Item 90 is that it does not clearly distinguish between the types of destinations where the published basic rates would apply, and those places where the 15-cent additive would apply. For example, the term "distributing yard", appearing in Item 90 and defined in Item 20, would also include glass, plasterboard, and sandblasting companies, as explained by the rate expert. The term is not restricted, and therefore would apply to any location where a load of rock, sand, or gravel is dumped in a pile.

^{11/} Cost differences at certain delivery points were recognized in MRT 17 where area-to-point rates were established to named receivers at three cents per ton less than otherwise applicable zone rates, based upon lower costs resulting principally from shorter terminal end time for delivery.

^{12/} Item 230 of Exhibit 4 contains a provision for extra charge designed to protect carriers from excessive delay time at destination, including time spent in patching, spreading, multiple dumping, or other similar service requested by the consignee or his agent.

We cannot agree with the rate expert that it is necessary to postpone inclusion of the profit factor because costs are higher than current rates, or because of competition from proprietary trucks (footnote 8 hereof). The applicable rates in MRT 7 have not been revised, based upon comprehensive studies, for a number of years.^{13/} It is not unexpected, therefore, that the proposed rates are higher than those in MRT 7. A new zone rate structure without a profit factor would be inconsistent with other dump truck minimum rate structures established in recent years. A profit factor usually has been added to total cost of performing dump truck service to compensate carriers for the business risks involved and to cover federal and state income taxes. There have been some minor exceptions. However, the exceptions involved circumstances substantially different from those involved here. We agree with CDTOA and the other carrier representatives that the zone rates in Exhibit 4 should be adjusted to reflect repeal of the Motor Transportation License Tax Law and to include a profit factor of 8 percent. The rates and charges in individual tariff items also should be revised to reflect these changes.

^{13/} By Decision No. 81157 of March 13, 1973 (and companion Decisions Nos. 81081 and 80481) the distance tonnage rates, interplant tonnage rates, and zone rates applicable to transportation of rock, sand, and gravel in Northern Territory, including the San Francisco Bay area, were increased 10 percent. Hourly rates were increased 5½ percent.

We agree with CDTOA and the other carrier representative that trucks without trailing equipment should not be made subject to the new zone rates at this time. The record shows that there are no two-axle trucks in use for the transportation involved herein, and that relatively few three-axle trucks are employed. Where three-axle trucks are utilized to haul other commodities at hourly rates, as well as rock, sand, and gravel, the proposed zone rates could cause duplicate collections and eventual loss of business.

We also agree with the carrier proposals to establish a single minimum charge for 22 tons, to omit the requirement for signature of the consignee or its agent for accessorial charges, and to modify Item 210 of Exhibit 4 to include within the scope of the tariff all shipments within five miles of a delivery zone.

Findings

1. The transportation of rock, sand, and gravel by for-hire dump truck carriers from production sources to points of destination within the counties involved in this proceeding is performed principally with four and five-axle dump truck equipment (truck tractor or dump truck with dump-type trailing equipment).

2. For the transportation described in Finding 1, MRT 7 provides minimum zone tonnage rates, interplant distance tonnage rates, mileage tonnage rates, and hourly rates, in varying amounts for substantially the same lengths of haul, depending upon locations of points of origin and destination and applicable tariff provisions.

3. The cost data in Exhibit 2 (except those based upon construction site labor costs in Table 2) represent the present costs of performing the service described in Finding 1, by dump truck carriers operating in a reasonably efficient manner.

4. The cost data in Table 2 of Exhibit 2 and the cost data in Exhibit 9 have not been shown to be justified as bases for establishing minimum rates in this proceeding.

5. In the aggregate the present rates in MRT 7 fail to cover total cost of performing the transportation services described in Finding 1.

6. The traverse time and distance data in Exhibits 6 and 7 reflect the operation of four- and five-axle dump truck equipment under current conditions.

7. The system of production areas and delivery zones in Exhibit 1, in conjunction with the traverse time and distance data in Exhibits 6 and 7, will provide reasonable bases for relating rates to the various lengths of haul.

8. The minimum rates, rules, production areas, and delivery zones, and adjustments thereto, described in the foregoing opinion, and which will be established in the order which follows, are, and for the future will be, the just, reasonable, and nondiscriminatory minimum rates, rules, production areas and delivery zones to govern the transportation services described in Finding 1.

9. Increases in rates and charges resulting from the adjustments in rates described in the preceding opinion and findings, and which will be established in the ensuing order, are justified.

10. Dump truck carriers should be authorized to charge less for longer than for shorter distances to the extent necessary to charge the minimum rates and to observe the rules set forth in the new minimum rate tariff.

11. Dump truck carriers should be ordered to cease and desist from quoting, maintaining, or assessing rates or rules which result in charges lower in volume or effect than the charges applicable under the new minimum rates.

12. The procedures of the Commission provided for reasonable opportunity for participation by all interested persons or their representatives. Notice of hearing was sent to carriers and shippers and to organizations known to be interested.

The Commission concludes that the proposed minimum rate tariff and directory, modified in accordance with the preceding findings, and as provided in the ensuing order, are justified.

The zone rate factors involved herein have been computerized by the staff. Future rate changes will involve changes in the formula and/or network values that are applied to the computer program. In connection with future proposals for rate changes, or proposals to add new production areas or delivery zones, parties should be relieved of the requirement that they set forth in their petitions the precise rates which they seek. They will be required, however, to set forth the economic factors and/or territorial descriptions relied upon as the bases for new or revised zone rates.

The establishment of a new tariff and directory to govern transportation of rock, sand, and gravel in four- and five-axle dump truck equipment within the San Francisco Bay area will require various changes in MRT 7 to remove the application of the provisions of that tariff from transportation which would be subject to the new tariff and directory. Among changes in MRT 7 to be made for such purposes are the cancellation of the zone rates that now apply to rock, sand, and gravel within the counties involved, and the restriction of other provisions as necessary to limit the tariff to the remaining transportation that would be subject thereto. Revisions in MRTs 1-B, 2, and 19 also will be necessary to exclude traffic subject to the new tariff. We find such changes to be justified.

On the basis of our findings and conclusions herein, revised minimum rates, rules, production areas, and delivery zones for inclusion in a new minimum rate tariff and directory, will be prescribed by the order which follows. Amendment of MRT 7, together with related amendments of MRTs 1-B, 2, and 19 to the extent necessary to carry out the effect of the order, also will be prescribed by separate orders.

O R D E R

IT IS ORDERED that:

1. The rates, charges, and rules set forth in Minimum Rate Tariff 20, which is designated as Appendix A of the order herein, and by this reference is incorporated in and made a part of this order, are established and approved, effective October 1, 1973, as the just, reasonable, and nondiscriminatory minimum rates and charges to be assessed, charged, and collected, and the rules to be observed, by any and all dump truck carriers, as defined in Section 3520 of the Public Utilities Code, for transportation by motor vehicle over the public highways of the State of California of rock, sand, and gravel, and for the performance of other services, including accessorial services rendered incident thereto, for which rates, charges, and rules are provided in Minimum Rate Tariff 20.
2. The production areas and delivery zones set forth in Northern California Production Area and Delivery Zone Directory 2, which is designated as Appendix B of the order herein, and by this reference is incorporated in and made a part of this order, are established and approved, effective October 1, 1973, to govern the rates, charges, and rules set forth in Minimum Rate Tariff 20.
3. To the extent that Minimum Rate Tariff 20 minimum rates, rules, production areas, and delivery zones are applicable, they shall supersede present provisions of Minimum Rate Tariff 7 which apply to the same transportation.

4. All dump truck carriers shall, on October 1, 1973, cease and desist from assessing, charging, or collecting rates or charges lower in volume or effect than those set forth in Minimum Rate Tariff 20 for transportation and other services incidental thereto, for which rates have been provided in that minimum rate tariff.

5. In seeking the revision of zone rates or the establishment of further production areas and delivery zones, together with applicable rates, 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 cost factors, tie-in time and distance factors, territorial descriptions, and other data as are necessary to the revision of rates, or integration of requested additional production areas and delivery into the rate structure, established by this order or amendments thereto.

6. Dump truck carriers are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California to the extent necessary to assess or otherwise to apply the minimum rates, rules, and regulations established pursuant to this order.

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

Dated at San Francisco, California, this 28th
day of AUGUST, 1973.

Vernon L. Sturgen
President
William Symons
[Signature]
[Signature]
Commissioners

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

APPENDIX A

TO

DECISION NO. 81799

IN CASE NO. 5437

ISSUED BY THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA

CONSISTING OF
MINIMUM RATE TARIFF 20

NAMING
MINIMUM RATES AND RULES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
IN FOUR- AND FIVE-AXLE
DUMP TRUCK EQUIPMENT

FROM
DEFINED PRODUCTION AREAS

TO
DESIGNATED DELIVERY ZONES
IN NORTHERN CALIFORNIA

BY
DUMP TRUCK CARRIERS

MINIMUM RATE TARIFF 20

NAMING
MINIMUM ZONE RATES AND RULES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
IN FOUR- AND FIVE-AXLE DUMP TRUCK EQUIPMENT FROM
DEFINED PRODUCTION AREAS TO DESIGNATED DELIVERY ZONES
IN NORTHERN CALIFORNIA

BY
DUMP TRUCK CARRIERS

No. 81799 original tariff contains rates and rules established in Decision
in Case No. 5437. Changes will be made by issuing revised or added
pages or by issuing supplements.

EFFECTIVE

CORRECTION NUMBER CHECKING SHEET

THIS TARIFF IS ISSUED IN LOOSE-LEAF FORM. CORRECTION NUMBERS APPEARING ON ALL ADDED AND REVISED PAGES WILL BE SHOWN CONSECUTIVELY IN THE LOWER LEFT-HAND CORNER. THESE CORRECTION NUMBERS SHOULD BE CHECKED BELOW ON THIS CHECK SHEET BEFORE PAGES ARE FILED IN TARIFF.

CORRECTION NUMBERS

1	51	101	151	201	251	301
2	52	102	152	202	252	302
3	53	103	153	203	253	303
4	54	104	154	204	254	304
5	55	105	155	205	255	305
6	56	106	156	206	256	306
7	57	107	157	207	257	307
8	58	108	158	208	258	308
9	59	109	159	209	259	309
10	60	110	160	210	260	310
11	61	111	161	211	261	311
12	62	112	162	212	262	312
13	63	113	163	213	263	313
14	64	114	164	214	264	314
15	65	115	165	215	265	315
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17	67	117	167	217	267	317
18	68	118	168	218	268	318
19	69	119	169	219	269	319
20	70	120	170	220	270	320
21	71	121	171	221	271	321
22	72	122	172	222	272	322
23	73	123	173	223	273	323
24	74	124	174	224	274	324
25	75	125	175	225	275	325
26	76	126	176	226	276	326
27	77	127	177	227	277	327
28	78	128	178	228	278	328
29	79	129	179	229	279	329
30	80	130	180	230	280	330
31	81	131	181	231	281	331
32	82	132	182	232	282	332
33	83	133	183	233	283	333
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35	85	135	185	235	285	335
36	86	136	186	236	286	336
37	87	137	187	237	287	337
38	88	138	188	238	288	338
39	89	139	189	239	289	339
40	90	140	190	240	290	340
41	91	141	191	241	291	341
42	92	142	192	242	292	342
43	93	143	193	243	293	343
44	94	144	194	244	294	344
45	95	145	195	245	295	345
46	96	146	196	246	296	346
47	97	147	197	247	297	347
48	98	148	198	248	298	348
49	99	149	199	249	299	349
50	100	150	200	250	300	350

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

TABLE OF CONTENTS	PAGE OR SECTION
ARRANGEMENT OF TARIFF-----	Page 111
CORRECTION NUMBER CHECKING SHEET-----	Page 1
FORM OF SHIPPING DOCUMENT-----	Section 7
RATES:	
ZONE RATES TO DELIVERY ZONES	
From Alameda County Production Areas-----	Section 2
From Contra Costa County Production Areas-----	Section 3
From San Mateo County Production Areas-----	Section 4
From Santa Clara County Production Areas-----	Section 5
From Santa Cruz County Production Areas-----	Section 6
RULES:	
Accessorial Charges-----	180, 190
Alternative Application of Common Carrier Rates-----	200
Alternative Application of Combinations with Common Carrier Rates--	220
Application of Other Minimum Rate Tariffs-----	160
Application of Tariff--Carriers-----	40
Application of Tariff--Commodities-----	60
Application of Tariff--General-----	80
Application of Tariff--Rates-----	100
Application of Tariff--Territories-----	120
Application of Tariff--Types of Equipment-----	140
Bond Requirement-----	240
Collection of Charges-----	260
Collect on Delivery (C.O.D.) Shipments-----	280
Computation of Charges for Shipments to Delivery Zones	
for Which Specific Zone Rates Are Not Provided-----	300
Computation of Charges for Shipments to Destinations	
Outside of a System of Delivery Zones-----	320
Computation of Charges--Returned or Diverted Shipments-----	340
Computation of Distances-----	360
Definition of Technical Terms-----	20
Issuance of Shipping Document-----	400
Method of Determining Weight of Shipment-----	420
Minimum Charge-----	440
Payments to Underlying Carriers-----	460
References to Items and Other Tariffs-----	500
Shipments Transported in Multiple Lots-----	520
Units of Measurement to be Observed-----	540
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting of seven sections.

SECTION 1 - Rules

SECTION 2 - Zone Rates for the Transportation of Rock, Sand and Gravel from Alameda County Production Areas to Delivery Zones

SECTION 3 - Zone Rates for the Transportation of Rock, Sand and Gravel from Contra Costa County Production Areas to Delivery Zones

SECTION 4 - Zone Rates for the Transportation of Rock, Sand and Gravel from San Mateo County Production Areas to Delivery Zones

SECTION 5 - Zone Rates for the Transportation of Rock, Sand and Gravel from Santa Clara County Production Areas to Delivery Zones

SECTION 6 - Zone Rates for the Transportation of Rock, Sand and Gravel from Santa Cruz County Production Areas to Delivery Zones

SECTION 7 - Form of Shipping Document

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SECTION I

RULES

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

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>CARRIER means a dump truck carrier as defined in the Highway Carriers' Act.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation from whom the property was physically received by the carrier for transportation.</p> <p>DEBTOR means the person(s) and/or corporation(s) obligated to pay charges accruing under provisions of this tariff. It also includes an overlying carrier when he utilizes the services of an underlying carrier.</p> <p>DIRECTORY means Northern California Production Area and Delivery Zone Directory 2 issued by the Commission.</p> <p>DUMP TRUCK EQUIPMENT means any motor vehicle (including component trailing equipment) as defined in the Highway Carriers' Act, which discharges its load by gravity either (a) in conjunction with mechanical or pneumatic (induction of air used to speed gravitation) means that are an integral part of the vehicle, or (b) by opening all or a portion of the bottom, sides or end, or (c) by combination of (a) and (b). It does not include a motor vehicle engaged in the transportation of concrete mechanically mixed in transit or equipment which is unloaded by air pressure in defiance of gravity.</p> <p>MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item 520.</p> <p>OVERLYING CARRIER (principal carrier) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the underlying carrier (independent-contractor subhauler), to perform that service. (See Note)</p> <p>NOTE.--The term "Overlying Carrier" also includes an underlying carrier which employs another carrier to perform transportation service.</p> <p>POINT OF DESTINATION means the precise location at which a shipment is tendered for physical delivery into the custody of the consignee or his agent. It includes all locations within 300 feet of the point at which physical delivery of said shipment is initiated.</p> <p>POINT OF ORIGIN means the precise location at which a shipment is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single commercial producing plant shall be considered as one point of origin. A single commercial producing plant shall include only contiguous property which shall not be deemed separate if intersected by a public street or streets.</p> <p style="text-align: center;">(Continued)</p>	20
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES (CONTINUED)
20	<p data-bbox="659 283 1219 309">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p data-bbox="372 331 1516 426">RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p data-bbox="372 449 1499 499">RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p data-bbox="372 522 1487 592">SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.</p> <p data-bbox="372 614 1516 710">SHIPMENT means a quantity of freight tendered by one consignor on one shipping document at one point of origin for one consignee at one point of destination and transported at one time in one unit of equipment. (See also exceptions in rule and definition for multiple lot shipment.)</p> <p data-bbox="372 732 1436 783">SHIPPER means the person, firm or corporation (other than a carrier) who arranges with the carrier for the transportation of the property.</p> <p data-bbox="372 805 1475 900">TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="445 922 758 948">TON means 2,000 pounds.</p> <p data-bbox="372 971 1475 1088">UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier) for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished.</p> <p data-bbox="372 1110 1453 1161">UNIT OF EQUIPMENT means a truck, a tractor, a trailer, a semi-trailer, or any combination of the foregoing operated in a train.</p> <p data-bbox="372 1183 1521 1256">WEIGHT TICKET means the shipper's scale weight ticket supplied to the carrier by the consignor at the point of origin and completed by the consignee at the point of destination.</p>
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SECTION 1--RULES (CONTINUED)	ITEM
<p data-bbox="587 283 1014 309">APPLICATION OF TARIFF--CARRIERS</p> <p data-bbox="232 334 1383 407">Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act. They apply for transportation of property by dump truck carriers, as defined in said Highway Carriers' Act, in bulk in dump truck equipment.</p> <p data-bbox="232 429 1359 502">The rates and rules contained in this tariff shall apply to transportation by underlying carriers (independent-contractor subhauler) when such transportation is performed for other carriers as provided in Item 460.</p>	40
<p data-bbox="560 570 1031 597">APPLICATION OF TARIFF--COMMODITIES</p> <p data-bbox="304 617 1386 643">Rates in this tariff apply for the transportation of the following commodities:</p> <p data-bbox="372 665 1359 692">Rock, natural, crushed, chips, waste or dust (Subject to Notes 1 and 2),</p> <p data-bbox="372 714 437 741">Sand,</p> <p data-bbox="372 763 467 789">Gravel.</p> <p data-bbox="304 809 1086 836">NOTE 1.--The term "rock", as used herein, includes stone.</p> <p data-bbox="304 858 1308 906">NOTE 2.--The term "rock", as used herein, includes any rock or rocks that passes through a 6-inch screen as used in the industry.</p>	60
<p data-bbox="594 968 1007 995">APPLICATION OF TARIFF--GENERAL</p> <p data-bbox="304 1015 1113 1041">Rates in this tariff do not apply to the transportation of:</p> <p data-bbox="314 1063 1407 1349">(a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's service.</p> <p data-bbox="314 1134 1407 1278">(b) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p> <p data-bbox="314 1300 1366 1349">(c) Property which is exempt from regulation by the Interstate Commerce Commission under Section 203(b) (8) of the Interstate Commerce Act.</p>	80
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES (CONTINUED)
100	<p style="text-align: center;">APPLICATION OF TARIFF--RATES</p> <p>Except as otherwise provided, the rates in this tariff are zone rates and include bridge tolls. The rates apply from all points of origin within the designated production areas to all points of destination within the designated delivery zones.</p> <p>If any portion of a shipment is physically delivered into or beyond more than one delivery zone, the minimum rate for the entire shipment shall be that rate from point of origin to the highest rated point where physical delivery is made. (See Exception)</p> <p>EXCEPTION.--When any portion of a shipment is delivered into more than one zone, and when no portion of such shipment is physically delivered beyond the boundaries of streets which are the boundaries between the zones involved, the minimum rate for the entire shipment shall be the lower or the lowest of the applicable rates between point of origin and the zones into which delivery is made.</p>
120	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIES</p> <p>Rates in this tariff apply for transportation from all points within the production areas to all points within the delivery zones described in Northern California Production Area and Delivery Zone Directory 2. They apply also, to the extent specified elsewhere herein, for transportation from all points within said production areas to points outside of said delivery zones.</p>
140	<p style="text-align: center;">APPLICATION OF TARIFF--TYPES OF EQUIPMENT</p> <p>(a) Rates in the tariff apply to transportation of rock, sand and gravel in four- and five-axle dump truck equipment (truck tractor or dump truck with dump-type trailing equipment).</p> <p>(b) When the shipper, debtor or overlying carrier requests transportation service to be performed by a two- or three-axle truck with transfer-type pull trailer, the rate shall be 15 cents per ton more than the otherwise applicable rate.</p> <p>(c) Rates in this tariff do not apply to transportation of rock, sand and gravel in two- or three-axle dump trucks without trailing equipment. When such equipment is utilized rates set forth in Minimum Rate Tariff 7 shall apply.</p>
160	<p style="text-align: center;">APPLICATION OF OTHER MINIMUM RATE TARIFFS</p> <p>Except as otherwise provide, the rates in this tariff supersede, and apply to the exclusion of, rates applicable to the same transportation under other minimum rate tariffs of the Commission.</p> <p>For rates for the transportation of commodities in dump truck equipment, other than as provided in this tariff, see Minimum Rate Tariff 1-B, 2, 7 or 19 as the case may be.</p>
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (CONTINUED)	ITEM						
<p style="text-align: center;">ACCESSORIAL CHARGES (At Destination)</p> <p>In addition to the rates provided under Sections 2 through 6, an accessorial charge of \$14.82 per hour shall be assessed for all time which exceeds the free time allowance at point of destination (See Note 1).</p> <p>Time at destination shall be computed from the time of arrival of the unit of equipment at the point of destination to the time of the release of the unit of equipment by the consignee or his agent (including time spent in patching, spreading, multiple dumping or other similar service requested by the consignee or his agent). Chargeable time shall be computed to the nearest six (6) minutes, minimum charge six (6) minutes.</p> <p>NOTE 1.--The free time allowance for units of equipment listed under Column 1 shall be the time as set forth under Column 2.</p> <table> <tr> <th><u>Column 1</u></th><th><u>Column 2</u></th></tr> <tr> <td>Truck and transfer trailer combination equipment</td><td>16 Minutes</td></tr> <tr> <td>Equipment other than truck and transfer trailer combination</td><td>7 Minutes</td></tr> </table>	<u>Column 1</u>	<u>Column 2</u>	Truck and transfer trailer combination equipment	16 Minutes	Equipment other than truck and transfer trailer combination	7 Minutes	180
<u>Column 1</u>	<u>Column 2</u>						
Truck and transfer trailer combination equipment	16 Minutes						
Equipment other than truck and transfer trailer combination	7 Minutes						
<p style="text-align: center;">ACCESSORIAL CHARGES (At Origin)</p> <p>In addition to the rates provided under Sections 2 through 6, an accessorial charge of \$14.82 per hour shall be assessed for all time which exceeds the free time allowance at point of origin (See Note 1).</p> <p>Time at origin shall be computed from the specified time of arrival or the actual time of arrival, whichever is later, to the time the unit of equipment has been loaded and weighed. Chargeable time shall be computed to the nearest six (6) minutes, minimum charge six (6) minutes.</p> <p>NOTE 1.--The free time allowance for units of equipment listed under Column 1 shall be the time as set forth under Column 2.</p> <table> <tr> <th><u>Column 1</u></th><th><u>Column 2</u></th></tr> <tr> <td>Truck and transfer trailer combination equipment</td><td>12 Minutes</td></tr> <tr> <td>Equipment other than truck and transfer trailer combination</td><td>9 Minutes</td></tr> </table>	<u>Column 1</u>	<u>Column 2</u>	Truck and transfer trailer combination equipment	12 Minutes	Equipment other than truck and transfer trailer combination	9 Minutes	190
<u>Column 1</u>	<u>Column 2</u>						
Truck and transfer trailer combination equipment	12 Minutes						
Equipment other than truck and transfer trailer combination	9 Minutes						
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

ITEM	SECTION 1--RULES (CONTINUED)
200	<p data-bbox="526 298 1178 322" style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="283 393 1439 513">Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided (See Note 1). For charges for loading and unloading, see Note 1, Item 220 (See Notes 2, 3 and 4).</p> <p data-bbox="283 535 1431 603">NOTE 1.--When the point of origin is on an industrial railroad connecting with a common carrier railroad, the common carrier rate shall be deemed to apply from the point of origin.</p> <p data-bbox="283 630 1431 816">NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that, if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p data-bbox="283 840 1405 935">NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p data-bbox="283 960 1419 1030">NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>
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SECTION 1--RULES (CONTINUED)

ITEM

ALTERNATIVE APPLICATION OF COMBINATIONS
WITH COMMON CARRIER RATES

When lower aggregate charges result, tonnage rates provided in this tariff may be used in combination with the published rates of common carriers by land filed with the Commission for the transportation of shipments of the same kind of property between the same points, subject to the following conditions:

(a) When the point of origin is located beyond a railhead and the point of destination is located at a railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the tonnage rate provided in this tariff, applicable to the weight of entire shipment, from point of origin to any such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)

(b) When the point of origin is located at a railhead and the point of destination is located beyond a railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate in cents per ton shown in Note 1 of Item 190 for each mile or fraction thereof from any such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)

(c) When both the point of origin and the point of destination are located beyond railhead, add to the common carrier rate applying between any railheads (A) the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, and (B) the rate in cents per ton shown in Note 1 of Item 190 for each mile or fraction thereof, from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)

NOTE 1.--If loading and unloading are not included in the rate of a common carrier which is applied or used to construct a rate for highway transportation, the following rates in cents per ton shall be added to the common carrier rate (See Notes 2 and 3):

Service Provided	Column	
	A	B
Loading	12	10
Unloading	16	7

Column A.--Applies when shipment is transported by truck and transfer combination equipment.

Column B.--Applies when shipment is transported in equipment other than described under Column A.

NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item, except that when no specific minimum weight is shown for a carload rate, it shall be not less than 30,000 pounds.

NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

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

ITEM	SECTION 1--RULES (CONTINUED)
240	<p style="text-align: center;">BOND REQUIREMENT</p> <p>No carrier subject to the provisions of this tariff shall engage any underlying carrier or lease any equipment as lessee unless and until it has on file with the Commission a bond in the form and amount specified in General Order No. 102-D.</p>
260	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing possession of property entrusted to them for transportation; said charges shall be collected in cash or in the form of valid checks, drafts or money orders.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to debtors for a period not to exceed the 15th day following the last day of the calendar month in which the transportation was performed.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 5 days after the last calendar day of the month in which transportation was performed.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <ol style="list-style-type: none"> 1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor. 2. Every carrier handling C.O.D. shipments shall: <ol style="list-style-type: none"> (a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery. (b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment: <ol style="list-style-type: none"> (1) Number and date of freight bill. (2) Name and address of consignor or other person designated as payee. (3) Name and address of consignee. (4) Date shipment delivered. (5) Amount of C.O.D. moneys collected. (6) Date C.O.D. moneys remitted. (7) Check number or other identification of remittance to payee. (c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall identify the C.O.D. shipment or shipments covered by the remittance. (d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor. (e) (Exception to General Order No. 84-G) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered because of circumstances beyond the carrier's control. In the event of such nondelivery, and pursuant to the consignor's instructions, the shipment shall either be returned to the consignor or delivered to another consignee (See Item 340 for charges to be assessed for diverted or returned shipments). 3. The charges for collection and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be \$2.00 for each C.O.D. shipping document collected. 4. The bond prescribed in General Order No. 84-G or reissues thereof shall not be required of carriers while engaged as independent-contractor subhaulers; carriers while engaged in transporting property for which rates are provided in Minimum Rate Tariff 20, or carriers operating within lawfully established pickup and delivery limits as agents of a common carrier in the performance for such common carrier of transfer, pickup or delivery services provided for in the lawfully published tariffs of such common carriers. 	280
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ITEM	SECTION 1--RULES (CONTINUED)
300	<p style="text-align: center;">COMPUTATION OF CHARGES FOR SHIPMENTS TO DELIVERY ZONES FOR WHICH SPECIFIC ZONE RATES ARE NOT PROVIDED</p> <p>When a shipment is transported from a production area to a delivery zone for which a specific zone rate is not provided, the applicable rate shall be determined as follows:</p> <p>(a) Determine the delivery zone (along route of movement) which is nearest to point of destination and to which a zone rate from the same production area is provided in the tariff.</p> <p>(b) Add to the rate to said delivery zone from said production area 8 cents per ton plus toll charges, if any, for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination.</p>
320	<p style="text-align: center;">COMPUTATION OF CHARGES FOR SHIPMENTS TO DESTINATIONS OUTSIDE OF A SYSTEM OF DELIVERY ZONES</p> <p style="text-align: center;">(For limitation on applicability of this item, see Note 1.)</p> <p>When a shipment is transported from a production area to a point of destination outside of the system of zones, add to the zone rate from the same production area to the last delivery zone passed through on the route of movement 8 cents per ton plus toll charges, if any, for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination.</p> <p>NOTE 1.--Except as provided in Note 2, the provisions of this item do not apply to shipments delivered to destinations 10 or more miles, by route of movement, from point of departure from system of delivery zones. Charges for such shipments shall be computed in accordance with the provisions of Minimum Rate Tariff 7.</p> <p>NOTE 2.--In the event the point of destination is 10 or more miles, by route of movement, from point of departure from system of delivery zones, but is within five miles of an existing delivery zone, charges shall be computed at the applicable rate to the nearest delivery zone, plus a charge of 8 cents per ton per mile from the nearest delivery zone to the point of destination.</p>
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (CONTINUED)	ITEM
<p data-bbox="543 338 1011 382">COMPUTATION OF CHARGES--RETURNED OR DIVERTED SHIPMENTS</p> <p data-bbox="227 404 1345 537">If a shipment which has been transported to a point of destination shown on the shipping document specified in Section 7 may not be delivered at said point of destination, and if, pursuant to instructions from the consignor, the carrier either returns the shipment to point of origin or transports the shipment to another point of destination, the following charges shall apply for the total transportation performed:</p> <p data-bbox="295 559 1311 603">(a) When the shipment is returned to point of origin the total charge shall be computed at one and one half times the outbound rate.</p> <p data-bbox="295 625 1320 769">(b) When a shipment diverted from its original point of destination the applicable charge shall be computed at the rate from point of origin to the original point of destination shown on the shipping document plus 8 cents per ton for each mile or fraction thereof traversed from the original point of destination to the point of destination where physical delivery of the shipment is accomplished, plus toll charges, if any.</p>	340
<p data-bbox="611 836 935 858">COMPUTATION OF DISTANCES</p> <p data-bbox="227 880 1337 946">Distances to be used in connection with distance rates in this tariff shall be the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.</p>	360
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM

SECTION 1--RULES (CONTINUED)

ISSUANCE OF SHIPPING DOCUMENT

(a) A Combined Shipping Order and Freight Bill (or other document) shall be issued by the carrier to the shipper for each shipment received for transportation under zone rates. Such document may be issued in individual or manifest form and shall show the following information:

- | | |
|---|--|
| (1) Name of carrier. | (7) Address of debtor if other than consignor. |
| (2) Date of shipment. | (8) Name of consignee. |
| (3) Equipment number. | (9) Address of consignee. |
| (4) Name of consignor. | (10) Name of underlying carrier (if any). |
| (5) Address of consignor. | (11) Signature of driver. |
| (6) Name of debtor if other than consignor. | (12) Type of equipment (See Note 1). |

NOTE 1.--The document shall identify whether the power unit is a truck or tractor and shall specify number of axles. Additionally, trailing equipment shall be identified as "transfer type pull trailer," "semi-end dump trailer," "semi-bottom dump trailer," or other specific type. If no trailing equipment is provided, the document shall say "No trailing equipment."

A Zone Rate Freight Bill shall show the following information:

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| (1) Point of origin. | (6) Weight or other unit of measurement upon which charges are based. |
| (2) Point of destination. | (7) Rate and charges assessed. |
| (3) Production area letter. | (8) Accessorial, helpers or other charges. |
| (4) Delivery zone number. | |
| (5) Commodity description. | |

(b) When accessorial charges are to be assessed under the provisions of Items 230 or 235 to any shipment, additional information shall be supplied as follows:

- | | |
|---|-----------------------------|
| (1) Whether truck and transfer trailer combination. | (3) Rate to be assessed. |
| (2) Chargeable time. | (4) Charges to be assessed. |

(c) In the event that transportation is performed by an underlying carrier, a Combined Shipping Order and Freight Bill (or other document) shall be issued by such underlying carrier to the overlying carrier. Such document must contain all of the above information except the following:

1. Name of debtor if other than consignor.
2. Address of debtor if other than consignor.
3. Rate and charges assessed.

Two or more copies of the document shall be presented by the underlying carrier to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month (See Note 2).

The information not required to be shown by the underlying carrier must be completed on two copies of a Combined Shipping Order and Freight Bill (or other document) by the overlying carrier prior to submission to the debtor for collection.

NOTE 2.--When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document.

(Continued)

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

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT (Concluded)</p> <p>(e) A Weight Ticket may be substituted for the Combined Shipping Order and Freight Bill, provided that all the necessary information is supplied by the Weight Ticket or annotated thereon.</p> <p>(f) The documents issued shall be prepared in two or more copies. A copy of each shall be furnished to the shipper, and a copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p>(g) Abbreviations or code numbers, letters or other similar designations may be used to record information required to be shown on the document by paragraph (a) provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph (e). The term carrier as used herein includes both overlying and underlying carriers.</p> <p>(h) The form of shipping document in Section 7 will be suitable and proper. Other forms may be utilized provided that the requirements of this item are completely fulfilled.</p>	400
<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense. In the event actual weights are not available an estimated weight of 2,800 pounds per cubic yard shall be used (See Exception).</p> <p>EXCEPTION.--When rail rates are used under the provisions of Items 200 and 220 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	420
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for 22 tons at the applicable rate (See Note).</p> <p>NOTE.--The minimum weight must be transported in one unit of dump truck equipment at one time.</p>	440
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES (CONTINUED)
460	<p style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS.</p> <p>Charges paid by any overlying carrier to an underlying carrier and collected by the latter carrier from the former for the service of said underlying carrier shall be not less than 95 per cent of the charges applicable under the minimum rates prescribed in this tariff, less the gross revenue taxes applicable and required to be paid by the overlying carrier (See Notes 1 and 2). The underlying carrier may extend credit to the overlying carrier for a period not to exceed twenty days following the last day of the calendar month in which the transportation was performed, and payment to the underlying carrier must be made within that time. Freight bills for transportation and accessorial charges shall be presented by the underlying carriers to overlying carriers within three days after the last calendar day of the month in which the transportation was performed.</p> <p>NOTE 1.--As used in this item the term gross revenue taxes means the California Transportation Tax payable to the California Board of Equalization and the tax payable to the California Public Utilities Commission under the Transportation Rate Fund Act.</p> <p>NOTE 2.--Nothing herein contained shall prevent an overlying carrier, in paying such charges, from deducting therefrom such liquidated amounts as may be due from the underlying carrier to the overlying carrier, providing such deductions have been authorized in writing by the underlying carrier. Any overlying carrier electing to employ this procedure shall itemize such amounts and maintain for the Commission's inspection all documents involved in the transaction.</p>
500	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p style="text-align: center;">(Applicable only in connection with Items 200 and 220 of this tariff.)</p> <p>1. When a carrier does not pick up an entire shipment in a single unit of carrier's equipment at one time, the following provisions shall apply in addition to other applicable rules:</p> <p>(a) The entire shipment shall be available for immediate transportation at the time of the first pickup.</p> <p>(b) Except as otherwise provided in paragraph 2, at the time of or prior to the first pickup, the carrier shall issue to the shipper a single multiple lot document for the entire shipment. The single multiple lot document shall show the following information:</p> <p>(1) Name of consignor and name of consignee. (2) Point of origin and point of destination. (3) Date of first pickup. (4) The kind and quantity of property in the multiple lot shipment.</p> <p>2. When the information required to be shown on the multiple lot document by subparagraph 1(b) of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p>(a) Written shipping instructions shall be furnished by the shipper to the carrier within a period of five calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the multiple lot shipment.</p> <p>(b) Within a period of five calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the shipper the single multiple lot document for the entire shipment as required by subparagraph 1(b).</p> <p>(c) Preparation by the shipper of the required single multiple lot document referred to in subparagraph 2(b) will constitute compliance with subparagraph 2(a).</p> <p style="text-align: center;">(Continued)</p>	520
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES (CONCLUDED)
520	<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded)</p> <p style="text-align: center;">(Applicable only in connection with Items 200 and 220 of this tariff.)</p> <ol style="list-style-type: none"> 3. In addition to the single multiple lot document, a shipping document shall be issued to the shipper by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to clear identification of the single multiple lot document. 4. The entire shipment shall be picked up by the carrier within: <ol style="list-style-type: none"> (a) A period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by consignor without the presence of carrier personnel or motive equipment. (b) A 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (a) above. 5. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles. 6. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of paragraph 1 or paragraph 2 shall constitute the multiple lot shipment.
540	<p style="text-align: center;">UNITS OR MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
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SECTION 2

ZONE RATES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL

From

Production Areas Located Within

ALAMEDA COUNTY

To

Delivery Zones Located Within

Alameda County

Contra Costa County

San Francisco County

San Mateo County

and

Santa Clara County

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

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-A
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	216	505	143	1109	135	2107	107	3005	154
102	230	506	143	1110	124	2201	91	3101	155
103	249	507	158	1201	200	2202	100	3102	144
104	210	508	150	1301	116	2203	100	3201	172
105	223	509	140	1302	112	2301	131	3202	205
106	240	510	118	1303	101	2302	139	3203	172
107	259	511	125	1304	125	2303	153	3204	170
108	215	512	142	1305	118	2401	111	3301	187
109	220	513	155	1306	110	2402	114	3303	195
110	241	514	128	1307	96	2403	124	3401	168
111	250	515	157	1308	88	2404	129	3501	157
112	213	516	158	1401	133	2405	131	3502	171
113	215	517	179	1402	129	2406	140	5001	120
114	221	518	180	1403	125	2501	123	5002	123
115	226	601	133	1404	103	2502	125	5003	131
116	204	602	129	1405	93	2503	127	5004	136
201	196	603	137	1501	99	2504	119	5005	146
202	204	604	134	1502	84	2505	129	5006	154
203	221	605	153	1503	81	2506	126	5007	164
204	234	606	139	1504	75	2507	137	5008	172
205	201	701	142	1505	83	2601	138	5009	181
207	226	702	141	1506	71	2602	153	5010	186
208	203	703	153	1601	71	2603	137	5011	191
209	220	704	147	1602	69	2604	144	5012	194
301	182	705	139	1603	63	2605	135	5013	209
302	188	706	135	1604	47	2606	146	5014	204
303	198	707	152	1701	62	2607	129	5015	207
304	213	801	201	1702	68	2701	154	5016	183
305	171	802	191	1703	47	2702	153	5017	199
306	178	803	186	1704	53	2703	165		
307	175	804	180	1705	44	2704	144		
308	166	805	211	1801	25	2706	167		
309	163	806	207	1802	56	2801	138		
401	151	901	191	1803	49	2802	148		
402	160	902	192	1804	43	2803	146		
403	141	903	175	1805	50	2804	160		
404	145	904	219	1901	64	2805	160		
405	149	1001	179	1902	73	2806	183		
406	137	1002	156	1903	74	2808	166		
407	144	1003	155	1904	80	2901	139		
408	149	1004	149	2001	67	2902	151		
409	150	1005	138	2002	61	2903	149		
410	146	1101	168	2003	70	2904	161		
411	161	1102	156	2004	80	2905	165		
412	155	1103	144	2101	123	2906	160		
413	164	1104	141	2102	116	2907	152		
501	141	1105	156	2103	117	3001	140		
502	148	1106	158	2104	96	3002	157		
503	166	1107	145	2105	119	3003	144		
504	128	1108	125	2106	104	3004	162		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-B
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	245	505	221	1109	163	2107	140	3005	187
102	258	506	220	1110	153	2201	124	3101	188
103	277	507	240	1201	229	2202	134	3102	177
104	239	508	227	1301	145	2203	133	3201	205
105	251	509	221	1302	140	2301	164	3202	238
106	269	510	201	1303	130	2302	172	3203	205
107	295	511	208	1304	146	2303	186	3204	203
108	244	512	225	1305	137	2401	144	3301	221
109	249	513	236	1306	128	2402	147	3303	228
110	282	514	197	1307	124	2403	157	3401	201
111	290	515	234	1308	116	2404	162	3501	224
112	259	516	235	1401	153	2405	164	3502	216
113	256	517	238	1402	147	2406	173	5001	69
114	261	518	226	1403	143	2501	156	5002	79
115	272	601	184	1404	120	2502	159	5003	86
116	250	602	200	1405	104	2503	160	5004	92
201	241	603	213	1501	127	2504	152	5005	102
202	250	604	188	1502	129	2505	162	5006	110
203	267	605	198	1503	115	2506	159	5007	119
204	275	606	179	1504	119	2507	170	5008	128
205	247	701	175	1505	110	2601	171	5009	136
207	271	702	175	1506	106	2602	186	5010	142
208	246	703	187	1601	123	2603	170	5011	147
209	265	704	180	1602	123	2604	177	5012	149
301	227	705	172	1603	119	2605	168	5013	164
302	234	706	168	1604	121	2606	179	5014	160
303	243	707	185	1701	139	2607	162	5015	162
304	258	801	229	1702	151	2701	187	5016	139
305	216	802	219	1703	130	2702	186	5017	155
306	224	803	215	1704	135	2703	199		
307	220	804	208	1705	120	2704	177		
308	212	805	239	1801	126	2706	200		
309	208	806	236	1802	114	2801	171		
401	196	901	219	1803	110	2802	181		
402	206	902	221	1804	103	2803	179		
403	186	903	203	1805	93	2804	193		
404	190	904	244	1901	104	2805	193		
405	195	1001	202	1902	112	2806	216		
406	182	1002	174	1903	107	2808	199		
407	190	1003	173	1904	114	2901	172		
408	195	1004	167	2001	147	2902	184		
409	203	1005	158	2002	129	2903	182		
410	200	1101	197	2003	126	2904	194		
411	209	1102	164	2004	113	2905	198		
412	201	1103	173	2101	156	2906	193		
413	210	1104	170	2102	149	2907	185		
501	198	1105	180	2103	150	3001	173		
502	206	1106	187	2104	129	3002	190		
503	214	1107	174	2105	152	3003	177		
504	211	1108	154	2106	137	3004	195		

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SAN FRANCISCO, CALIFORNIA

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-C
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	250	505	181	1109	169	2107	101	3005	148
102	264	506	186	1110	158	2201	85	3101	149
103	283	507	202	1201	234	2202	94	3102	137
104	244	508	187	1301	150	2203	94	3201	165
105	256	509	184	1302	146	2301	125	3202	198
106	274	510	161	1303	135	2302	133	3203	165
107	300	511	169	1304	152	2303	147	3204	164
108	249	512	185	1305	143	2401	105	3301	181
109	254	513	198	1306	133	2402	107	3303	189
110	283	514	158	1307	130	2403	117	3401	161
111	292	515	194	1308	122	2404	122	3501	185
112	256	516	198	1401	158	2405	125	3502	177
113	258	517	218	1402	152	2406	134	5001	81
114	263	518	223	1403	149	2501	117	5002	84
115	268	601	145	1404	126	2502	119	5003	92
116	246	602	160	1405	109	2503	120	5004	97
201	238	603	174	1501	132	2504	113	5005	107
202	247	604	149	1502	127	2505	123	5006	115
203	264	605	158	1503	120	2506	120	5007	125
204	277	606	140	1504	117	2507	131	5008	133
205	243	701	135	1505	115	2601	132	5009	142
207	268	702	135	1506	111	2602	147	5010	147
208	245	703	147	1601	116	2603	130	5011	152
209	262	704	140	1602	112	2604	137	5012	155
301	224	705	132	1603	103	2605	128	5013	170
302	230	706	128	1604	87	2606	139	5014	165
303	240	707	145	1701	107	2607	123	5015	168
304	255	801	234	1702	117	2701	148	5016	144
305	213	802	224	1703	97	2702	146	5017	160
306	221	803	220	1704	96	2703	159		
307	217	804	214	1705	86	2704	137		
308	209	805	245	1801	87	2706	161		
309	205	806	241	1802	75	2801	131		
401	193	901	224	1803	71	2802	142		
402	203	902	226	1804	66	2803	140		
403	183	903	209	1805	53	2804	153		
404	187	904	250	1901	64	2805	154		
405	191	1001	208	1902	72	2806	176		
406	179	1002	179	1903	68	2808	159		
407	187	1003	178	1904	74	2901	132		
408	192	1004	172	2001	107	2902	145		
409	193	1005	164	2002	89	2903	143		
410	189	1101	202	2003	86	2904	154		
411	205	1102	190	2004	74	2905	158		
412	198	1103	178	2101	116	2906	153		
413	206	1104	175	2102	110	2907	146		
501	184	1105	185	2103	111	3001	134		
502	192	1106	192	2104	89	3002	151		
503	210	1107	179	2105	112	3003	137		
504	172	1108	159	2106	98	3004	156		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-0
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
401	132	1307	105	2403	123	3401	143
402	141	1308	97	2404	132	3501	121
403	125	1401	142	2405	130	3502	134
404	126	1402	138	2406	139		
405	130	1403	134	2501	122		
406	125	1404	112	2502	125		
407	121	1405	102	2503	126		
408	117	1501	108	2504	118		
409	113	1502	92	2505	128		
410	109	1503	91	2506	125		
411	125	1504	84	2507	136		
412	136	1505	92	2601	121		
413	145	1506	82	2602	135		
501	104	1601	77	2603	128		
502	112	1602	78	2604	137		
503	130	1603	74	2605	134		
504	92	1604	71	2606	145		
505	107	1701	61	2607	128		
506	106	1702	55	2701	129		
507	122	1703	52	2702	148		
508	114	1704	44	2703	151		
509	104	1705	53	2704	143		
510	81	1801	59	2706	160		
511	89	1802	56	2801	137		
512	106	1803	71	2802	148		
513	118	1804	80	2803	145		
514	92	1805	85	2804	159		
515	121	1901	66	2805	159		
516	121	1902	72	2806	173		
517	142	1903	90	2808	165		
518	147	1904	86	2901	138		
601	96	2001	36	2902	150		
602	93	2002	45	2903	148		
603	100	2003	69	2904	160		
604	98	2004	79	2905	164		
605	117	2101	121	2906	159		
606	103	2102	115	2907	151		
701	107	2103	117	3001	139		
702	104	2104	95	3002	156		
703	116	2105	118	3003	143		
704	122	2106	103	3004	161		
705	116	2107	106	3005	153		
706	113	2201	92	3101	154		
707	127	2202	113	3102	143		
1301	126	2203	102	3201	171		
1302	121	2301	138	3202	204		
1303	111	2302	140	3203	171		
1304	134	2303	154	3204	169		
1305	128	2401	110	3301	186		
1306	119	2402	113	3303	194		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-E
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
1001	153	1902	88
1002	125	1903	95
1003	124	1904	102
1004	118	2001	81
1005	110	2002	77
1101	143	2003	86
1102	130	2004	96
1103	118		
1104	116		
1105	130		
1106	132		
1107	120		
1108	99		
1109	109		
1110	98		
1201	175		
1301	90		
1302	86		
1303	76		
1304	97		
1305	88		
1306	79		
1307	70		
1308	62		
1401	104		
1402	98		
1403	94		
1404	72		
1405	62		
1501	73		
1502	58		
1503	55		
1504	49		
1505	57		
1506	38		
1601	52		
1602	43		
1603	30		
1604	45		
1701	57		
1702	75		
1703	55		
1704	67		
1705	53		
1801	65		
1802	73		
1803	70		
1804	63		
1805	72		
1901	83		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-F
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
1001	62	1902	141
1002	53	1903	153
1003	52	1904	155
1004	46	2001	133
1005	38	2002	130
1101	84	2003	139
1102	74	2004	149
1103	77		
1104	69		
1105	59		
1106	91		
1107	79		
1108	58		
1109	58		
1110	55		
1201	123		
1301	78		
1302	42		
1303	59		
1304	32		
1305	49		
1306	42		
1307	60		
1308	57		
1401	32		
1402	26		
1403	43		
1404	61		
1405	68		
1501	75		
1502	92		
1503	69		
1504	83		
1505	67		
1506	76		
1601	93		
1602	92		
1603	89		
1604	103		
1701	109		
1702	126		
1703	107		
1704	119		
1705	106		
1801	118		
1802	126		
1803	134		
1804	130		
1805	138		
1901	136		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-G
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	PATE	ZONE	RATE
1001	110	1902	121
1002	82	1903	134
1003	81	1904	135
1004	75	2001	114
1005	66	2002	110
1101	113	2003	119
1102	103	2004	129
1103	91		
1104	89		
1105	88		
1106	105		
1107	93		
1108	73		
1109	82		
1110	71		
1201	146		
1301	63		
1302	58		
1303	46		
1304	54		
1305	45		
1306	36		
1307	41		
1308	37		
1401	60		
1402	55		
1403	51		
1404	41		
1405	48		
1501	59		
1502	72		
1503	49		
1504	63		
1505	47		
1506	56		
1601	73		
1602	73		
1603	69		
1604	83		
1701	89		
1702	107		
1703	88		
1704	100		
1705	86		
1801	98		
1802	106		
1803	114		
1804	110		
1805	119		
1901	116		

SECTION 2 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM ALAMEDA COUNTY PRODUCTION AREA 1-H
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
1001	149	1902	104
1002	120	1903	115
1003	119	1904	119
1004	113	2001	97
1005	105	2002	93
1101	143	2003	102
1102	130	2004	112
1103	118		
1104	116		
1105	126		
1106	132		
1107	120		
1108	100		
1109	109		
1110	98		
1201	175		
1301	91		
1302	86		
1303	76		
1304	93		
1305	84		
1306	74		
1307	70		
1308	62		
1401	99		
1402	93		
1403	89		
1404	67		
1405	57		
1501	73		
1502	61		
1503	58		
1504	52		
1505	55		
1506	33		
1601	56		
1602	56		
1603	50		
1604	65		
1701	72		
1702	90		
1703	71		
1704	83		
1705	69		
1801	61		
1802	89		
1803	89		
1804	83		
1805	91		
1901	99		

SECTION 3

ZONE RATES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL

From
Production Areas Located Within
CONTRA COSTA COUNTY

To
Delivery Zones Located Within
Alameda County
and
Contra Costa County

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SECTION 3 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM CONTRA COSTA COUNTY PRODUCTION AREA 7-A
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
801	196	5006	102
802	172	5007	91
803	182	5008	69
804	175	5009	77
805	180	5010	62
806	168	5011	74
901	165	5012	74
902	178	5013	57
903	170	5014	85
904	196	5015	82
1001	154	5016	85
1002	126	5017	66
1003	140		
1004	140		
1005	141		
1101	157		
1102	147		
1103	152		
1104	142		
1105	132		
1106	179		
1107	167		
1108	171		
1109	148		
1110	174		
1201	196		
1301	201		
1302	165		
1303	182		
1304	155		
1305	172		
1306	171		
1307	190		
1308	184		
1401	145		
1402	155		
1403	172		
1404	190		
1405	184		
1501	198		
1502	209		
1503	195		
1504	200		
1505	190		
1506	186		
5001	143		
5002	136		
5003	124		
5004	118		
5005	109		

SECTION 3 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM CONTRA COSTA COUNTY PRODUCTION AREA 7-8
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
801	117	5006	101
802	107	5007	90
803	102	5008	80
804	96	5009	76
805	127	5010	88
806	123	5011	93
901	107	5012	95
902	108	5013	111
903	91	5014	106
904	117	5015	109
1001	75	5016	69
1002	47	5017	101
1003	61		
1004	61		
1005	62		
1101	78		
1102	68		
1103	73		
1104	63		
1105	53		
1106	99		
1107	88		
1108	92		
1109	69		
1110	94		
1201	116		
1301	122		
1302	86		
1303	103		
1304	76		
1305	93		
1306	91		
1307	110		
1308	107		
1401	65		
1402	76		
1403	93		
1404	110		
1405	118		
1501	119		
1502	142		
1503	119		
1504	132		
1505	117		
1506	126		
5001	142		
5002	136		
5003	124		
5004	117		
5005	109		

SECTION 3 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM CONTRA COSTA COUNTY PRODUCTION AREA 7-C
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE RATE

801	28
802	49
803	39
804	48
805	43

806	58
901	72
902	60
903	69
904	96

1001	93
1002	95
1003	104
1004	116
1005	117

1101	68
1102	79
1103	91
1104	90
1105	90

1106	118
1107	106
1108	110
1109	96
1110	113

1201	135
1301	142
1302	120
1303	128
1304	125

1305	134
1306	143
1307	136
1308	147
1401	121

1402	131
1403	148
1404	162
1405	158
1501	144

1502	172
1503	146
1504	162
1505	154
1506	166

SECTION 4

ZONE RATES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL

From
Production Areas Located Within
SAN MATEO COUNTY

To
Delivery Zones Located Within
San Francisco County
San Mateo County
and
Santa Clara County

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SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-A
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
101	181	505	122
102	182	506	108
103	180	507	99
104	170	508	110
105	174	509	110
106	174	510	125
107	174	511	129
108	163	512	130
109	172	513	102
110	161	514	141
111	155	515	101
112	161	516	93
113	149	517	95
114	145	518	83
115	174	601	146
116	152	602	133
201	144	603	126
202	152	604	142
203	139	605	136
204	140	606	149
205	149	701	156
207	129	702	154
208	127	703	145
209	113	704	149
301	130	705	166
302	136	706	162
303	106	707	168
304	106		
305	118		
306	109		
307	92		
308	90		
309	102		
401	93		
402	84		
403	92		
404	82		
405	74		
406	98		
407	83		
408	92		
409	106		
410	101		
411	76		
412	69		
413	64		
501	100		
502	108		
503	114		
504	114		

SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-8
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
101	84	505	141
102	85	506	120
103	104	507	140
104	73	508	152
105	78	509	122
106	95	510	124
107	98	511	128
108	67	512	132
109	75	513	137
110	85	514	140
111	89	515	142
112	59	516	136
113	61	517	139
114	64	518	127
115	72	601	144
116	50	602	141
201	34	603	148
202	43	604	146
203	59	605	165
204	74	606	151
205	42	701	155
207	82	702	152
208	62	703	164
209	83	704	170
301	43	705	164
302	47	706	161
303	68	707	175
304	98		
305	57		
306	54		
307	71		
308	65		
309	70		
401	75		
402	92		
403	87		
404	83		
405	95		
406	96		
407	91		
408	96		
409	104		
410	100		
411	110		
412	101		
413	110		
501	99		
502	106		
503	115		
504	112		

SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-C
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
101	118	505	177
102	119	506	163
103	114	507	154
104	107	508	165
105	112	509	165
106	108	510	175
107	108	511	179
108	100	512	182
109	109	513	157
110	95	514	190
111	84	515	156
112	102	516	147
113	86	517	150
114	82	518	138
115	118		
116	96		
201	103		
202	91		
203	76		
204	70		
205	87		
207	58		
208	67		
209	61		
301	98		
302	78		
303	74		
304	66		
305	112		
306	83		
307	86		
308	96		
309	110		
401	126		
402	116		
403	137		
404	134		
405	129		
406	147		
407	138		
408	146		
409	155		
410	151		
411	131		
412	124		
413	112		
501	150		
502	157		
503	166		
504	163		

SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-D
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
101	105	505	141
102	106	506	127
103	102	507	118
104	94	508	129
105	99	509	129
106	96	510	144
107	96	511	148
108	87	512	149
109	96	513	121
110	83	514	160
111	72	515	120
112	89	516	112
113	73	517	114
114	69	518	102
115	105	601	165
116	83	602	152
201	90	603	145
202	76	604	161
203	63	605	155
204	58	606	168
205	74	701	175
207	46	702	173
208	52	703	164
209	30	704	168
301	83	705	185
302	62	706	181
303	55	707	187
304	30		
305	96		
306	47		
307	50		
308	60		
309	74		
401	110		
402	80		
403	111		
404	101		
405	93		
406	117		
407	102		
408	111		
409	124		
410	120		
411	95		
412	88		
413	76		
501	119		
502	127		
503	133		
504	133		

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SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-E
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
101	100	505	144
102	101	506	123
103	101	507	143
104	89	508	155
105	94	509	125
106	94	510	127
107	94	511	131
108	83	512	135
109	92	513	140
110	82	514	143
111	85	515	145
112	75	516	139
113	69	517	142
114	65	518	130
115	88	601	147
116	66	602	144
201	58	603	152
202	66	604	149
203	46	605	168
204	61	606	154
205	39	701	158
207	53	702	156
208	28	703	167
209	56	704	173
301	46	705	168
302	45	706	164
303	48	707	178
304	72		
305	60		
306	53		
307	65		
308	68		
309	73		
401	78		
402	95		
403	90		
404	86		
405	99		
406	99		
407	94		
408	99		
409	107		
410	104		
411	113		
412	105		
413	111		
501	102		
502	110		
503	118		
504	115		

SECTION 4 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SAN MATEO COUNTY PRODUCTION AREA 41-F
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
201	129	603	78
202	138	604	94
203	134	605	88
204	136	606	101
205	134	701	117
207	124	702	109
208	123	703	97
209	109	704	101
301	115	705	126
302	121	706	117
303	102	707	120
304	101		
305	104		
306	104		
307	88		
308	86		
309	88		
401	79		
402	79		
403	77		
404	67		
405	59		
406	83		
407	68		
408	77		
409	91		
410	87		
411	62		
412	54		
413	55		
501	86		
502	46		
503	50		
504	78		
505	74		
506	44		
507	51		
508	62		
509	62		
510	90		
511	88		
512	82		
513	54		
514	105		
515	53		
516	44		
517	36		
518	42		
601	110		
602	85		

SECTION 5

ZONE RATES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL

From
Production Areas Located Within
SANTA CLARA COUNTY

To
Delivery Zones Located Within
Alameda County
Contra Costa County
San Mateo County
San Francisco County
and
Santa Clara County

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-A
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	195	505	76	1109	221	2107	60	3005	119
102	195	506	81	1110	210	2201	83	3101	120
103	215	507	97	1201	198	2202	96	3102	108
104	183	508	83	1301	202	2203	83	3201	125
105	188	509	79	1302	198	2301	103	3202	170
106	206	510	56	1303	187	2302	105	3203	137
107	215	511	64	1304	211	2303	119	3204	135
108	177	512	81	1305	204	2401	79	3301	152
109	186	513	93	1306	196	2402	92	3303	160
110	197	514	53	1307	182	2403	88	3401	70
111	206	515	89	1308	174	2404	98	3501	80
112	170	516	93	1401	219	2405	96	3502	85
113	171	517	114	1402	215	2406	105	5001	186
114	177	518	118	1403	211	2501	69	5002	189
115	182	601	40	1404	189	2502	75	5003	196
116	160	602	55	1405	179	2503	78	5004	202
201	152	603	69	1501	185	2504	84	5005	212
202	160	604	44	1502	168	2505	91	5006	220
203	177	605	53	1503	167	2506	91	5007	230
204	190	606	35	1504	161	2507	99	5008	238
205	157	701	34	1505	169	2601	48	5009	246
207	182	702	31	1506	159	2602	61	5010	252
208	159	703	50	1601	154	2603	55	5011	257
209	176	704	49	1602	155	2604	64	5012	259
301	138	705	43	1603	150	2605	63	5013	274
302	144	706	40	1604	147	2606	75	5014	270
303	154	707	54	1701	138	2607	87	5015	272
304	169	801	287	1702	132	2701	56	5016	249
305	127	802	277	1703	128	2702	75	5017	265
306	134	803	272	1704	120	2703	77		
307	131	804	266	1705	130	2704	77		
308	123	805	297	1801	133	2706	87		
309	119	806	293	1802	116	2801	87		
401	107	901	277	1803	126	2802	86		
402	116	902	278	1804	133	2803	92		
403	100	903	261	1805	116	2804	88		
404	101	904	305	1901	109	2805	109		
405	105	1001	265	1902	98	2806	99		
406	100	1002	242	1903	114	2808	105		
407	96	1003	241	1904	93	2901	94		
408	92	1004	235	2001	113	2902	106		
409	88	1005	224	2002	120	2903	104		
410	84	1101	254	2003	106	2904	116		
411	100	1102	242	2004	94	2905	118		
412	111	1103	230	2101	48	2906	113		
413	120	1104	227	2102	60	2907	106		
501	79	1105	242	2103	54	3001	105		
502	87	1106	244	2104	78	3002	122		
503	105	1107	232	2105	71	3003	109		
504	67	1108	211	2106	75	3004	127		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-B
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
601	126	2403	64	3401	119
602	141	2404	70	3501	146
603	155	2405	62	3502	135
604	129	2406	53		
605	139	2501	83		
606	120	2502	76		
701	116	2503	71		
702	116	2504	55		
703	126	2505	61		
704	121	2506	52		
705	113	2507	49		
706	109	2601	107		
707	117	2602	108		
1601	168	2603	100		
1602	168	2604	100		
1603	163	2605	94		
1604	161	2606	94		
1701	160	2607	74		
1702	160	2701	104		
1703	145	2702	97		
1704	136	2703	110		
1705	143	2704	88		
1801	142	2706	99		
1802	126	2801	80		
1803	135	2802	83		
1804	142	2803	69		
1805	126	2804	88		
1901	118	2805	84		
1902	108	2806	108		
1903	124	2808	89		
1904	103	2901	68		
2001	148	2902	48		
2002	129	2903	56		
2003	116	2904	49		
2004	103	2905	53		
2101	98	2906	53		
2102	106	2907	70		
2103	102	3001	35		
2104	100	3002	28		
2105	91	3003	29		
2106	87	3004	39		
2107	97	3005	34		
2201	92	3101	56		
2202	96	3102	49		
2203	86	3201	58		
2301	75	3202	94		
2302	69	3203	61		
2303	64	3204	48		
2401	70	3301	77		
2402	77	3303	84		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-C
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
401	198	1703	150	2702	99
402	208	1704	142	2703	112
403	192	1705	149	2704	90
404	192	1801	148	2706	97
405	196	1802	131	2801	77
406	191	1803	141	2802	80
407	187	1804	148	2803	67
408	183	1805	131	2804	85
409	179	1901	124	2805	81
410	176	1902	114	2806	105
411	191	1903	129	2808	86
412	202	1904	108	2901	67
413	205	2001	153	2902	57
501	171	2002	135	2903	56
502	178	2003	121	2904	47
503	196	2004	109	2905	50
504	158	2101	103	2906	60
505	168	2102	112	2907	67
506	173	2103	108	3001	47
507	178	2104	106	3002	40
508	165	2105	96	3003	42
509	170	2106	93	3004	37
510	148	2107	103	3005	37
511	155	2201	98	3101	58
512	172	2202	102	3102	51
513	170	2203	92	3201	55
514	144	2301	80	3202	96
515	163	2302	74	3203	64
516	166	2303	66	3204	50
517	187	2401	76	3301	79
518	192	2402	83	3303	87
601	131	2403	69	3401	121
602	147	2404	75	3501	148
603	160	2405	67	3502	137
604	135	2406	59		
605	145	2501	89		
606	126	2502	88		
701	122	2503	83		
702	121	2504	67		
703	134	2505	73		
704	127	2506	64		
705	119	2507	61		
706	115	2601	113		
707	119	2602	110		
1601	174	2603	106		
1602	174	2604	104		
1603	169	2605	100		
1604	166	2606	96		
1701	165	2607	84		
1702	166	2701	105		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-0
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
401	214	1703	166	2702	130
402	224	1704	158	2703	143
403	208	1705	165	2704	121
404	208	1801	164	2706	130
405	212	1802	147	2801	110
406	207	1803	157	2802	113
407	203	1804	164	2803	100
408	199	1805	147	2804	118
409	195	1901	140	2805	114
410	192	1902	130	2806	133
411	207	1903	145	2808	114
412	219	1904	124	2901	100
413	227	2001	169	2902	88
501	187	2002	151	2903	89
502	194	2003	137	2904	81
503	212	2004	125	2905	82
504	174	2101	119	2906	89
505	184	2102	128	2907	100
506	189	2103	124	3001	75
507	204	2104	122	3002	68
508	190	2105	112	3003	68
509	186	2106	109	3004	66
510	164	2107	119	3005	62
511	171	2201	114	3101	74
512	168	2202	118	3102	67
513	201	2203	108	3201	78
514	160	2301	96	3202	64
515	194	2302	90	3203	40
516	197	2303	82	3204	60
517	218	2401	92	3301	47
518	223	2402	99	3303	54
601	147	2403	85	3401	152
602	163	2404	91	3501	179
603	176	2405	84	3502	168
604	151	2406	75		
605	161	2501	105		
606	142	2502	104		
701	138	2503	104		
702	138	2504	94		
703	150	2505	101		
704	143	2506	84		
705	135	2507	89		
706	131	2601	129		
707	148	2602	139		
1601	190	2603	122		
1602	190	2604	129		
1603	185	2605	116		
1604	182	2606	127		
1701	181	2607	106		
1702	182	2701	136		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-E
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
401	228	1703	179	2702	143
402	237	1704	171	2703	156
403	221	1705	178	2704	134
404	221	1801	177	2706	143
405	226	1802	161	2801	124
406	220	1803	170	2802	127
407	216	1804	177	2803	113
408	212	1805	160	2804	131
409	209	1901	153	2805	127
410	205	1902	143	2806	146
411	221	1903	159	2808	128
412	232	1904	137	2901	113
413	241	2001	182	2902	101
501	200	2002	164	2903	102
502	208	2003	151	2904	94
503	226	2004	138	2905	95
504	188	2101	133	2906	102
505	197	2102	141	2907	114
506	202	2103	137	3001	88
507	218	2104	135	3002	82
508	203	2105	126	3003	82
509	200	2106	122	3004	79
510	177	2107	132	3005	75
511	185	2201	127	3101	88
512	201	2202	131	3102	80
513	214	2203	121	3201	92
514	174	2301	110	3202	63
515	207	2302	103	3203	53
516	211	2303	96	3204	74
517	231	2401	105	3301	33
518	236	2402	112	3303	33
601	161	2403	99	3401	165
602	176	2404	105	3501	192
603	190	2405	97	3502	181
604	164	2406	88		
605	174	2501	118		
606	155	2502	117		
701	151	2503	117		
702	151	2504	108		
703	163	2505	114		
704	156	2506	97		
705	148	2507	102		
706	144	2601	142		
707	161	2602	152		
1601	203	2603	135		
1602	203	2604	142		
1603	198	2605	129		
1604	195	2606	140		
1701	194	2607	119		
1702	195	2701	150		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-F
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
601	146	2403	91	3401	124
602	161	2404	97	3501	151
603	165	2405	89	3502	139
604	150	2406	80		
605	154	2501	109		
606	140	2502	100		
701	137	2503	91		
702	130	2504	80		
703	138	2505	77		
704	131	2506	78		
705	139	2507	68		
706	127	2601	126		
707	121	2602	113		
1601	195	2603	117		
1602	195	2604	107		
1603	190	2605	111		
1604	188	2606	99		
1701	186	2607	86		
1702	187	2701	108		
1703	171	2702	101		
1704	163	2703	114		
1705	170	2704	92		
1801	169	2706	99		
1802	153	2801	79		
1803	162	2802	83		
1804	169	2803	69		
1805	153	2804	87		
1901	145	2805	80		
1902	135	2806	94		
1903	151	2808	76		
1904	129	2901	69		
2001	175	2902	59		
2002	156	2903	58		
2003	143	2904	50		
2004	130	2905	43		
2101	124	2906	50		
2102	133	2907	65		
2103	128	3001	65		
2104	127	3002	51		
2105	118	3003	63		
2106	114	3004	42		
2107	124	3005	58		
2201	119	3101	80		
2202	123	3102	73		
2203	113	3201	40		
2301	102	3202	108		
2302	95	3203	75		
2303	88	3204	48		
2401	97	3301	91		
2402	104	3303	98		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-G
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
401	208	1703	177	2702	95
402	218	1704	168	2703	90
403	202	1705	176	2704	93
404	202	1801	175	2706	86
405	206	1802	158	2801	80
406	201	1803	168	2802	83
407	197	1804	175	2803	70
408	193	1805	158	2804	74
409	190	1901	151	2805	60
410	186	1902	141	2806	70
411	201	1903	156	2808	50
412	201	1904	135	2901	79
413	202	2001	180	2902	99
501	181	2002	162	2903	75
502	188	2003	148	2904	90
503	207	2004	136	2905	88
504	168	2101	125	2906	71
505	166	2102	138	2907	58
506	183	2103	129	3001	116
507	176	2104	133	3002	102
508	162	2105	120	3003	114
509	176	2106	120	3004	98
510	158	2107	130	3005	109
511	165	2201	125	3101	131
512	178	2202	138	3102	124
513	168	2203	119	3201	80
514	154	2301	126	3202	164
515	160	2302	128	3203	131
516	164	2303	139	3204	104
517	185	2401	105	3301	147
518	190	2402	115	3303	155
601	141	2403	108	3401	119
602	157	2404	121	3501	146
603	160	2405	119	3502	134
604	145	2406	128		
605	149	2501	109		
606	136	2502	101		
701	132	2503	91		
702	125	2504	99		
703	133	2505	88		
704	126	2506	113		
705	138	2507	106		
706	122	2601	123		
707	116	2602	108		
1601	201	2603	118		
1602	201	2604	107		
1603	196	2605	112		
1604	193	2606	99		
1701	192	2607	87		
1702	193	2701	97		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-H
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
601	82	2403	99	3401	51
602	97	2404	112	3501	78
603	92	2405	110	3502	66
604	85	2406	119		
605	82	2501	90		
606	76	2502	92		
701	72	2503	83		
702	66	2504	90		
703	73	2505	79		
704	58	2506	104		
705	78	2507	98		
706	62	2601	70		
707	56	2602	60		
1601	187	2603	80		
1602	187	2604	72		
1603	182	2605	77		
1604	179	2606	69		
1701	178	2607	74		
1702	173	2701	41		
1703	163	2702	56		
1704	155	2703	48		
1705	162	2704	64		
1801	161	2706	69		
1802	144	2801	74		
1803	154	2802	73		
1804	161	2803	79		
1805	144	2804	75		
1901	137	2805	93		
1902	127	2806	81		
1903	142	2808	86		
1904	121	2901	81		
2001	155	2902	93		
2002	148	2903	91		
2003	135	2904	103		
2004	122	2905	105		
2101	76	2906	100		
2102	88	2907	93		
2103	83	3001	113		
2104	107	3002	116		
2105	99	3003	123		
2106	103	3004	119		
2107	88	3005	126		
2201	111	3101	134		
2202	125	3102	123		
2203	110	3201	113		
2301	118	3202	184		
2302	120	3203	151		
2303	134	3204	134		
2401	97	3301	166		
2402	107	3303	174		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-I
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
501	184	2002	159	2903	62
502	191	2003	145	2904	67
503	209	2004	133	2905	56
504	171	2101	122	2906	47
505	168	2102	135	2907	61
506	185	2103	126	3001	86
507	179	2104	130	3002	73
508	165	2105	118	3003	85
509	179	2106	117	3004	64
510	161	2107	127	3005	80
511	168	2201	122	3101	102
512	181	2202	135	3102	94
513	170	2203	116	3201	44
514	157	2301	124	3202	130
515	163	2302	117	3203	97
516	167	2303	109	3204	70
517	187	2401	103	3301	112
518	192	2402	113	3303	120
601	144	2403	105	3401	121
602	156	2404	118	3501	149
603	163	2405	111	3502	137
604	148	2406	102		
605	152	2501	107		
606	138	2502	98		
701	135	2503	86		
702	128	2504	96		
703	136	2505	85		
704	129	2506	99		
705	137	2507	88		
706	125	2601	124		
707	119	2602	110		
1601	194	2603	115		
1602	194	2604	104		
1603	193	2605	109		
1604	190	2606	96		
1701	189	2607	84		
1702	190	2701	106		
1703	174	2702	99		
1704	165	2703	110		
1705	173	2704	90		
1801	172	2706	97		
1802	155	2801	77		
1803	165	2802	80		
1804	172	2803	67		
1805	155	2804	85		
1901	148	2805	76		
1902	136	2806	90		
1903	153	2808	71		
1904	132	2901	76		
2001	177	2902	79		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-J
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
301	169	705	85	2903	100
302	175	706	69	2904	112
303	158	707	63	2905	114
304	157	2101	83	2906	110
305	158	2102	95	2907	102
306	160	2103	90	3001	122
307	144	2104	114	3002	125
308	142	2105	106	3003	132
309	144	2106	110	3004	129
401	135	2107	95	3005	136
402	136	2201	118	3101	143
403	132	2202	132	3102	132
404	123	2203	119	3201	122
405	115	2301	127	3202	193
406	131	2302	129	3203	160
407	124	2303	143	3204	143
408	123	2401	106	3301	176
409	119	2402	116	3303	183
410	116	2403	108	3401	40
411	118	2404	121	3501	54
412	110	2405	120	3502	43
413	111	2406	128		
501	111	2501	99		
502	109	2502	102		
503	122	2503	92		
504	100	2504	99		
505	74	2505	89		
506	98	2506	114		
507	85	2507	107		
508	71	2601	77		
509	85	2602	67		
510	98	2603	87		
511	93	2604	81		
512	95	2605	86		
513	76	2606	78		
514	102	2607	84		
515	69	2701	52		
516	73	2702	71		
517	94	2703	66		
518	98	2704	73		
601	89	2706	83		
602	82	2801	83		
603	69	2802	82		
604	79	2803	88		
605	59	2804	84		
606	83	2805	106		
701	79	2806	95		
702	73	2808	101		
703	49	2901	90		
704	44	2902	102		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-K
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE
301	153	705	111
302	160	706	101
303	142	707	99
304	142	3501	48
305	142	3502	62
306	145		
307	128		
308	126		
309	128		
401	119		
402	120		
403	116		
404	107		
405	99		
406	115		
407	109		
408	107		
409	104		
410	100		
411	102		
412	94		
413	95		
501	95		
502	93		
503	107		
504	84		
505	58		
506	82		
507	69		
508	55		
509	69		
510	82		
511	77		
512	80		
513	61		
514	93		
515	53		
516	57		
517	78		
518	83		
601	97		
602	70		
603	62		
604	78		
605	67		
606	86		
701	101		
702	94		
703	76		
704	80		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-L
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
601	95	2403	68	3401	112
602	111	2404	62	3501	135
603	124	2405	72	3502	128
604	99	2406	84		
605	109	2501	67		
606	90	2502	70		
701	86	2503	71		
702	86	2504	63		
703	98	2505	74		
704	91	2506	70		
705	83	2507	81		
706	79	2601	82		
707	96	2602	98		
1601	121	2603	81		
1602	121	2604	88		
1603	116	2605	79		
1604	102	2606	90		
1701	112	2607	73		
1702	113	2701	98		
1703	97	2702	97		
1704	89	2703	110		
1705	96	2704	88		
1801	93	2706	111		
1802	78	2801	82		
1803	77	2802	93		
1804	81	2803	90		
1805	64	2804	104		
1901	70	2805	104		
1902	61	2806	127		
1903	70	2808	110		
1904	52	2901	83		
2001	100	2902	95		
2002	82	2903	93		
2003	68	2904	105		
2004	56	2905	109		
2101	67	2906	104		
2102	60	2907	97		
2103	62	3001	84		
2104	54	3002	102		
2105	63	3003	88		
2106	48	3004	106		
2107	51	3005	98		
2201	40	3101	99		
2202	37	3102	88		
2203	41	3201	116		
2301	64	3202	149		
2302	72	3203	116		
2303	86	3204	114		
2401	55	3301	132		
2402	58	3303	139		

SECTION 5 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CLARA COUNTY PRODUCTION AREA 43-M
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE
601	121	2403	59	3401	126
602	137	2404	54	3501	153
603	151	2405	43	3502	142
604	125	2406	45		
605	135	2501	79		
606	116	2502	78		
701	112	2503	78		
702	112	2504	70		
703	124	2505	81		
704	117	2506	58		
705	109	2507	71		
706	105	2601	103		
707	122	2602	113		
1601	164	2603	96		
1602	164	2604	103		
1603	159	2605	90		
1604	156	2606	101		
1701	155	2607	80		
1702	156	2701	110		
1703	140	2702	104		
1704	132	2703	117		
1705	139	2704	95		
1801	138	2706	119		
1802	121	2801	89		
1803	131	2802	100		
1804	137	2803	97		
1805	120	2804	111		
1901	114	2805	111		
1902	104	2806	134		
1903	119	2808	117		
1904	98	2901	90		
2001	143	2902	79		
2002	125	2903	94		
2003	111	2904	87		
2004	99	2905	94		
2101	94	2906	104		
2102	102	2907	104		
2103	98	3001	60		
2104	96	3002	77		
2105	86	3003	63		
2106	83	3004	81		
2107	93	3005	73		
2201	88	3101	74		
2202	70	3102	56		
2203	82	3201	99		
2301	49	3202	123		
2302	38	3203	91		
2303	47	3204	89		
2401	66	3301	106		
2402	73	3303	114		

SECTION 6

ZONE RATES

FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL

From
Production Areas Located Within
SANTA CRUZ COUNTY

To
Delivery Zones Located Within
Alameda County
Contra Costa County
San Francisco County
San Mateo County
and
Santa Clara County

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 6 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CRUZ COUNTY PRODUCTION AREA 44-A
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	360	505	229	1109	330	2107	193	3005	173
102	361	506	246	1110	319	2201	188	3101	195
103	380	507	240	1201	364	2202	202	3102	187
104	349	508	226	1301	312	2203	182	3201	144
105	353	509	240	1302	307	2301	190	3202	228
106	371	510	222	1303	297	2302	192	3203	195
107	380	511	229	1304	320	2303	203	3204	168
108	342	512	242	1305	314	2401	169	3301	211
109	351	513	231	1306	305	2402	179	3303	218
110	362	514	218	1307	291	2403	171	3401	182
111	362	515	224	1308	283	2404	184	3501	210
112	335	516	228	1401	328	2405	183	3502	198
113	337	517	248	1402	324	2406	192	5001	292
114	342	518	253	1403	320	2501	173	5002	295
115	347	601	205	1404	298	2502	165	5003	302
116	325	602	220	1405	288	2503	155	5004	307
201	317	603	224	1501	294	2504	162	5005	318
202	326	604	209	1502	279	2505	152	5006	325
203	342	605	213	1503	277	2506	177	5007	335
204	347	606	199	1504	270	2507	170	5008	344
205	322	701	195	1505	278	2601	186	5009	352
207	335	702	189	1506	268	2602	171	5010	357
208	324	703	197	1601	264	2603	181	5011	363
209	320	704	190	1602	264	2604	171	5012	365
301	303	705	202	1603	259	2605	176	5013	380
302	309	706	186	1604	257	2606	163	5014	376
303	313	707	180	1701	256	2607	151	5015	378
304	312	801	396	1702	256	2701	161	5016	355
305	292	802	386	1703	241	2702	159	5017	371
306	299	803	382	1704	232	2703	154		
307	296	804	375	1705	239	2704	157		
308	288	805	406	1801	239	2706	149		
309	284	806	402	1802	222	2801	144		
401	272	901	386	1803	232	2802	147		
402	282	902	387	1804	239	2803	133		
403	265	903	370	1805	222	2804	137		
404	266	904	414	1901	214	2805	124		
405	270	1001	374	1902	204	2806	134		
406	265	1002	351	1903	220	2808	114		
407	261	1003	350	1904	199	2901	143		
408	257	1004	344	2001	244	2902	163		
409	253	1005	333	2002	226	2903	138		
410	250	1101	364	2003	212	2904	154		
411	265	1102	351	2004	199	2905	152		
412	265	1103	339	2101	188	2906	135		
413	266	1104	337	2102	202	2907	122		
501	245	1105	351	2103	192	3001	180		
502	252	1106	353	2104	196	3002	166		
503	270	1107	341	2105	184	3003	178		
504	232	1108	321	2106	183	3004	162		

SECTION 6 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CRUZ COUNTY PRODUCTION AREA 44-B
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	373	505	243	1109	344	2107	207	3005	187
102	374	506	260	1110	333	2201	202	3101	208
103	393	507	253	1201	377	2202	215	3102	201
104	362	508	239	1301	325	2203	196	3201	157
105	367	509	253	1302	321	2301	204	3202	241
106	385	510	235	1303	310	2302	206	3203	209
107	394	511	243	1304	334	2303	216	3204	181
108	356	512	255	1305	327	2401	183	3301	224
109	365	513	245	1306	318	2402	193	3303	232
110	376	514	232	1307	305	2403	185	3401	196
111	375	515	238	1308	297	2404	198	3501	223
112	348	516	241	1401	342	2405	196	3502	212
113	350	517	262	1402	338	2406	205	5001	306
114	355	518	267	1403	334	2501	187	5002	308
115	361	601	219	1404	312	2502	178	5003	316
116	339	602	234	1405	301	2503	169	5004	321
201	331	603	237	1501	307	2504	176	5005	331
202	339	604	222	1502	293	2505	165	5006	339
203	356	605	226	1503	290	2506	190	5007	349
204	361	606	213	1504	283	2507	183	5008	357
205	336	701	209	1505	292	2601	200	5009	366
207	349	702	203	1506	281	2602	185	5010	371
208	338	703	210	1601	278	2603	195	5011	376
209	333	704	203	1602	278	2604	185	5012	379
301	317	705	215	1603	273	2605	190	5013	394
302	323	706	199	1604	270	2606	176	5014	389
303	327	707	193	1701	269	2607	164	5015	392
304	326	801	409	1702	270	2701	175	5016	368
305	305	802	399	1703	254	2702	173	5017	384
306	313	803	395	1704	246	2703	168		
307	309	804	389	1705	253	2704	170		
308	301	805	420	1801	252	2706	163		
309	297	806	416	1802	235	2801	157		
401	286	901	399	1803	245	2802	160		
402	295	902	401	1804	252	2803	147		
403	279	903	383	1805	235	2804	151		
404	279	904	428	1901	228	2805	138		
405	284	1001	387	1902	218	2806	147		
406	278	1002	364	1903	233	2808	127		
407	274	1003	364	1904	212	2901	156		
408	270	1004	357	2001	257	2902	177		
409	267	1005	347	2002	239	2903	152		
410	263	1101	377	2003	225	2904	167		
411	278	1102	364	2004	213	2905	165		
412	279	1103	353	2101	202	2906	149		
413	280	1104	350	2102	215	2907	135		
501	258	1105	365	2103	206	3001	193		
502	266	1106	367	2104	210	3002	179		
503	284	1107	354	2105	198	3003	191		
504	246	1108	334	2106	197	3004	176		

SECTION 6 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CRUZ COUNTY PRODUCTION AREA 44-C
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	356	505	263	1109	364	2107	227	3005	207
102	357	506	280	1110	353	2201	222	3101	228
103	352	507	273	1201	360	2202	236	3102	221
104	344	508	259	1301	345	2203	216	3201	178
105	349	509	273	1302	341	2301	224	3202	262
106	346	510	255	1303	330	2302	226	3203	229
107	346	511	263	1304	354	2303	236	3204	201
108	336	512	276	1305	347	2401	203	3301	244
109	347	513	265	1306	339	2402	213	3303	252
110	333	514	252	1307	325	2403	205	3401	216
111	322	515	258	1308	317	2404	218	3501	243
112	340	516	261	1401	362	2405	216	3502	232
113	323	517	282	1402	358	2406	225	5001	326
114	320	518	272	1403	354	2501	207	5002	328
115	355	601	239	1404	332	2502	199	5003	336
116	333	602	254	1405	322	2503	189	5004	341
201	332	603	258	1501	327	2504	196	5005	351
202	329	604	243	1502	313	2505	185	5006	359
203	313	605	246	1503	310	2506	210	5007	369
204	307	606	233	1504	304	2507	204	5008	377
205	325	701	229	1505	312	2601	220	5009	386
207	296	702	223	1506	302	2602	205	5010	391
208	305	703	230	1601	298	2603	215	5011	396
209	298	704	224	1602	298	2604	205	5012	399
301	319	705	235	1603	293	2605	210	5013	414
302	315	706	219	1604	290	2606	197	5014	409
303	295	707	214	1701	289	2607	184	5015	412
304	295	801	429	1702	290	2701	195	5016	388
305	307	802	420	1703	274	2702	193	5017	404
306	298	803	415	1704	266	2703	188		
307	281	804	409	1705	273	2704	190		
308	279	805	440	1801	272	2706	183		
309	291	806	436	1802	255	2801	178		
401	282	901	420	1803	265	2802	181		
402	273	902	421	1804	272	2803	167		
403	281	903	404	1805	255	2804	171		
404	271	904	448	1901	248	2805	158		
405	263	1001	408	1902	238	2806	167		
406	287	1002	385	1903	253	2808	148		
407	272	1003	384	1904	232	2901	176		
408	281	1004	378	2001	277	2902	197		
409	287	1005	367	2002	259	2903	172		
410	283	1101	397	2003	245	2904	187		
411	265	1102	385	2004	233	2905	186		
412	258	1103	373	2101	222	2906	169		
413	253	1104	370	2102	236	2907	155		
501	278	1105	385	2103	226	3001	213		
502	286	1106	387	2104	230	3002	200		
503	303	1107	374	2105	218	3003	212		
504	266	1108	354	2106	217	3004	196		

SECTION 6 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CRUZ COUNTY PRODUCTION AREA 44-D
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
101	392	505	261	1109	362	2107	225	3005	205
102	393	506	278	1110	351	2201	220	3101	227
103	412	507	272	1201	396	2202	234	3102	219
104	381	508	258	1301	344	2203	214	3201	176
105	385	509	272	1302	339	2301	222	3202	260
106	403	510	254	1303	329	2302	224	3203	227
107	412	511	261	1304	352	2303	235	3204	200
108	374	512	274	1305	346	2401	201	3301	242
109	383	513	263	1306	337	2402	211	3303	250
110	394	514	250	1307	323	2403	203	3401	215
111	393	515	256	1308	315	2404	216	3501	241
112	367	516	260	1401	360	2405	215	3502	230
113	368	517	281	1402	356	2406	224	5001	324
114	374	518	285	1403	352	2501	205	5002	327
115	379	601	237	1404	330	2502	197	5003	334
116	357	602	252	1405	320	2503	187	5004	340
201	349	603	256	1501	326	2504	194	5005	350
202	358	604	241	1502	311	2505	184	5006	357
203	374	605	245	1503	309	2506	209	5007	367
204	379	606	231	1504	302	2507	202	5008	376
205	354	701	227	1505	310	2601	218	5009	384
207	367	702	221	1506	300	2602	203	5010	389
208	356	703	229	1601	296	2603	213	5011	395
209	352	704	222	1602	296	2604	203	5012	397
301	335	705	234	1603	291	2605	208	5013	412
302	341	706	218	1604	289	2606	195	5014	418
303	345	707	212	1701	288	2607	183	5015	410
304	344	801	428	1702	288	2701	193	5016	387
305	324	802	418	1703	273	2702	191	5017	403
306	332	803	414	1704	264	2703	186		
307	328	804	407	1705	271	2704	189		
308	320	805	438	1801	271	2706	181		
309	316	806	434	1802	254	2801	176		
401	304	901	418	1803	264	2802	179		
402	314	902	414	1804	271	2803	165		
403	297	903	402	1805	254	2804	169		
404	298	904	446	1901	246	2805	156		
405	302	1001	406	1902	236	2806	166		
406	297	1002	383	1903	252	2808	146		
407	293	1003	382	1904	231	2901	175		
408	289	1004	376	2001	276	2902	195		
409	285	1005	365	2002	257	2903	170		
410	282	1101	396	2003	244	2904	186		
411	297	1102	383	2004	231	2905	184		
412	297	1103	371	2101	220	2906	167		
413	298	1104	369	2102	234	2907	154		
501	277	1105	383	2103	224	3001	211		
502	284	1106	385	2104	228	3002	198		
503	302	1107	373	2105	216	3003	210		
504	264	1108	353	2106	215	3004	194		

SECTION 6 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 60

FROM SANTA CRUZ COUNTY PRODUCTION AREA 44-E
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	PATE
701	204	2503	164
702	198	2504	171
703	205	2505	161
704	199	2506	185
705	210	2507	179
706	194	2601	195
707	189	2602	180
1601	273	2603	190
1602	273	2604	180
1603	268	2605	185
1604	265	2606	172
1701	264	2607	159
1702	265	2701	170
1703	249	2702	168
1704	241	2703	163
1705	244	2704	165
1801	247	2706	158
1802	230	2801	153
1803	240	2802	156
1804	247	2803	142
1805	230	2804	146
1901	223	2805	133
1902	213	2806	142
1903	228	2808	123
1904	207	2901	151
2001	252	2902	172
2002	234	2903	147
2003	220	2904	162
2004	208	2905	161
2101	197	2906	144
2102	211	2907	130
2103	201	3001	188
2104	205	3002	175
2105	193	3003	187
2106	192	3004	171
2107	202	3005	182
2201	197	3101	203
2202	211	3102	196
2203	191	3201	153
2301	199	3202	237
2302	201	3203	204
2303	211	3204	176
2401	178	3301	219
2402	188	3303	227
2403	180	3401	191
2404	193	3501	218
2405	191	3502	207
2406	200		
2501	182		
2502	174		

SECTION 7

FORM OF SHIPPING DOCUMENT

TO WHICH REFERENCE IS MADE IN
ITEM 400

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 7--FORM OF SHIPPING DOCUMENT

COMBINED SHIPPING ORDER AND FREIGHT BILL

P.U.C. No.	Carrier Name	Date	Freight Bill No.
B. E. NO.	Address	Equipment No.	Type of Equipment
Consignor	Debtor if Other Than Consignor	Consignee	Underlying Carrier (If Any)
Address	Address	Address	Address

Distance or Zone Rate Freight Bill

Point of Origin	Point of Destination	DRN No. & Date	Miles	Production Area	Delivery Zone
Commodity	Tag No.	Weight	Rate	Charges	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
Total Weight	Rate	Charges	Accessorial Charges	Total Charges	

Signature Section

Consignee

Driver

END OF TARIFF

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

APPENDIX B
TO
DECISION NO. 81799
IN CASE NO. 5437
ISSUED BY THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA
CONSISTING OF
NORTHERN CALIFORNIA
PRODUCTION AREA AND DELIVERY ZONE
DIRECTORY 2
CONTAINING
DESCRIPTIONS OF PRODUCTION AREAS
AND DELIVERY ZONES
AND
RULES GOVERNING BOUNDARY DESCRIPTIONS

APPLICABLE TO MINIMUM RATE TARIFFS
MAKING SPECIFIC REFERENCE HERETO

NORTHERN CALIFORNIA
PRODUCTION AREA AND DELIVERY ZONE
DIRECTORY 2
CONTAINING
DESCRIPTIONS OF PRODUCTION AREAS
AND DELIVERY ZONES
AND
RULES GOVERNING BOUNDARY DESCRIPTIONS
APPLICABLE TO MINIMUM RATE TARIFFS
MAKING SPECIFIC REFERENCE HERETO

The original Directory contains rules and descriptions of production areas and delivery zones established by Decision No. 81739. In Case No. 5437. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE

Issued by the
Public Utilities Commission of the State of California
State Building, Civic Center
San Francisco, California 94102

CORRECTION NUMBER CHECKING SHEET

This directory is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be shown consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in directory.

CORRECTION NUMBERS

1	31	61	91	121	151	181
2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
23	53	83	113	143	173	203
24	54	84	114	144	174	204
25	55	85	115	145	175	205
26	56	86	116	146	176	206
27	57	87	117	147	177	207
28	58	88	118	148	178	208
29	59	89	119	149	179	209
30	60	90	120	150	180	210

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SAN FRANCISCO, CALIFORNIA.

INDEX TO BOUNDARY DESCRIPTIONS

AREA OR ZONE	PRODUCTION AREAS OR DELIVERY ZONES	PAGES (Inclusive)
	<u>SECTION 1 - Production Areas</u>	
1-A - 1-H	Alameda County	5
7-A - 7-C	Contra Costa County	6
41-A - 41-F	San Mateo County	7
43-A - 43-M	Santa Clara County	8
44-A - 44-E	Santa Cruz County	9
	<u>SECTION 2 - Delivery Zones</u>	
101 - 204, 1201	San Francisco	11-14; 29
201 - 309	North Peninsula (Daly City to Burlingame)	14-17
401 - 518	Central Peninsula (Hillsborough to Redwood City)	18-22
601 - 707, 3401 - 3502	South Peninsula (Palo Alto to Mountain View)	23-24; 51-52
801 - 904	East Bay (Richmond to Albany)	25-26
1001 - 1405	East Bay (Berkeley to San Leandro)	27-31
1405 - 2004	East Bay (San Lorenzo to Milpitas)	32-39
2101 - 3303	San Jose Area	40-50
5001 - 5017	Contra Costa County (Dublin to Concord)	53-54

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SAN FRANCISCO, CALIFORNIA.

RULES GOVERNING THE PRODUCTION AREA AND
DELIVERY ZONE BOUNDARY DESCRIPTIONS
CONTAINED IN THIS DIRECTORY

(a) Where streets, railway lines, rights of way of railway companies and water courses are used to define boundaries or are used as the line or point from which boundaries are measured, the center line of such streets, railway lines, rights of way and water courses will constitute the definite boundary line or the definite line or point from which boundaries are measured. Where such a street is divided, the center line of the dividing strip will constitute the definite boundary line or the line or point from which boundaries are measured.

(b) Unless otherwise noted, where a street is named as a boundary line which has an offset at any intersecting street, and carries the same name at either side of the offset, such portion of the intersecting street encompassed in the offset will become a part of such boundary line.

(c) The term "street" as used above will be synonymous with "avenue," "boulevard," "drive," "lane," "terrace," "road," or other designations thereof.

(d) Where streets and highways are used in describing zone boundaries, the words "and extension thereof" or "the prolongation thereof" will be considered as inherent in the description whenever appropriate for the purpose of completing closure of a zone.

(e) Where the term "shore line" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.

(f) Where the terms "north," "west," "south" and "east" are used on a course in the following descriptions, they are referenced to the true meridian and indicative of a true direction.

(g) The term "parallel" as used herein denotes an equidistant course with relation to the line referred to whether said line is straight or curved.

(h) The term "mile" as used herein means a statute mile measured in a straight line without regard to terrain features or differences in elevation.

(i) Where the following abbreviations appear in descriptions of production areas and delivery zones, they shall have the same meaning as the corresponding words which they represent:

Alt.-Alternate	Fwy.-Freeway	Rd.-Road
Ave.-Avenue	Hwy.-Highway	SRR-State Sign Routes
Blvd.-Boulevard	INT-Interstate	St.-Street
Ct.-Court	Ln.-Lane	Terr.-Terrace
Dr.-Drive	Pl.-Place	US-United States highway number
		Wy.-Way
* * *		
E.-East	S.-South	R.-Range
N.-North	W.-West	T.-Township

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SAN FRANCISCO, CALIFORNIA.

SECTION 1

DESCRIPTIONS OF

PRODUCTION AREAS

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SAN FRANCISCO, CALIFORNIA

SECTION 1--DESCRIPTIONS OF PRODUCTION AREAS

ALAMEDA COUNTY PRODUCTION AREAS	AREA
<p>Beginning at the intersection of Fremont Blvd. and Peralta Blvd.; easterly along Peralta Blvd. to Mission Blvd.; northerly along Mission Blvd. to Hillside Ave. including the area laterally within 1/2 mile of Mission Blvd.; southerly along Hillside Ave. and its prolongation to Niles Blvd.; westerly along Niles Blvd. to Decoto Road; southerly along Decoto Road to Fremont Blvd.; southerly and easterly along Fremont Blvd. to the point of beginning. (Fremont)</p> <p>The area within 2 miles from a point on Stanley Blvd. located 1-1/2 miles west of the intersection of Stanley Blvd. and Isabel Ave. (Pleasanton)</p> <p>The area within 1-1/2 miles of the intersection of INT 680 and Calaveras Road. (Sunol)</p> <p>The area within 1/2 mile of the Dumbarton Bridge Toll Plaza. (Newark)</p> <p>The area within 1/2 mile of the intersection of Mission Blvd. and Tennyson Road. (Hayward)</p> <p>The area within 1/2 mile of the intersection of Mountain Blvd. and Edwards Ave. (Oakland)</p> <p>The area within 1/2 mile of the intersection of Lake Chabot Drive and Astor Drive. (San Leandro)</p> <p>The area within 1/2 mile of the intersection of Hillary Ave. and Mission Blvd. (Hayward)</p>	<p>1-A</p> <p>1-B</p> <p>1-C</p> <p>1-D</p> <p>1-E</p> <p>1-F</p> <p>1-G</p> <p>1-H</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 1--DESCRIPTIONS OF PRODUCTION AREAS (Continued)

AREA	CONTRA COSTA COUNTY PRODUCTION AREAS
7-A	The area within 2 miles of the intersection of Clayton Road, Ygnacio Valley Road and Kirker Pass Road. (Clayton)
7-B	The area within 1 mile of the intersection of Fish Ranch Road and Old Tunnel Road. (Orinda)
7-C	The area within 1/2 mile of the Richmond - San Rafael Bridge Toll Plaza. (Richmond)
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 1--DESCRIPTIONS OF PRODUCTION AREAS (Continued)

SAN MATEO COUNTY PRODUCTION AREAS	AREA
The area within 1 mile of the point where SSR 92 overcrosses Pilarcitas Creek. (Pilarcitas)	41-A
The area within 3/4 mile of the intersection of Solano Road and San Francisco Ave. (Brisbane)	41-B
The area within 1/2 mile of the intersection of SSR 1 and Reina Del Mar Ave. (Pacifica)	41-C
The area within 1/4 mile of the intersection of Sharp Park Road and Isabel Drive. (Pacifica)	41-D
The area within 1 mile from a point on Hillside Blvd. located 1/2 mile east of its intersection with "F" Street. (Colma)	41-E
The area within 1/2 mile of the intersection of Edgewood Road and Edmonds Road. (Redwood City)	41-F
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--DESCRIPTIONS OF PRODUCTION AREAS (Continued)

AREA	SANTA CLARA COUNTY PRODUCTION AREAS
43-A	The area within 1/2 mile of the intersection of L'Avenida Ave. and Macon Ave. (Mountain View)
43-B	The area within 1/2 mile of the intersection of Monterey Road and Pullman Way. (San Jose)
43-C	The area within 1/2 mile of the intersection of Capitol Expressway and Bluefield Drive. (San Jose)
43-D	The area within 1 mile of the intersection of Monterey Road (US 101) and Metcalf Road. (San Jose)
43-E	The area within 1/2 mile of the intersection of Monterey Road (US 101) and Ogier Road. (San Jose)
43-F	The area within 1 mile of the intersection of Blossom Hill Road and Almaden Expressway. (San Jose)
43-G	The area within 1-1/2 miles from a point on Alma Bridge Road 1 mile east of its intersection with SSR 17. (Los Gatos)
43-H	The area within 2-1/2 miles of the intersection of Stevens Creek Blvd. and Foothill Blvd. (Cupertino)
43-I	The area within 1/2 mile of the intersection of Hicks Road and Pheasant Road. (San Jose)
43-J	The area within 1/2 mile of the intersection of Prospect Ave. and Stonebrook Drive. (Los Altos Hills)
43-K	The area within 1/2 mile from a point on Los Trancos Road located 3/4 of a mile south of the intersection of Alpine Road and Los Trancos Road. (Portola Valley)
43-L	The area within a 1 mile radius of the intersection of Old Calaveras Road and Evans Road. (Milpitas)
43-M	The area within a 1/2 mile radius of the intersection of Clayton Road and Fall Avenue. (San Jose)
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 1--DESCRIPTIONS OF PRODUCTION AREAS (Concluded)

SANTA CRUZ COUNTY PRODUCTION AREAS	AREA
The area within 3/4 mile of the intersection of Lockwood Lane and Mt. Hermon Road. (Scotts Valley)	44-A
The area within 1/2 mile of the intersection of Box Gulch Road and East Zayante Road. (Olympia)	44-B
The area within 1/2 mile of the point where SSR 1 overcrosses Wilder Creek. (Santa Cruz)	44-C
The area within 1 mile of the intersection of San Lorenzo Ave. and Redwood Drive. (Felton)	44-D
The area within 2 miles of the intersection of Soquel-San Jose Road and Olive Springs Road. (Soquel)	44-E
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2

DESCRIPTIONS OF

DELIVERY ZONES

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES

SAN FRANCISCO DELIVERY ZONES	ZONE
Beginning at the intersection of Van Ness Avenue and Pacific Avenue; northerly along Van Ness Avenue to the San Francisco Bay shoreline; easterly and southorly along San Francisco Bay shoreline to and including Pier 5; easterly along the southwesterly edge of Pier 5 to the prolongation of Pacific Avenue; westerly along the prolongation of Pacific Avenue and Pacific Avenue to the point of beginning.	101
Beginning at the intersection of Lyon Street and Pacific Avenue; northerly along Lyon Street and its extension to Bay Street; easterly along Bay Street to Baker Street; northerly along Baker Street to Marina Boulevard; westerly along Marina Boulevard to the prolongation of Lyon Street; northerly along the prolongation of Lyon Street and Lyon Street to the San Francisco Bay shoreline; easterly along the San Francisco Bay shoreline to the end of Van Ness Avenue; southerly along Van Ness Avenue to Pacific Avenue; westerly along Pacific Avenue to the point of beginning.	102
Beginning at the intersection of the prolongation of 25th Avenue and the Pacific Ocean shoreline; northerly and easterly along the Pacific Ocean shoreline to the San Francisco Bay shoreline; easterly along the San Francisco Bay shoreline to the prolongation of Lyon Street; southerly along the prolongation of Lyon Street and Lyon Street to Marina Boulevard; easterly along Marina Boulevard to Baker Street; southerly along Baker Street to Bay Street; westerly along Bay Street to Lyon Street; southerly along Lyon Street and its prolongation to Jackson Street; westerly along Jackson Street to Arguello Boulevard; southerly along Arguello Boulevard to Lake Street; westerly along Lake Street to 25th Avenue; northerly along 25th Avenue and its prolongation to the point of beginning.	103
Beginning at the point where US 101 overcrosses South Van Ness Avenue; northerly along South Van Ness Avenue and Van Ness Avenue to Pacific Avenue; easterly along Pacific Avenue and its prolongation to Pier 5; easterly and northerly along the southern edge of Pier 5 to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to the point where INT 80 overcrosses said shoreline; southerly and westerly along INT 80 to the intersection with US 101; westerly along US 101 to the point of beginning.	104
Beginning at the intersection of Fell Street and Masonic Avenue; northerly along Masonic Avenue to Jackson Street; easterly along Jackson Street to Lyon Street; northerly along Lyon Street to Pacific Avenue; easterly along Pacific Avenue to Van Ness Avenue; southerly along Van Ness Avenue to Fell Street; westerly along Fell Street to the point of beginning.	105
Beginning at the intersection of Lincoln Way and 19th Avenue (SSR 1); northerly along Cross Over Drive, Park Presidio By-Pass Drive and Park Presidio Boulevard (SSR 1) to Lake Street; easterly along Lake Street to Arguello Boulevard; northerly along Arguello Boulevard to Jackson Street; easterly along Jackson Street to Masonic Avenue; southerly along Masonic Avenue to Fell Street; westerly along Fell Street to Stanyan Street; southerly along Stanyan Street to Frederick Street; westerly along Frederick Street and Lincoln Way to the point of beginning.	106
Beginning at the intersection of the prolongation of Lincoln Way and the Pacific Ocean shoreline; northerly and easterly along the Pacific Ocean shoreline to the intersection of said shoreline with the prolongation of 25th Avenue; southerly along the prolongation of 25th Avenue and 25th Avenue to Lake Street; easterly along Lake Street to Park Presidio Boulevard (SSR 1); southerly along Park Presidio Boulevard, Park Presidio By-Pass Drive and Cross Over Drive (SSR 1) to Lincoln Way; westerly along Lincoln Way and its prolongation to the point of beginning.	107

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN FRANCISCO DELIVERY ZONES (Continued)
108	Beginning at the intersection of South Van Ness Avenue and Army Street; northerly along South Van Ness Avenue to the point where it undercrosses US 101; easterly and northerly along US 101 and INT 80 to the point where it overcrosses the San Francisco Bay shoreline; southerly along San Francisco Bay shoreline to Islais Creek Channel; westerly along Islais Creek Channel to Third Street; southerly along Third Street to Jerrold Avenue; northwesterly along Jerrold Avenue to Bayshore Boulevard; northerly along Bayshore Boulevard to Army Street; westerly along Army Street to the point of beginning.
109	Beginning at the intersection of Portola Drive, Market Street and Clipper Street; northerly along Market Street to 17th Street; westerly along 17th Street to Clayton Street; northerly along Clayton Street to Parnassus Avenue; westerly along Parnassus Avenue to Stanyan Street; northerly along Stanyan Street to Fell Street; easterly along Fell Street to Van Ness Avenue; southerly along Van Ness Avenue and South Van Ness Avenue to Army Street; westerly along Army Street to Douglass Street; northerly along Douglass Street to Clipper Street; westerly along Clipper Street to the point of beginning.
110	Beginning at the intersection of Sloat Boulevard (SSR 35) and 19th Avenue (SSR 1); northerly along 19th Avenue to Lincoln Way; easterly along Lincoln Way and Frederick Street to Stanyan Street; southerly along Stanyan Street to Parnassus Avenue; easterly along Parnassus Avenue to Clayton Street; southerly along Clayton Street to 17th Street; easterly along 17th Street to Market Street; southerly and westerly along Market Street and Portola Drive to Sloat Boulevard; westerly along Sloat Boulevard to the point of beginning.
111	Beginning at the intersection of the Pacific Ocean shoreline and the prolongation of Sloat Boulevard; northerly along the Pacific Ocean shoreline to the intersection of said shoreline with the prolongation of Lincoln Way; easterly along the prolongation of Lincoln Way and Lincoln Way to 19th Avenue (SSR 1); southerly along 19th Avenue to Sloat Boulevard; westerly along Sloat Boulevard (SSR 35) and its prolongation to the point of beginning.
112	Beginning at the intersection of Bayshore Freeway (US 101) and the prolongation of Thornton Avenue; northerly along Bayshore Freeway (US 101) to Army Street; easterly along Army Street to Bayshore Boulevard; southerly along Bayshore Boulevard to Jerrold Avenue; southeasterly along Jerrold Avenue to Third Street; northerly along Third Street to Islais Creek Channel; easterly along Islais Creek Channel to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to the junction of said shoreline and the prolongation of Earl Street; southerly and westerly along the prolongation of Earl Street, Earl Street and Navy Road to Griffith Street; southerly along Griffith Street to Thomas Avenue; westerly along Thomas Avenue to Third Street; southerly along Third Street to Thornton Avenue; westerly along Thornton Avenue and its prolongation to the point of beginning.
113	Beginning at the intersection of Brazil Avenue and Mission Street; northerly along Mission Street to Bosworth Street; westerly along Bosworth Street and O'Shaughnessy Boulevard to Portola Drive; easterly along Portola Drive to Clipper Street; easterly along Clipper Street to Douglass Street; southerly along Douglass Street to Army Street; easterly along Army Street to its undercrossing of Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its junction with the prolongation of Felton Street; westerly along the prolongation of Felton Street, Felton Street, Avalon Avenue and Moscow Street to Brazil Avenue; westerly along Brazil Avenue to the point of beginning.
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN FRANCISCO DELIVERY ZONES (Concluded)

ZONE

Beginning at the intersection of Ocean Avenue and 19th Avenue (SSR 1); northerly along 19th Avenue to Sloat Boulevard; easterly along Sloat Boulevard and Portola Drive to O'Shaughnessy Boulevard; southerly and easterly along O'Shaughnessy Boulevard and Bosworth Street to Mission Street; southerly along Mission Street to Ocean Avenue; westerly along Ocean Avenue to the point of beginning.

114

Beginning at the intersection of the San Francisco Bay shoreline and the prolongation of Griffith Street; northerly along the prolongation of Griffith Street and Griffith Street to Navy Road; easterly and northerly along Navy Road, Earl Street and its prolongation to the San Francisco Bay shoreline; easterly, southerly and westerly along the San Francisco Bay shoreline to the point of beginning.

115

Beginning at the intersection of Bayshore Freeway (US 101) and the San Francisco City and County Line; northerly along Bayshore Freeway (US 101) to the prolongation of Harkness Avenue; westerly along the prolongation of Harkness Avenue and Harkness Avenue to Brussels Street; northerly along Brussels Street to Woolsey Street; westerly along Woolsey Street to Hamilton Street; northerly along Hamilton Street to Felton Street; easterly along Felton Street and its prolongation to US 101; northerly along US 101 to the intersection with the prolongation of Thornton Avenue; easterly along the prolongation of Thornton Avenue and Thornton Avenue to Third Street; northerly along Third Street to Thomas Avenue; easterly along Thomas Avenue to Griffith Street; southerly along Griffith Street and its prolongation to the San Francisco Bay shoreline; southerly, easterly and westerly along the San Francisco Bay shoreline to the San Francisco City and County Line; westerly along the San Francisco City and County Line to the point of beginning.

116

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN FRANCISCO AND NORTH PENINSULA DELIVERY ZONES
201	<p>Beginning at the intersection of the southern Brisbane city limits and the San Francisco Bay shoreline; westerly and northerly along the Brisbane city limits to the prolongation of Solano Road; easterly along the prolongation of Solano Road and Solano Road to San Francisco Avenue; easterly along San Francisco Avenue and its prolongation to Old Bayshore Boulevard; northerly along Old Bayshore Boulevard to the point where it overcrosses Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to the San Francisco City and County line; easterly along the San Francisco City and County line to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to the point of beginning.</p>
202	<p>Beginning at the intersection of South Hill Boulevard and the Daly City city limits; easterly, northerly and westerly along South Hill Boulevard to Geneva Avenue; westerly along Geneva Avenue to Alemany Boulevard; northerly along Alemany Boulevard to Ocean Avenue; easterly along Ocean Avenue to Mission Street; northerly along Mission Street to Brazil Avenue; easterly along Brazil Avenue to Moscow Street; northerly and easterly along Moscow Street, Avalon Avenue and Felton Street to Hamilton Street; southerly along Hamilton Street to Woolsey Street; easterly along Woolsey Street to Brussels Avenue; southerly along Brussels Avenue to Markness Avenue; easterly along Markness Avenue and its prolongation to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to the point where it undercrosses Old Bayshore Boulevard; southerly along Old Bayshore Boulevard to Main Street; westerly along Main Street to the Brisbane city limits; southerly along the Brisbane city limits to the Daly City city limits; westerly along the Daly City city limits to the point of beginning.</p>
203	<p>Beginning at the intersection of INT 280 and the prolongation of West Market Street; northerly along INT 280 to Junipero Serra Boulevard (SSR 1); northerly along Junipero Serra Boulevard (SSR 1) to 19th Avenue (SSR 1); northerly along 19th Avenue (SSR 1) to Ocean Avenue; easterly along Ocean Avenue to Alemany Boulevard; southerly along Alemany Boulevard to Geneva Avenue; easterly along Geneva Avenue to South Hill Boulevard; easterly, southerly and westerly along South Hill Boulevard to the Daly City city limits; westerly, southerly and easterly along the Daly City city limits to Atlanta Street; southerly and westerly along Atlanta Street, East Market Street, West Market Street and its prolongation to the point of beginning.</p>
204	<p>Beginning at the intersection of the Pacific Ocean shoreline and the prolongation of Alemany Boulevard; northerly along the Pacific Ocean shoreline to the junction of said shoreline with the prolongation of Sloat Boulevard; easterly along the prolongation of Sloat Boulevard and Sloat Boulevard (SSR 35) to 19th Avenue (SSR 1); southerly along 19th Avenue (SSR 1) to Junipero Serra Boulevard (SSR 1); southerly along Junipero Serra Boulevard (SSR 1) to INT 280; southerly along INT 280 to Alemany Boulevard; westerly along Alemany Boulevard and its prolongation to the point of beginning.</p>
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

NORTH PENINSULA DELIVERY ZONES (Continued)	ZONE
<p>Beginning at intersection of Chestnut Avenue and Hillside Boulevard; westerly along Hillside Boulevard to the Colma city limits; westerly along the Colma city limits to the Daly City city limits; westerly, northerly and easterly along the Daly City city limits to the Brisbane city limits; northerly along the Brisbane city limits to Main Street; easterly along Main Street to Old Bayshore Boulevard; southerly along Old Bayshore Boulevard to the point where said boulevard intersects the prolongation of San Francisco Avenue; westerly along the prolongation of San Francisco Avenue and San Francisco Avenue to Solano Road; westerly along Solano Road and its prolongation to the Brisbane city limits; southerly and easterly along the Brisbane city limits to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to the prolongation of Randolph Avenue; westerly along the prolongation of Randolph Avenue and Randolph Avenue to Hillside Boulevard; westerly along Hillside Boulevard to the point of beginning.</p>	205
<p>Beginning at the point where Gateway Drive undercrosses SSR 1; westerly along Gateway Drive to Skyline Drive; southerly along Skyline Drive to Belcrest Avenue; westerly along Belcrest Avenue and its prolongation to the Pacific Ocean shoreline; northerly along the Pacific Ocean shoreline to the junction of said shoreline with the prolongation of Alemany Boulevard; easterly along the prolongation of Alemany Boulevard and Alemany Boulevard to INT 280; southerly along INT 280 to the point where it overcrosses Southgate Avenue; westerly along Southgate Avenue to Callan Boulevard; southerly along Callan Boulevard to Hickey Boulevard; southerly along Hickey Boulevard to Gateway Drive; northerly and westerly along Gateway Drive to the point of beginning.</p>	207
<p>Beginning at the intersection of Junipero Serra Boulevard and Arroyo Drive; northerly and westerly along Junipero Serra Boulevard to Southgate Avenue; westerly along Southgate Avenue to the point where it undercrosses INT 280; northerly along INT 280 to its intersection with the prolongation of West Market Street; easterly along the prolongation of West Market Street, West Market Street, East Market Street and Atlanta Street to the Daly City city limits; easterly along the Daly City city limits to the Colma city limits; easterly and southerly along the Colma city limits to Hillside Boulevard; easterly along Hillside Boulevard to Chestnut Avenue; southerly along Chestnut Avenue to Camaritas Avenue; westerly along Camaritas Avenue to Arroyo Drive; southerly along Arroyo Drive to the point of beginning.</p>	208
<p>Beginning at the intersection of Westborough Boulevard and Skyline Boulevard (SSR 35); northerly and westerly along Skyline Boulevard (SSR 35) to Hickey Boulevard; northerly along Hickey Boulevard to Callan Boulevard; northerly along Callan Boulevard to Southgate Avenue; easterly along Southgate Avenue to Junipero Serra Boulevard; southerly along Junipero Serra Boulevard to Valleywood Drive; westerly along Valleywood Drive to Evergreen Drive; northerly and westerly along Evergreen Drive to Sherwood Drive; northerly along Sherwood Drive and Albright Way to Shannon Drive; northerly along Shannon Drive to Oakmont Drive; northerly along Oakmont Drive to Westborough Boulevard; westerly along Westborough Boulevard to the point of beginning.</p>	209

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	NORTH PENINSULA DELIVERY ZONES (Continued)
301	Beginning at the intersection of the southern South San Francisco city limits and Bayshore Freeway (US 101); northerly along Bayshore Freeway (US 101) to the northern South San Francisco city limits; easterly along the northern South San Francisco city limits to the San Francisco Bay shoreline; southerly and easterly along the San Francisco Bay shoreline to its intersection with San Bruno Slough; westerly along San Bruno Slough to its intersection with the southern South San Francisco city limits; westerly along the southern South San Francisco city limits to the point of beginning.
302	Beginning at the intersection of Forest Lane and El Camino Real (SSR 82); northerly along El Camino Real to Chestnut Street; northerly along Chestnut Street to Hillside Boulevard; easterly along Hillside Boulevard to Randolph Avenue; easterly along Randolph Avenue and its prolongation to Bayshore Freeway (US 101); southerly along Bayshore Freeway to the prolongation of Scott Street; westerly along the prolongation of Scott Street and Scott Street to Herman Street; southerly along Herman Street to Forest Lane; westerly along Forest Lane to the point of beginning.
303	Beginning at the intersection of Sneath Lane and Junipero Serra Freeway (INT 280); northerly along Junipero Serra Boulevard to Arroyo Drive; easterly and northerly along Arroyo Drive to Camaritas Avenue; easterly along Camaritas Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Sneath Lane; westerly along Sneath Lane to the point of beginning.
304	Beginning at the intersection of Sneath Lane and Skyline Boulevard (SSR 35); westerly along Sneath Lane to the first intersection with Monterey Drive; southerly along Monterey Drive to Merced Drive; thence westerly in a direct line to the southerly end of County Jail Road; thence northwesterly in a direct line to the intersection of Exeter Drive and Ysabel Drive; northerly along Ysabel Drive and Highland Drive to Moulton Drive; northerly along the prolongation of Moulton Drive to Sharp Park Road; easterly along Sharp Park Road and Westborough Boulevard to Oakmont Drive; southerly along Oakmont Drive to Shannon Drive; easterly along Shannon Drive to Albright Way; southerly along Albright Way and Sherwood Drive to Evergreen Drive; easterly and southerly along Evergreen Drive to Valleywood Drive; easterly along Valleywood Drive and its prolongation to Junipero Serra Freeway (INT 280); southerly along Junipero Serra Freeway (INT 280) to Sneath Lane; westerly along Sneath Lane to the point of beginning.
305	Beginning at the overcrossing of Millbrae Avenue and Bayshore Freeway (US 101); westerly and northerly along Bayshore Freeway (US 101) to the southern South San Francisco city limits; easterly along the southern South San Francisco city limits to its intersection with San Bruno Slough; easterly along San Bruno Slough to the San Francisco Bay shoreline; southerly and easterly along the San Francisco Bay shoreline to the prolongation of Millbrae Avenue; southerly along the prolongation of Millbrae Avenue and Millbrae Avenue to the point of beginning.
306	Beginning at the intersection of INT 280 and Skyline Boulevard (SSR 35) near the southwestern corner of the City of San Bruno; northwesterly along Skyline Boulevard (SSR 35) to Sneath Lane; easterly along Sneath Lane to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Forest Lane; easterly along Forest Lane to Herman Street; northerly along Herman Street to Scott Street; easterly along Scott Street and its prolongation to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to the prolongation of San Felipe Avenue; westerly along the prolongation of San Felipe Avenue and San Felipe Avenue to El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to Crystal Springs Avenue; southwesterly along Crystal Springs Avenue and Crystal Springs Road to the point of beginning.
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

NORTH PENINSULA DELIVERY ZONES (Concluded)	ZONE
<p>Beginning at the intersection of INT 280 and the prolongation of Millbrae Avenue; northwesterly along INT 280 to Crystal Springs Road; northeasterly along Crystal Springs Road and Crystal Springs Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to San Felipe Avenue; easterly along San Felipe Avenue and its prolongation to Bayshore Freeway (US 101); southerly and easterly along Bayshore Freeway (US 101) to its undercrossing of Millbrae Avenue; southwesterly along Millbrae Avenue and its prolongation to the point of beginning.</p>	307
<p>Beginning at the intersection of INT 280 and the prolongation of Hillside Drive; northwesterly along INT 280 to the prolongation of Millbrae Avenue; northeasterly along the prolongation of Millbrae Avenue, Millbrae Avenue and its prolongation to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to the prolongation of Broadway extending from its overcrossing of Bayshore Freeway (US 101) in a straight line to said shoreline; westerly along the prolongation of Broadway and Broadway to El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to Hillside Drive; westerly along Hillside Drive and its prolongation to the point of beginning.</p>	308
<p>Beginning at the intersection of INT 280 and the prolongation of Chateau Drive; northerly along INT 280 to the prolongation of Hillside Drive; easterly along the prolongation of Hillside Drive and Hillside Drive to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Broadway; easterly along Broadway to Bayshore Freeway (US 101), thence in a direct line to the San Francisco Bay shoreline; easterly and southerly along the San Francisco Bay shoreline to the southern boundary of the Burlingame city limits to Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to the prolongation of Oak Grove Avenue; westerly along the prolongation of Oak Grove Avenue and Oak Grove Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Ralston Avenue; westerly along Ralston Avenue to Chateau Drive; westerly along Chateau Drive and its prolongation to the point of beginning.</p>	309
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	CENTRAL PENINSULA DELIVERY ZONES
401	<p>Beginning at the intersection of East Third Avenue and El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to Oak Grove Avenue; easterly along Oak Grove Avenue and its prolongation to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to the Burlingame city limits; northerly along the Burlingame city limits to the San Francisco Bay shoreline; easterly and southerly along the San Francisco Bay shoreline to the prolongation of Peck Avenue; westerly along the prolongation of Peck Avenue and Peck Avenue to Church Road; southerly along the prolongation of Church Road to East Third Avenue; westerly along East Third Avenue to the point of beginning.</p>
402	<p>Beginning at the intersection of Crystal Springs Road and Skyline Boulevard (SSR 35); northerly along Skyline Boulevard (SSR 35) to Hayne Road; easterly along Hayne Road to its undercrossing of INT 280; northerly along INT 280 to the prolongation of Chateau Drive; easterly along the prolongation of Chateau Drive, Chateau Drive and Ralston Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Crystal Springs Road; westerly along Crystal Springs Road to the point of beginning.</p>
403	<p>Beginning at the overcrossing of J. Arthur Younger Freeway (SSR 92) and Bayshore Freeway (US 101); northerly along Bayshore Freeway (US 101) to its undercrossing of East Third Avenue; easterly along East Third Avenue to the prolongation of Church Road; northerly along the prolongation of Church Road to Peck Avenue; easterly along Peck Avenue and its prolongation to the San Francisco Bay shoreline; easterly and southerly along the San Francisco Bay shoreline to its undercrossing of the San Mateo Toll Bridge (SSR 92); westerly along the J. Arthur Younger Freeway (SSR 92) to the point of beginning.</p>
404	<p>Beginning at the overcrossing of Alameda de las Pulgas and J. Arthur Younger Freeway (SSR 92); northerly along Alameda de las Pulgas to Crystal Springs Road; easterly along Crystal Springs Road to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to East Third Avenue; easterly along East Third Avenue to its overcrossing of Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its undercrossing of 19th Avenue; westerly along 19th Avenue and J. Arthur Younger Freeway (SSR 92); westerly along J. Arthur Younger Freeway (SSR 92) to the point of beginning.</p>
405	<p>Beginning at the intersection of Alameda de las Pulgas and 42nd Avenue; westerly along 42nd Avenue to its end; thence northwesterly in a direct line to the intersection of East Laurel Creek Road and Haskins Drive; northwesterly in a direct line to the intersection of Clearview Way and Parrott Drive; northerly along Parrott Drive to Bel Aire Road; thence northwesterly in a direct line to the intersection of Polhemus Road (County Road 17) and Crystal Springs Road; easterly along Crystal Springs Road to Alameda de las Pulgas; southerly along Alameda de las Pulgas to the point of beginning.</p>
406	<p>Beginning at the overcrossing of Ralston Avenue and Bayshore Freeway (US 101); northerly along Bayshore Freeway (US 101) to its undercrossing of J. Arthur Younger Freeway (SSR 92); easterly along J. Arthur Younger Freeway (SSR 92) to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to Belmont Slough; westerly along Belmont Slough to Belmont city limits; westerly and southerly along Belmont city limits to Marine World Parkway; westerly along Marine World Parkway to the point of beginning.</p>
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

CENTRAL PENINSULA DELIVERY ZONES (Continued)	ZONE
Beginning at the intersection of West Hillsdale Boulevard and Alameda de las Pulgas; northerly along Alameda de las Pulgas to its overcrossing of J. Arthur Younger Freeway (SSR 92); easterly along J. Arthur Younger Freeway (SSR 92) to its overcrossing of Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its undercrossing of East Hillsdale Boulevard; westerly along East Hillsdale Boulevard and West Hillsdale Boulevard to the point of beginning.	407
Beginning at the intersection of Ralston Avenue and Alameda de las Pulgas; northerly along Alameda de las Pulgas to West Hillsdale Boulevard; easterly along West Hillsdale Boulevard and East Hillsdale Boulevard to its overcrossing of Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its undercrossing of Ralston Avenue; westerly along Ralston Avenue to the point of beginning.	408
Beginning at the overcrossing of Holly Street and Bayshore Freeway (US 101); northerly along Bayshore Freeway to its undercrossing of Ralston Avenue-Marine World Parkway; easterly along Marine World Parkway to its junction with the Belmont city limits; northerly and easterly along the Belmont city limits to Belmont Slough; easterly along Belmont Slough to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to Steinberger Slough; westerly along Steinberger Slough to the San Carlos city limits; westerly along the San Carlos city limits to Holly Street; westerly along Holly Street to the point of beginning.	409
Beginning at the intersection of San Carlos Avenue, Alameda de las Pulgas, and Cranfield Avenue; northerly along Alameda de las Pulgas to Ralston Avenue; easterly along Ralston Avenue to its overcrossing of Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its undercrossing of Holly Street; westerly along Holly Street to Elm Street; southerly along Elm Street to San Carlos Avenue; westerly and northerly along San Carlos Avenue to the point of beginning.	410
Beginning at the intersection of Alameda de las Pulgas and Cranfield Avenue; southerly and westerly along Cranfield Avenue to Witheridge Road; southerly along Witheridge Road to Club Drive; westerly along Club Drive to Barbara Way; northerly along Barbara Way to its end; thence northwesterly in a direct line to the intersection of Wemberly Drive and Hallmark Drive; northerly along Hallmark Drive to Ralston Avenue and Lodge Drive; northeasterly along Lodge Drive to Belmont Canyon Road; northerly along Belmont Canyon Road to Hillcrest Drive; northerly along Hillcrest Drive to Naughton Avenue; westerly along Naughton Avenue to Bartlett Way; northerly and easterly along Bartlett Way to East Laurel Creek Road; easterly along East Laurel Creek Road to Haskins Drive; thence southeasterly in a direct line to the end of 42nd Avenue; easterly along 42nd Avenue to Alameda de las Pulgas; southerly along Alameda de las Pulgas to the point of beginning.	411
Beginning at the intersection of Hallmark Drive and Ralston Avenue; northerly along Ralston Avenue and Polhemus Road (County Road 17) to the intersection of Polhemus and Crystal Springs Road; southeasterly in a direct line to the intersection of Bell Aire Road and Parrott Drive; southwesterly along Parrott Drive to Clearview Way; southeasterly in a direct line to the intersection of East Laurel Creek Road and Haskins Drive; southwesterly along East Laurel Creek Road to Bartlett Way; southwesterly along Bartlett Way to Naughton Avenue; easterly along Naughton Avenue to Hillcrest Drive; southerly along Hillcrest Drive to Belmont Canyon Road; southerly along Belmont Canyon Road to Lodge Drive; westerly along Lodge Drive to the point of beginning.	412
Beginning at the point where the J. Arthur Younger Freeway (SSR 92) undercrosses Ralston Avenue; southerly and westerly along J. Arthur Younger Freeway (SSR 92) to INT 280; northerly along INT 280 to Crystal Springs Road; easterly along Crystal Springs Road to Polhemus Road (County Road 17); southerly along Polhemus Road (County Road 17) to the point of beginning.	413
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	CENTRAL PENINSULA DELIVERY ZONES (Continued)
501	<p>Beginning at the undercrossing of Whipple Avenue and Bayshore Freeway (US 101); westerly and northerly along Bayshore Freeway (US 101) to Holly Street; northeasterly along Holly Street to the San Carlos city limits; northeasterly along the San Carlos city limits to Steinberger Slough; northeasterly along Steinberger Slough to the San Francisco Bay shoreline; southeasterly along the San Francisco Bay shoreline to Redwood Creek; southerly along Redwood Creek to the undercrossing of Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to the point of beginning.</p>
502	<p>Beginning at the intersection of Alameda de las Pulgas and Edgewood Road; northwesterly along Alameda de las Pulgas to Eaton Avenue; westerly along Eaton Avenue to Clifford Avenue; southerly along Clifford Avenue to Bromley Drive; northwesterly along Bromley Drive to Roland Road; northerly along Roland Road to Eaton Avenue; westerly along Eaton Avenue to Terrace Road; northerly along Terrace Road to De Anza Avenue; easterly along De Anza Avenue to Thornhill Drive; northerly and along Thornhill Drive and Howard Avenue to Alameda de las Pulgas; northerly along Alameda de las Pulgas to San Carlos Avenue; easterly along San Carlos Avenue to Elm Street; northeasterly along Elm Street to Holly Street; northeasterly along Holly Street to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to Whipple Avenue; southerly along Whipple Avenue to El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to Edgewood Road; southerly along Edgewood Road to the point of beginning.</p>
503	<p>Beginning at the intersection of Alameda de las Pulgas and Brittan Avenue; westerly along Brittan Avenue to Crestview Drive; northwesterly along Crestview Drive and Malabar Road to Barbara Way; westerly along Barbara Way to Club Drive; northeasterly along Club Drive to Witheridge Road; northerly along Witheridge Road to Cranfield Avenue; easterly and northerly along Cranfield Avenue to San Carlos Avenue; south-easterly along San Carlos Avenue to Alameda de las Pulgas; southerly along Alameda de las Pulgas to the point of beginning.</p>
504	<p>Beginning at the intersection of Watkins Avenue and El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to the overcrossing of Woodside Expressway (SSR 84); northerly along Woodside Expressway (SSR 84) to the undercrossing of Bayshore Freeway (US 101); northerly along Bayshore Freeway (US 101) to the undercrossing of Redwood Creek; northerly along Redwood Creek to the San Francisco Bay shoreline; southerly along San Francisco Bay shoreline to the prolongation of Marsh Road; southerly along the prolongation of Marsh Road and Marsh Road to Middlefield Road; easterly along Middlefield Road to Watkins Avenue; southerly along Watkins Avenue to the point of beginning.</p>
505	<p>Beginning at the intersection of Santa Cruz Avenue and Alameda de las Pulgas; north-westerly along Alameda de las Pulgas to Valparaiso Avenue; northerly along Valparaiso Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to the San Mateo county line (San Francisquito Creek); southwesterly along the San Mateo county line (San Francisquito Creek) to Junipero Serra Boulevard; northwesterly along Junipero Serra Boulevard and Santa Cruz Avenue to the point of beginning.</p>
506	<p>Beginning at the intersection of Roosevelt Avenue and Alameda de las Pulgas; northerly along Alameda de las Pulgas to Jefferson Avenue; southwestly along Jefferson Avenue to Highland Avenue; easterly along Highland Avenue to Canyon Road; northerly and easterly along Canyon Road to Cordilleras Road; northerly along Cordilleras Road to Upland Road; easterly along Upland Road to Whipple Avenue; northeasterly along Whipple Avenue to Alameda de las Pulgas; northwesterly along Alameda de las Pulgas to Edgewood Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Whipple Avenue; northerly along Whipple Avenue to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to the undercrossing of Woodside Expressway (SSR 84); southerly along Woodside Expressway (SSR 84) to El Camino Real (SSR 82); northerly along El Camino Real (SSR 82) to Roosevelt Avenue; southerly along Roosevelt Avenue to the point of beginning.</p>
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

CENTRAL PENINSULA DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Harcross Road and Fernside Street; southwesterly along Harcross Road to its end, thence westerly in a direct line to the intersection of Godetia Drive and Jefferson Avenue; northerly along Jefferson Avenue to Highland Avenue; northerly and easterly along Highland Avenue to Jefferson Avenue; northeasterly along Jefferson Avenue to Alameda de las Pulgas; southerly along Alameda de las Pulgas to Kensington Street, thence southeasterly in a direct line to the point of beginning.</p>	507
<p>Beginning at the intersection of the San Mateo County line (Los Trancos Creek) and Junipero Serra Freeway (INT 280); westerly and northerly along Junipero Serra Freeway (INT 280) to the Woodside city limits; northerly along Woodside city limits to Moore Road; southeasterly and northerly along Moore Road to Reservoir Road; northeasterly along Reservoir Road and Walsh Road to Alameda de las Pulgas; southerly along Alameda de las Pulgas and Santa Cruz Avenue to the San Mateo County line (San Francisquito Creek); southeasterly, westerly and southwesterly along the San Mateo County line (San Francisquito and Los Trancos Creeks) to the point of beginning.</p>	508
<p>Beginning at the intersection of Stockbridge Avenue and Alameda de las Pulgas; northwesterly along Alameda de las Pulgas to Fernside Street; northwesterly along Fernside Street to Harcross Road, thence in a direct line from the intersection of Harcross Road and Fernside Street to the intersection of Kensington Road and Alameda de las Pulgas; northwesterly along Alameda de las Pulgas to Roosevelt Avenue; northerly along Roosevelt Avenue to El Camino Real; southerly along El Camino Real to Stockbridge Avenue; southerly along Stockbridge Avenue to the point of beginning.</p>	509
<p>Beginning at the overcrossing of Bayshore Freeway (US 101) and Willow Road (SSR 84); northwesterly along Bayshore Freeway (US 101) to Marsh Road; northerly along Marsh Road and the prolongation of Marsh Road to the San Francisco Bay shoreline; southerly along the San Francisco Bay shoreline to the Dumbarton Bridge Road (SSR 84); southerly along Dumbarton Bridge Road and Willow Road (SSR 84) to the point of beginning.</p>	510
<p>Beginning at the intersection of Alma Street and El Camino Real; northerly along El Camino Real to Watkins Avenue; northerly along Watkins Avenue to Middlefield Road; northwesterly along Middlefield Road to Marsh Road; northerly along Marsh Road to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to Willow Road; southerly along Willow Road to Middlefield Road; southerly along Middlefield Road to the San Mateo County line (San Francisquito Creek); southerly along the San Mateo County line (San Francisquito Creek) to the point of beginning.</p>	511
<p>Beginning at the intersection of Alameda de las Pulgas and Walsh Road; northwesterly along Alameda de las Pulgas to Stockbridge Avenue; northerly along Stockbridge Avenue to El Camino Real (SSR 82); southerly along El Camino Real (SSR 82) to Valparaiso Avenue; southerly along Valparaiso Avenue to Alameda de las Pulgas; northwesterly along Alameda de las Pulgas to the point of beginning.</p>	512
<p>Beginning at the intersection of Reservoir Road and Moore Road; southerly, westerly and northerly along Moore Road to Woodside Road (SSR 84); northeasterly along Woodside Road (SSR 84) to Alameda de las Pulgas; southerly along Alameda de las Pulgas to Walsh Road; southwesterly along Walsh Road to Reservoir Road; southwesterly along Reservoir Road to the point of beginning.</p>	513

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	CENTRAL PENINSULA DELIVERY ZONES (Concluded)
514	Beginning at the intersection of Embarcadero Road and Bayshore Freeway (US 101); northwesterly along the Bayshore Freeway (US 101) to the San Mateo County line (San Francisquito Creek); southwesterly, westerly and southerly along the San Mateo County line (San Francisquito Creek) to Middlefield Road; northwesterly along Middlefield Road to Willow Road; northerly along Willow Road, Dumbarton Bridge Road (SSR 84) and the Dumbarton Bridge to the San Francisco Bay shoreline; easterly and southerly along the San Francisco Bay shoreline to the intersection with the end of Embarcadero Road; southwesterly along Embarcadero Road to the point of beginning.
515	Beginning at the intersection of Sand Hill Road and Whiskey Hill Road; northwesterly along Whiskey Hill Road to Woodside Road (SSR 84); northerly along Woodside Road (SSR 84) to Moore Road; southeasterly along Moore Road to the Woodside city limits; southerly along the Woodside city limits to Junipero Serra Freeway (INT 280); southerly along Junipero Serra Freeway (INT 280) to Sand Hill Road; southwesterly along Sand Hill Road to the point of beginning.
516	Beginning at the intersection of Canada Road and Woodside Road (SSR 84); northwesterly along Canada Road to Godetia Drive; northerly along Godetia Drive to Jefferson Avenue, thence east in a direct line to the end of Harcross Road; northeasterly along Harcross Road to Fernside Street; southerly along Fernside Street and Alameda de las Pulgas to Woodside Road (SSR 84); southerly along Woodside Road (SSR 84) to the point of beginning.
517	Beginning at the intersection of the prolongation of Godetia Drive and Junipero Serra Freeway (INT 280); northwesterly along proposed Junipero Serra Freeway (INT 280) to the overcrossing of Edgewood Road; northerly and easterly along Edgewood Road to Cordilleras Avenue; easterly along Cordilleras Avenue to Canyon Road; southerly and easterly along Canyon Road to Highland Avenue; westerly and southerly along Highland Avenue to Jefferson Avenue; southwesterly along Jefferson Avenue to Godetia Drive; southerly along Godetia Drive and its prolongation to the point of beginning.
518	Beginning at the intersection of Edgewood Road and proposed Junipero Serra Freeway (INT 280); northwesterly along proposed Junipero Serra Freeway (INT 280) to the J. Arthur Younger Freeway (SSR 92); northerly along J. Arthur Younger Freeway (SSR 92) to the undercrossings of Polhemus Road (County Road 17) and Ralston Avenue; easterly along Ralston Avenue to Lodge Drive and Hallmark Drive; southerly on Hallmark Drive to Wemberly Drive, thence southeasterly in a direct line to the end of Barbara Way; easterly along Barbara Way to Malabar Road; southeasterly along Malabar Road and Crestview Drive to Brittan Avenue; northeasterly along Brittan Avenue to Alameda de las Pulgas; southerly along Alameda de las Pulgas to Howard Avenue; southerly along Howard Avenue to Thornhill Drive; southerly along Thornhill Drive to De Anza Avenue; westerly along De Anza Avenue to Terrace Road; southerly along Terrace Road to Eaton Avenue; easterly along Eaton Avenue to Roland Avenue; southerly along Roland Avenue to Bromley Drive; southeasterly along Bromley Drive to Clifford Avenue; northerly along Clifford Avenue to Eaton Avenue; easterly along Eaton Avenue to Alameda de las Pulgas; southerly along Alameda de las Pulgas to Whipple Avenue; southerly along Whipple Avenue to Upland Road; westerly and southerly along Upland Road to Cordilleras Road; westerly along Cordilleras Road to Edgewood Road; southerly along Edgewood Road to the point of beginning.
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SOUTH PENINSULA DELIVERY ZONES	ZONE
<p>Beginning on Bayshore Freeway (US 101) and the overcrossing of San Antonio Road; northerly along Bayshore Freeway (US 101) to Embarcadero Road; northeasterly along Embarcadero Road and its prolongation to the San Francisco Bay shoreline; southeasterly along the San Francisco Bay shoreline to Mountain View Slough; southerly along Mountain View Slough and Permanente Creek to Bayshore Freeway (US 101); northerly along Bayshore Freeway (US 101) to the point of beginning.</p>	601
<p>Beginning at the intersection of Oregon Expressway and Alma Street; northerly along Alma Street to the Santa Clara county line (San Francisquito Creek); northeasterly and easterly along the Santa Clara county line (San Francisquito Creek) to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to Oregon Expressway; southwesterly along Oregon Expressway to the point of beginning.</p>	602
<p>Beginning at the intersection of Page Mill Road and Junipero Serra Boulevard; northwesterly along Junipero Serra Boulevard to the Santa Clara county line (San Francisquito Creek); northeasterly along the Santa Clara county line (San Francisquito Creek) to Alma Street; southeasterly along Alma Street to Page Mill Road; southwesterly along Page Mill Road to the point of beginning.</p>	603
<p>Beginning at the intersection of Alma Street and E. Charleston Road; northwesterly along Alma Street to Oregon Expressway; northeasterly along Oregon Expressway to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to San Antonio Road; southerly along San Antonio Road to E. Charleston Road; southerly along E. Charleston Road to the point of beginning.</p>	604
<p>Beginning at the intersection of Arastradero Road and Foothill Expressway; northwesterly along Foothill Expressway to Page Mill Road; northeasterly along Page Mill Road to Alma Street; southeasterly along Alma Street to W. Charleston Road; southwesterly along W. Charleston Road and Arastradero Road to the point of beginning.</p>	605
<p>Beginning at the point where Permanente Creek undercrosses Central Expressway; northwesterly along the Central Expressway to E. Charleston Road; northeasterly along E. Charleston Road to San Antonio Road; northerly along San Antonio Road to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to Permanente Creek; southerly along Permanente Creek to the point of beginning.</p>	606

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SOUTH PENINSULA DELIVERY ZONES (Continued)
701	Beginning at the intersection of Moffett Boulevard and Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to Permanente Creek; northerly along Permanente Creek and Mountain View Slough to San Francisco Bay shoreline; easterly along the San Francisco Bay shoreline to the Sunnyvale city limit; southerly along the Sunnyvale city limit to Moffett Boulevard; westerly and southerly along Moffett Boulevard to the point of beginning.
702	Beginning at the undercrossing of Stevens Creek Freeway (SSR 85) and El Camino Real (SSR 82); northwesterly along El Camino Real (SSR 82) to Escuela Avenue; northerly along Escuela Avenue and its prolongation to Central Expressway; southwesterly along Central Expressway to Permanente Creek; northerly along Permanente Creek to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to Stevens Creek Freeway (SSR 85); southerly along Stevens Creek Freeway (SSR 85) to the point of beginning.
703	Beginning at the intersection of E. University Avenue and So. El Monte Road; northwesterly and along E. University Avenue and University Avenue (Lincoln Avenue) to West Edith Avenue; westerly along West Edith Avenue and Edith Avenue to Fremont Avenue; westerly along Fremont Avenue to Miranda Road; northerly along Miranda Road to Estacada Drive; westerly along Estacada Drive to Manuella Avenue; northerly along Manuella Avenue to Arastradero Road; northeasterly along Arastradero Road and W. Charleston Road to Alma Street; southeasterly along Alma Street and Central Expressway to the prolongation of Escuela Avenue; southerly along the prolongation of Escuela Avenue and Escuela Avenue to El Camino Real (SSR 82); southeasterly along El Camino Real (SSR 82) to El Monte Avenue; southerly along El Monte Avenue to North El Monte Avenue; southwesterly along North El Monte Avenue and South El Monte Avenue to the point of beginning.
704	Beginning at the intersection of Grant Road and Fremont Avenue; westerly along Fremont Avenue to Miramonte Avenue and Foothill Expressway; northwesterly along Foothill Expressway to the prolongation of E. University Avenue; northwesterly and along E. University Avenue to El Monte Road; northeasterly and northerly along S. El Monte Avenue, N. El Monte Avenue and El Monte Avenue to El Camino Real (SSR 82); southeasterly along El Camino Real (SSR 82) to Grant Road; southwesterly and southerly along Grant Road to the point of beginning.
705	Beginning at the undercrossing of Mathilda Avenue and Alviso Freeway (SSR 237); southwesterly along Alviso Freeway (SSR-237) to Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to Moffett Boulevard; northerly and easterly along Moffett Boulevard to the Sunnyvale city limit; northerly along the Sunnyvale city limit to the San Francisco Bay shoreline; easterly along the San Francisco Bay shoreline to Guadalupe Slough; southeasterly along Guadalupe Slough to the prolongation of Mathilda Avenue; southwesterly along the prolongation of Mathilda Avenue and Mathilda Avenue to the point of beginning.
706	Beginning at the intersection of South Mary Avenue and East El Camino Real (SSR 82); northwesterly along East El Camino Real (SSR 82) and West El Camino Real (SSR 82) to Stevens Creek Freeway (SSR 85); northerly along Stevens Creek Freeway (SSR 85) to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to Alviso Freeway (SSR 237); northeasterly along Alviso Freeway (SSR 237) to Mathilda Avenue; southwesterly along Mathilda Avenue and North Mathilda Avenue to West Maude Avenue; northwesterly along West Maude Avenue to North Mary Avenue; southwesterly along North Mary Avenue and South Mary Avenue to the point of beginning.
707	Beginning at the intersection of Hollenbeck Avenue and Homestead Road; westerly along Homestead Road to Foothill Expressway; northwesterly along Foothill Expressway to Grant Road; northerly and easterly along Grant Road to West El Camino Real (SSR 82); southeasterly along West El Camino Real (SSR 82) and East El Camino Real (SSR 82) to Hollenbeck Avenue; southerly along Hollenbeck Avenue to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES	ZONE
<p>Beginning at the prolongation of Washington Avenue (Cypress Point) and San Pablo Bay; northwesterly and northeasterly along San Pablo Bay shoreline to San Pablo Canal; southeasterly along San Pablo Canal to the westerly prolongation of Ripley Avenue; easterly along the prolongation of Ripley Avenue to Ripley Avenue and Garrard Boulevard; southwesterly along Garrard Boulevard to Western Drive; northwesterly along Western Drive to Washington Avenue; southwesterly along Washington Avenue and its prolongation to the point of beginning.</p>	801
<p>Beginning at the undercrossing of Eastshore Freeway (INT 80) and MacDonald Avenue; northwesterly along MacDonald Avenue to 10th Street; northerly along 10th Street to Kearny Street; easterly and northerly along Kearny Street and the prolongation of Kearny Street to 13th Street; northerly along 13th Street and Rumrill Blvd. to San Pablo Avenue; northerly along San Pablo Avenue to Hilltop Drive; easterly along Hilltop Drive to Eastshore Freeway (INT 80); southerly along Eastshore Freeway (INT 80) to the point of beginning.</p>	802
<p>Beginning at the intersection of Griffin Avenue and South 27th Street; easterly along Griffin Avenue to South 32nd Street; southerly along South 32nd Street and its prolongation to the San Francisco Bay shoreline; northerly and westerly along the San Francisco Bay shoreline to the extension of Washington Avenue (Cypress Point) northeasterly along Washington Avenue (Cypress Point) to Western Drive; southeasterly along Western Drive to Garrard Boulevard; northerly along Garrard Boulevard to Ripley Avenue; easterly along Ripley Avenue to 10th Street; southerly along 10th Street to MacDonald Avenue; easterly along MacDonald Avenue to South 23rd Street; southerly along South 23rd Street to Hoffman Boulevard (SSR 17); easterly along Hoffman Boulevard (SSR 17) to South 25th Street; southerly along South 25th Street to South 27th Street; southerly along South 27th Street to the point of beginning.</p>	803
<p>Beginning at the intersection of the San Francisco Bay shoreline and the westerly prolongation of Calhoun Street in the City of Albany; northerly and along the San Francisco Bay shoreline to the southern prolongation of South 32nd Street; northerly along the prolongation of South 32nd Street and South 32nd Street to Griffin Avenue; westerly along Griffin Avenue to South 27th Street; northerly along South 27th Street to South 25th Street; northerly along South 25th Street to Hoffman Boulevard (SSR 17); westerly along Hoffman Boulevard (SSR 17) to South 23rd Street; northerly along South 23rd Street to MacDonald Avenue; easterly along MacDonald Avenue to Eastshore Freeway (INT 80); southerly along Eastshore Freeway (INT 80) to Calhoun Street; westerly along Calhoun Street and its prolongation to the point of beginning.</p>	804
<p>Beginning at the intersection of 10th Street and Ripley Avenue; westerly along Ripley Avenue to Garrard Boulevard; westerly along the prolongation of Ripley Avenue to San Pablo Canal; northerly along San Pablo Canal to the San Pablo Bay shoreline; northerly along the San Pablo Bay shoreline to San Pablo Creek; southerly and easterly along San Pablo Creek to Rumrill Boulevard; southerly along Rumrill Boulevard and 13th Street to the prolongation of Kearny Street and Kearny Street; westerly and southerly along Kearny Street to 10th Street; southerly along 10th Street to the point of beginning.</p>	805
<p>Beginning at the intersection of San Pablo Avenue and Hilltop Drive; southerly along San Pablo Avenue to Rumrill Boulevard; southwesterly along Rumrill Boulevard to San Pablo Creek; westerly and northerly along San Pablo Creek to San Pablo Bay; northerly and easterly along San Pablo Bay shoreline to the northwesterly prolongation of Christine Drive; southeasterly along the northwesterly prolongation of Christine Drive and Christine Drive to Rachael Road; southerly along Rachael Road to Atlas Road; southerly along Atlas Road to San Pablo Avenue; southerly along San Pablo Avenue to the point of beginning.</p>	806

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
901	<p>Beginning at the intersection of San Pablo Dam Road and Greenridge Drive; southwesterly in a direct line to the prolongation of Scenic Avenue and Wildcat Creek; northwesterly along Wildcat Creek to McBryde Avenue; southwesterly along McBryde Avenue to Dimm Way; northwesterly along Dimm Way to Sylvan Avenue; southerly along Sylvan Avenue, Highland Avenue and Zinn Street to Arlington Boulevard; southeasterly in a direct line from Zinn Street and Arlington Boulevard to the intersection of Tulare Avenue and Sierra Avenue; southwesterly along Sierra Avenue and its prolongation to Eastshore Freeway (INT 80); northwesterly and northeasterly along Eastshore Freeway (INT 80) to the undercrossing of Road 20; southeasterly along Road 20 to San Pablo Dam Road; easterly along San Pablo Dam Road to the point of beginning.</p>
902	<p>Beginning at the intersection of Arlington Avenue and Terrace Drive; northerly, southerly and westerly along Terrace Drive to Stockton Avenue; westerly along Stockton Avenue to San Pablo Avenue; northerly along San Pablo Avenue to Panama Avenue; southwesterly along Panama Avenue to Eastshore Freeway (INT 80); northerly along Eastshore Freeway (INT 80) to Sierra Avenue; easterly along Sierra Avenue to Tulare Avenue; northeasterly in a direct line to the intersection of Arlington Boulevard and Zinn Street; easterly and northerly along Zinn Street, Highland Avenue and Sylvan Avenue to Dimm Way; southerly along Dimm Way to McBryde Avenue; northeasterly along McBryde Avenue to Wildcat Creek; southeasterly along Wildcat Creek to the northeasterly prolongation of Arlmont Drive; southwesterly along the prolongation of Arlmont Drive and Arlmont Drive to Arlington Avenue; northwesterly along Arlington Avenue to the point of beginning.</p>
903	<p>Beginning at the intersection of Arlington Avenue and Marin Avenue; westerly along Marin Avenue to The Alameda; northerly along The Alameda to Solano Avenue; westerly along Solano Avenue and its prolongation to Eastshore Freeway (INT 80); northerly along Eastshore Freeway (INT 80) to Panama Avenue; easterly along Panama Avenue to San Pablo Avenue; southerly along San Pablo Avenue to Stockton Avenue; northeasterly along Stockton Avenue to Terrace Drive; northerly, easterly and southerly along Terrace Drive to Arlington Avenue; southerly along Arlington Avenue to the point of beginning.</p>
904	<p>Beginning at the intersection of Marin Avenue and Arlington Avenue; northerly along Arlington Avenue to Arlmont Drive; northeasterly along Arlmont Drive and its prolongation to Wildcat Creek; northerly along Wildcat Creek to the prolongation of Scenic Avenue; thence northeasterly in a direct line to the intersection of Greenridge Drive and San Pablo Dam Road; southerly along San Pablo Dam Road to Wildcat Canyon Road; southerly along Wildcat Canyon Road to Sunset Lane; southwesterly along Sunset Lane to Grizzly Peak Boulevard; southerly along Grizzly Peak Boulevard to Marin Avenue; westerly along Marin Avenue to the point of beginning.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Fish Ranch Road and Claremont Avenue; northerly westerly and southerly along Claremont Avenue to Ashby Avenue (SSR 24); westerly along Ashby Avenue (SSR 24) to Grove Street; northerly along Grove Street and The Alameda to Marin Avenue; northeasterly along Marin Avenue to Grizzly Peak Boulevard; northerly along Grizzly Peak Boulevard to Sunset Lane; northeasterly along Sunset Lane to Wildcat Canyon Road; southerly along Wildcat Canyon Road to Shasta Road; westerly along Shasta Road to Golf Course Drive; southerly along Golf Course Drive to Grizzly Peak Boulevard; southeasterly along Grizzly Peak Boulevard to the point of beginning.</p>	1001
<p>Beginning at the intersection of Warren Freeway (SSR 13) and Moraga Avenue; northwesterly along Moraga Avenue to Pleasant Valley Avenue; northwesterly along Pleasant Valley Avenue to Broadway; northeasterly along Broadway to College Avenue; northerly along College Avenue to Ashby Avenue; easterly along Ashby Avenue to Claremont Avenue; northerly and easterly along Claremont Avenue to Grizzly Peak Boulevard; westerly and southerly along Grizzly Peak Boulevard to Skyline Boulevard; northeasterly along Skyline Boulevard to Broadway Terrace; westerly and southerly along Broadway Terrace Boulevard to Warren Freeway (SSR 13); southerly along Warren Freeway (SSR 13) to the point of beginning.</p>	1002
<p>Beginning at the overcrossing of Park Boulevard and Warren Freeway (SSR 13); southwesterly along Park Boulevard to Excelsior Avenue; northerly along Excelsior Avenue to MacArthur Freeway (INT 580); northwesterly along MacArthur Freeway (INT 580) to Lake Park Avenue; northwesterly along Lake Park Avenue to Santa Clara Avenue; northwesterly along Santa Clara Avenue and MacArthur Boulevard to Piedmont Avenue; northeasterly along Piedmont Avenue to Pleasant Valley Avenue; southerly along Pleasant Valley Avenue to Moraga Avenue; easterly and southerly along Moraga Avenue to Warren Freeway (SSR 13); southerly along Warren Freeway (SSR 13) to the point of beginning.</p>	1003
<p>Beginning at the intersection of Skyline Boulevard and Ascot Drive; westerly along Ascot Drive to Scout Road; northwesterly along Scout Road to Warren Freeway (SSR 13); northerly along Warren Freeway (SSR 13) to its overcrossing of Broadway Terrace; southerly along Broadway Terrace to Skyline Boulevard; southerly along Skyline Boulevard to the point of beginning.</p>	1004
<p>Beginning at the intersection of Skyline Boulevard and Redwood Road; westerly along Redwood Road to 35th Avenue; southwesterly along 35th Avenue to MacArthur Boulevard; northwesterly along MacArthur Boulevard and Excelsior Avenue to Park Boulevard; easterly and northerly along Park Boulevard to Scout Road; northeasterly and southerly along Scout Road to Ascot Drive; southerly and easterly along Ascot Drive to Skyline Boulevard; southerly along Skyline Boulevard to the point of beginning.</p>	1005

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
1101	Beginning at the intersection of Bancroft Way and Grove Street; westerly along Bancroft Way and its prolongation to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the westerly prolongation of Calhoun Street in the City of Albany; easterly along the westerly prolongation of Calhoun Street to Cleveland Avenue; southerly along Cleveland Avenue to Solano Avenue; easterly along Solano Avenue to The Alameda; southerly along The Alameda and Grove Street to the point of beginning.
1102	Beginning at the intersection of Adeline Street and W. MacArthur Boulevard; westerly along W. MacArthur Boulevard to the Oakland-Emerlyville city limits; northwesterly along said city limits to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the westerly prolongation of Bancroft Way; easterly along Bancroft Way to Grove Street; southerly along Grove Street to Ashby Avenue; easterly along Ashby Avenue to Adeline Street; southwesterly along Adeline Street to the point of beginning.
1103	Beginning at the intersection of Nimitz Freeway (SSR 17) and Market Street; southerly along Market Street and the prolongation of Market Street to the Oakland-Alameda city limits; northwesterly along the Oakland-Alameda city limits to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the Oakland-Emerlyville city limits; southeasterly along said city limits to Eastshore Freeway (INT 80); southerly along Eastshore Freeway (INT 80) and Nimitz Freeway (SSR 17) to the point of beginning.
1104	Beginning at the intersection of Harrison Street and Nimitz Freeway (SSR 17); westerly and northerly along Nimitz Freeway (SSR 17) to the Oakland-Emerlyville city limits; southeasterly along said city limits to W. MacArthur Boulevard; southwesterly along W. MacArthur Boulevard to Harrison Street; southwesterly along Harrison Street to the point of beginning.
1105	Beginning at the intersection of Piedmont Avenue and MacArthur Boulevard; northwesterly along MacArthur Boulevard to Adeline Street; northeasterly along Adeline Street to Ashby Avenue (SSR 24); easterly along Ashby Avenue (SSR 24) to College Avenue; southerly along College Avenue to Broadway; southwesterly along Broadway to Pleasant Valley Avenue; southeasterly along Pleasant Valley Avenue to Piedmont Avenue; southwesterly along Piedmont Avenue to the point of beginning.
1106	Beginning at the intersection of Pacific Avenue and Main Street; southerly along Main Street and the prolongation of Main Street to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the Oakland-Alameda city limits; southerly and easterly along the Oakland-Alameda city limits to the southeasterly prolongation of Market Street, thence southwesterly in a direct line to the intersection of Main Street and Singleton Avenue; southerly along Main Street to the point of beginning.
1107	Beginning at the intersection of Grand Street and Santa Clara Avenue; southwesterly along Grand Street and its prolongation to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the southerly prolongation of Main Street; northeasterly along the prolongation of Main Street and Main Street to Singleton Avenue, thence northeasterly in a direct line to the point at which the Oakland-Alameda city limits meet the southerly prolongation of Market Street; northeasterly along the prolongation of Market Street and Market Street to the Nimitz Freeway (SSR 17); southerly along the Nimitz Freeway (SSR 17) to the prolongation of Dennison Street; westerly along the prolongation of Dennison Street and Dennison Street to its end, westerly in a direct line to the northeasterly end of Grand Street; southwesterly along Grand Street to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Otis Drive and the San Francisco Bay shoreline; northwesterly along the San Francisco Bay shoreline (along the island of Alameda) to the prolongation of Grand Street; northeasterly along the prolongation of Grand Street and Grand Street to its end, thence easterly in a direct line to the end of Dennison Street; easterly along Dennison Street and its prolongation to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the prolongation of 50th Avenue; southwesterly along the prolongation of 50th Avenue to East Creek Slough; southwesterly along East Creek Slough to the prolongation of Tidewater Avenue; southwesterly in a direct line to the intersection of the prolongation of Liberty Avenue and the San Leandro Bay shoreline; southwesterly along the San Leandro Bay shoreline to the point of beginning.</p>	1108
<p>Beginning at the intersection of Excelsior Avenue and 13th Avenue; southwesterly along 13th Avenue and its prolongation to the Nimitz Freeway (SSR 17); northerly along the Nimitz Freeway (SSR 17) to Harrison Street; northeasterly along Harrison Street to Santa Clara Avenue; southerly along Santa Clara Avenue to Lake Park Avenue; southeasterly along Lake Park Avenue to MacArthur Freeway (INT 580); southeasterly along MacArthur Freeway (INT 580) to Excelsior Avenue; southeasterly along Excelsior Avenue and MacArthur Boulevard to the point of beginning.</p>	1109
<p>Beginning at the intersection of MacArthur Boulevard and High Street; southwesterly along High Street to Bond Street; southeasterly along Bond Street to Bancroft Avenue; southeasterly along Bancroft Avenue to 50th Avenue; southwesterly along 50th Avenue and its prolongation to the Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to the prolongation of 13th Avenue; northeasterly along the prolongation of 13th Avenue and 13th Avenue to Excelsior Avenue, thence southeasterly along Excelsior Avenue and MacArthur Boulevard to the point of beginning.</p>	1110
<p>All of Yerba Buena Island and Treasure Island.</p>	1201

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
1301	Beginning at the intersection of Doolittle Drive (SSR 61) and Marine Boulevard; westerly along Marina Boulevard and its prolongation to the San Francisco Bay shoreline; northerly, easterly and southerly along the San Francisco Bay shoreline and the San Leandro Bay shoreline to the prolongation of Earhart Road where it intersects with Doolittle Drive (SSR 61); southerly along Doolittle Drive (SSR 61) to the point of beginning.
1302	Beginning at the intersection of East 14th Street and 77th Avenue; westerly along 77th Avenue and its prolongation to Hegenberger Road; southerly along Hegenberger Road to Doolittle Drive (SSR 61); northerly along Doolittle Drive (SSR 61) to Earhart Road, thence northeasterly in a direct line to the intersection of the San Leandro Bay shoreline and the prolongation of 50th Avenue; northeasterly along the prolongation of 50th Avenue and 50th Avenue to East 14th Street; southerly along East 14th Street to the point of beginning.
1303	Beginning at the intersection of San Leandro Boulevard and Davis Street; westerly along Davis Street to Doolittle Drive (SSR 61); northerly along Doolittle Drive (SSR 61) to Hegenberger Road; northeasterly along Hegenberger Road to Edes Avenue; southeasterly along Edes Avenue to 98th Avenue; easterly along 98th Avenue to San Leandro Boulevard; northerly along San Leandro Boulevard to the point of beginning.
1304	Beginning at the intersection of MacArthur Boulevard and 73rd Avenue; westerly along 73rd Avenue to East 14th Street; northerly along East 14th Street to 50th Avenue; northeasterly along 50th Avenue to Bancroft Avenue; northwesterly along Bancroft Avenue to Bond Street; northerly along Bond Street to High Street; northeasterly along High Street to MacArthur Boulevard; southerly along MacArthur Boulevard to the point of beginning.
1305	Beginning at the intersection of MacArthur Boulevard and 98th Avenue; westerly along 98th Avenue to Edes Avenue; northwesterly along Edes Avenue to Hegenberger Road; northeasterly along Hegenberger Road to the prolongation of 77th Avenue; easterly along the prolongation of 77th Avenue and 77th Avenue to East 14th Street; northerly along East 14th Street to 73rd Avenue; easterly along 73rd Avenue to MacArthur Boulevard; southerly along MacArthur Boulevard to the point of beginning.
1306	Beginning at the intersection of MacArthur Boulevard and Estudillo Avenue; westerly along Estudillo Avenue to East 14th Street; northerly along East 14th Street to Davis Street; westerly along Davis Street to San Leandro Boulevard; northerly along San Leandro Boulevard to 98th Avenue; easterly along 98th Avenue to MacArthur Boulevard; southerly along MacArthur Boulevard to the point of beginning.
1307	Beginning at the intersection of MacArthur Freeway (INT 580) and the prolongation of 140th Street; southwesterly along the prolongation of 140th Street and 140th Street to East 14th Street; northerly along East 14th Street to 139th Avenue; westerly along 139th Avenue to Washington Avenue; southerly along Washington Avenue to Floresta Boulevard; westerly along Floresta Boulevard and southwesterly along Farnsworth Street to Manor Boulevard; westerly along Manor Boulevard and its prolongation to the intersection of the right-of-way of the Southern Pacific Railroad and Flood Control Canal; northerly along the right-of-way of the Southern Pacific Railroad to Fairway Drive; westerly along Fairway Drive to Doolittle Drive (SSR 61); northerly along Doolittle Drive (SSR 61) to Davis Street; southeasterly along Davis Street to East 14th Street; southerly along East 14th Street to Estudillo Avenue; easterly along Estudillo Avenue to MacArthur Freeway (INT 580); southerly along MacArthur Freeway (INT 580) to the point of beginning.
1308	Beginning at the undercrossing of Mission Boulevard and Castro Valley Freeway (SSR 238); northerly and westerly along Castro Valley Freeway (SSR 238) to Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to the easterly prolongation of Beatrice Street; westerly along the easterly prolongation of Beatrice Street and Beatrice Street to Kesterson Street; northerly along Kesterson Street to Manor Boulevard westerly along Manor Boulevard to Farnsworth Street; northerly along Farnsworth Street and Floresta Boulevard to Washington Avenue; northerly along Washington Avenue to 139th Avenue; easterly and northerly along 139th Avenue to East 14th Street; southerly along East 14th Street to 140th Avenue; northeasterly along 140th Avenue and its prolongation to MacArthur Freeway (INT 580); southerly along MacArthur Freeway (INT 580) to Castro Valley Freeway (SSR 238); northwesterly along Castro Valley Freeway (SSR 238) to the point of beginning.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Skyline Boulevard and Colbourn Place, thence westerly in a direct line to the end of Leona Street; westerly and northerly along Leona Street to Kuhnle Avenue; westerly and southerly along Kuhnle Avenue to Seminary Avenue; northerly and westerly along Seminary Avenue to MacArthur Boulevard; northeasterly along MacArthur Boulevard to 35th Avenue; easterly and northerly along 35th Avenue to Redwood Road; southerly, easterly and northerly along Redwood Road to Skyline Boulevard; southerly along Skyline Boulevard to the point of beginning.</p>	1401
<p>Beginning at the intersection of Golf Links Road and 98th Avenue; southwestwardly and westerly along 98th Avenue to MacArthur Boulevard; northerly and westerly along MacArthur Boulevard to Seminary Avenue; easterly and southerly along Seminary Avenue to Kuhnle Avenue; northerly and easterly along Kuhnle Avenue to Leona Street; southerly and easterly along Leona Street to its end, thence in a direct line easterly to the intersection of Colbourn Place and Skyline Boulevard; southerly along Skyline Boulevard to the prolongation of Fox Hills; westerly along the prolongation of Fox Hills and Fox Hills to Pebble Beach; northwestwardly along Pebble Beach to Elysian Fields Drive; northerly and westerly along Elysian Fields Drive to Golf Links Road; westerly and northerly along Golf Links Road to the point of beginning.</p>	1402
<p>Beginning at the undercrossing of San Leandro Creek and MacArthur Boulevard; northerly along MacArthur Boulevard to 98th Avenue; easterly along 98th Avenue to Golf Links Road; southerly and easterly along Golf Links Road to Elysian Fields Drive; easterly, southerly and northerly along Elysian Fields Drive to Pebble Beach; south-easterly along Pebble Beach to Fox Hills; easterly along Fox Hills and its prolongation to Skyline Boulevard; southerly along Skyline Boulevard to Grass Valley Road; south-westerly along Grass Valley Road to Scotia Avenue; southerly along a direct line to a point where Grass Valley Creek enters Lake Chabot; southerly and easterly along the northerly side of Lake Chabot to San Leandro Creek; westerly and northerly along San Leandro Creek to the point of beginning.</p>	1403
<p>Beginning at the undercrossing of San Leandro Creek and MacArthur Freeway (INT 580); northerly and easterly along San Leandro Creek to the center of Lake Chabot Dam, thence due east in a direct line to Lake Chabot Road; southerly and easterly on Lake Chabot Road to Sydney Way; westerly on Sydney Way to Stanton Avenue; southerly on Stanton Avenue to Miramar Avenue; westerly on Miramar Avenue to MacArthur Freeway (INT 580); northerly on MacArthur Freeway (INT 580) to the point of beginning.</p>	1404
<p>Beginning at the intersection of Castro Valley Boulevard and Center Street; westerly and northerly along Center Street to Castro Valley Freeway (INT 580); westerly and northerly along Castro Valley Freeway (INT 580) and MacArthur Freeway (INT 580) to Miramar Avenue; easterly and northerly along Miramar Avenue to Stanton Avenue; northerly along Stanton Avenue to Sydney Way; easterly and southerly along Sydney Way to Lake Chabot Road; northerly along Lake Chabot Road to Seven Hills Road; southerly and easterly along Seven Hills Road to Redwood Road; northerly along Redwood Road to Seaview Avenue; easterly along Seaview Avenue to Center Street; southerly along Center Street to the point of beginning.</p>	1405
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
1501	<p>Beginning at the intersection of Grant Avenue and the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to the northern Hayward city limits; northwesterly along said city limits to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the southwesterly prolongation of Marina Boulevard in the city of San Leandro; north-easterly along the southwesterly prolongation of Marina Boulevard and Marina Boulevard to Doolittle Drive; southerly along Doolittle Drive to Fairway Drive; easterly along Fairway Drive to the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to the point of beginning.</p>
1502	<p>Beginning at the intersection of West Jackson Street (SSR 92) and the right-of-way of the Southern Pacific Railroad; southwesterly along West Jackson Street (SSR 92) to the San Francisco Bay shoreline; northerly and along the San Francisco Bay shore-line to the northern Hayward city limits; southeasterly along said city limits to the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to the point of beginning.</p>
1503	<p>Beginning at Hesperian Boulevard and West A Street; northerly along Hesperian Boulevard to Bockman Road; northwesterly along Bockman Road and Via Hornitos to Via Rancho; westerly along the prolongation of Via Rancho to the right-of-way of the Southern Pacific Railroad; northerly along the right-of-way of the Southern Pacific Railroad to Flood Control Canal; easterly along the westerly prolongation of Manor Boulevard and Manor Boulevard to Kesterson Street; southerly along Kesterson Street to Beatrice Street; easterly along Beatrice Street and its easterly prolongation to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the undercrossing of West A Street; northwesterly along West A Street to the point of beginning.</p>
1504	<p>Beginning at the undercrossing of Nimitz Freeway (SSR 17) and West Jackson Street (SSR 92); southerly and westerly along West Jackson Street (SSR 92) to the right-of-way of the Southern Pacific Railroad; northerly along the right-of-way of the Southern Pacific Railroad to the prolongation of Via Rancho; easterly along the prolongation of Via Rancho to the intersection of Via Rancho and Via Hornitos; southwesterly along Via Hornitos to Bockman Road; southeasterly along Bockman Road to Hesperian Boulevard; southerly along Hesperian Boulevard to West A Street; southeasterly along West A Street to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the point of beginning.</p>
1505	<p>Beginning at the intersection of Foothill Boulevard (SSR 238) and West A Street; southwesterly along West A Street to Nimitz Freeway (SSR 17); northerly and westerly along Nimitz Freeway (SSR 17) to Castro Valley Freeway (SSR 238) easterly along Castro Valley Freeway (SSR 238) and (INT 580) to San Lorenzo Creek; southwesterly along San Lorenzo Creek to Center Street; southwesterly along Center Street and B Street to Vermont Street; southerly along Vermont Street to Hill Avenue; southwesterly along Hill Avenue to Templeton Street, thence southwesterly in a direct line to the intersection of 7th and D Streets; westerly along D Street to 5th Street; southerly along 5th Street to E Street; westerly along E Street to 2nd Street; northerly along 2nd Street to West A Street; westerly along West A Street to the point of beginning.</p>
1506	<p>Beginning at the intersection of West Harder Road and Mission Boulevard (SSR 238); southwesterly along West Harder Road to West Jackson Street (SSR 92); southerly along West Jackson Street (SSR 92) to Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to West A Street; easterly and northerly along West A Street to 2nd Street; southeasterly and along 2nd Street to Campus Drive; southeasterly and along Campus Drive to Hayward Boulevard; southeasterly along Hayward Boulevard to Civic Avenue; southerly along Civic Avenue to New Dobbel Avenue; southeasterly along New Dobbel to Cotati Street; southwesterly along Cotati Street to its end at Grandview Avenue, thence westerly in a direct line to the intersection of Bryn Mawr and Harder Road; westerly along Harder Road to the point of beginning.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Smith Street and Union City Boulevard; southerly along Union City Boulevard to Horner Street; westerly along Horner and its prolongation to Alameda Creek; westerly along Alameda Creek to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to West Jackson Street (SSR 92); northeasterly along West Jackson Street (SSR 92) to the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to Union City Boulevard; southerly along Union City Boulevard to the point of beginning.</p>	1601
<p>Beginning at the undercrossing of Nimitz Freeway (SSR 17) and Alvarado-Niles Road; westerly along Alvarado-Niles Road to Smith Street; westerly along Smith Street to Union City Boulevard; northerly along the Union City Boulevard to the right-of-way of the Southern Pacific Railroad; northerly along the right-of-way of the Southern Pacific Railroad to West Jackson Street (SSR 92); easterly and northerly along West Jackson Street (SSR 92) to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the point of beginning.</p>	1602
<p>Beginning at the intersection of Mission Boulevard (SSR 238) and Industrial Parkway; westerly and southerly along Industrial Parkway, Industrial Parkway West and Industrial Parkway Southwest to Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to West Jackson Street (SSR 92); northeasterly along West Jackson Street (SSR 92) to the prolongation of West Harder Road; easterly along the prolongation of West Harder Road, West Harder Road and Harder Road to Mission Boulevard (SSR 238); southerly along Mission Boulevard (SSR 238) to Calhoun Street; easterly and southerly along Calhoun Street and its prolongation to the Hayward city limits, thence southerly in a direct line to the intersection of Woodland Avenue and Bodega Street; westerly along Woodland Avenue to Mission Boulevard (SSR 238); northerly along Mission Boulevard (SSR 238) to the point of beginning.</p>	1603
<p>Beginning at the intersection of Decoto Road and Alvarado-Niles Road; westerly along Alvarado-Niles Road to Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to Industrial Parkway Southwest; easterly and northerly along Industrial Parkway Southwest, Industrial Parkway West, and Industrial Parkway to Mission Boulevard (SSR 238); southeasterly along Mission Boulevard (SSR 238) to Woodland Avenue; easterly along Woodland Avenue to Larabee Street; southerly along Larabee Street to Garin Avenue, thence southeasterly in a direct line to the intersection of Gleneagle Avenue and Treeview Street; southeasterly along Treeview Street, Fairway Street and Faircliff Street to the end of Faircliff Street, thence southeasterly in a direct line to the end of McDonald Way; southerly along McDonald Way to Chicoine Avenue; southerly along Chicoine Avenue to Bernice Way; southeasterly and along Bernice Way to Trevor Avenue; northwesterly along Trevor Avenue to Blanche Street; southwesterly along Blanche Street to Mission Boulevard (SSR 238); southerly along Mission Boulevard (SSR 238) to Decoto Road; southerly along Decoto Road to the point of beginning.</p>	1604
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
1701	Beginning at the overcrossing of Newark Boulevard and the southern branch of the Alameda Creek; westerly and southerly along the Alameda Creek to Patterson Creek; westerly and southerly along Patterson Creek to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to Alameda Creek; northerly and easterly along Alameda Creek to the westerly prolongation of Horner Street; easterly along the prolongation of Horner Street and Horner Street to Union City Boulevard; southerly and easterly along Union City Boulevard and Newark Boulevard to the point of beginning.
1702	Beginning at the intersection of Jarvis Avenue and Thornton Avenue (SSR 84) westerly and southerly along Thornton Avenue (SSR 84) to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to Patterson Creek; easterly and southerly along Patterson Creek to Alameda Creek; easterly along Alameda Creek to Union City Boulevard; southeasterly along Union City Boulevard and Union City-Newark Boulevard to Jarvis Boulevard; southwesterly along Jarvis Boulevard to the point of beginning.
1703	Beginning at the intersection of Jarvis Avenue and Newark Boulevard; northwesterly along Newark Boulevard and Union City Boulevard to Smith Street; easterly along Smith Street and Alvarado-Niles Road to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to Jarvis Avenue; southwesterly along Jarvis Avenue to the point of beginning.
1704	Beginning at the intersection of Thornton Avenue (SSR 84) and Cherry Street; northwesterly along Cherry Street to Mayhews Landing Road; southwesterly along Mayhews Landing Road to Thornton Avenue (SSR 84); northwesterly along Thornton Avenue (SSR 84) to Jarvis Avenue; northeasterly along Jarvis Avenue to Nimitz Freeway (SSR 17); southeasterly along Nimitz Freeway (SSR 17) to Thornton Avenue (SSR 84); southerly along Thornton Avenue (SSR 84) to the point of beginning.
1705	Beginning at the overcrossing of Decoto Road and Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to Alvarado-Niles Road; easterly along Alvarado-Niles Road to Decoto Road; southwesterly along Decoto Road to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the undercrossing of the Nimitz Freeway (SSR 17) and Thornton Avenue (SSR 84); northwesterly along Nimitz Freeway (SSR 17) to Decoto Road; easterly and northerly along Decoto Road to Mission Boulevard (SSR 238); southerly and easterly along Mission Boulevard (SSR 238) to Peralta Boulevard (SSR 84); southwesterly along Peralta Boulevard (SSR 84) to Fremont Boulevard; northwesterly along Fremont Boulevard to Thornton Avenue (SSR 84); southerly along Thornton Avenue (SSR 84) to the point of beginning.</p>	1801
<p>Beginning at the overcrossing of Stevenson Boulevard and Nimitz Freeway (SSR 17); northwesterly along Nimitz Freeway (SSR 17) to Thornton Avenue (SSR 84); north-easterly along Thornton Avenue (SSR 84) to Fremont Boulevard; southerly along Fremont Boulevard to Stevenson Boulevard; southwesterly along Stevenson Boulevard to the point of beginning.</p>	1802
<p>Beginning at the intersection of Fremont Boulevard and Stevenson Boulevard; north-westerly along Fremont Boulevard to Peralta Boulevard (SSR 84); northeasterly along Peralta Boulevard (SSR 84) to Mission Boulevard (SSR 238); southerly along Mission Boulevard (SSR 238) to the right-of-way of the Western Pacific Railroad; southerly along the right-of-way of the Western Pacific Railroad to Washington Boulevard; northwesterly along Washington Boulevard and Fremont Boulevard to the point of beginning.</p>	1803
<p>Beginning at the intersection of Morrison Canyon Road and Mission Boulevard (SSR 238); northerly and westerly along Mission Boulevard (SSR 238) to Niles Canyon Road (SSR 84); easterly on Niles Canyon Road (SSR 84) to Old Canyon Road; easterly and northerly on Old Canyon Road to its end, thence southeasterly in a direct line to the intersection of Morrison Canyon Road and Vargas Road; westerly on Morrison Canyon Road to the point of beginning.</p>	1804
<p>Beginning at the intersection of Washington Boulevard and Olive Avenue; westerly along Washington Boulevard to the right-of-way of the Western Pacific Railroad; northerly along the right-of-way of the Western Pacific Railroad to Mission Boulevard (SSR 238); southeasterly along Mission Boulevard (SSR 238) to Washington Boulevard; westerly and northerly along Washington Boulevard to the point of beginning.</p>	1805

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	EAST BAY DELIVERY ZONES (Continued)
1901	Beginning at the intersection of Nimitz Freeway (SSR 17) and Durham Road; northerly along Nimitz Freeway (SSR 17) to the overcrossing of Stevenson Boulevard; northeasterly along Stevenson Boulevard to the intersection of Fremont Boulevard and Washington Boulevard; southerly and easterly along Washington Boulevard to the right-of-way of the Western Pacific Railroad; southerly along the right-of-way of the Western Pacific Railroad to the prolongation of Savannah Road; southwesterly along the prolongation of Savannah Road and Savannah Road to Fremont Boulevard; southerly along Fremont Boulevard to Durham Road; southwesterly along Durham Road to the point of beginning.
1902	Beginning at the overcrossing of Mission Boulevard (SSR 238) and Nimitz Freeway (SSR 17); northwesterly along Nimitz Freeway (SSR 17) to the overcrossing of Durham Road; northeasterly along Durham Road to Fremont Boulevard; northerly along Fremont Boulevard to Savannah Road; easterly along Savannah Road and its prolongation to the right-of-way of the Western Pacific Railroad; southerly along the right-of-way of the Western Pacific Railroad to Mission Boulevard (SSR 238); southwesterly along Mission Boulevard (SSR 238) to the point of beginning.
1903	Beginning at the undercrossing of Mission Boulevard (SSR 238) and the right-of-way of the Western Pacific Railroad; northerly along the right-of-way of the Western Pacific Railroad to Washington Boulevard; easterly along Washington Boulevard to Mission Boulevard (SSR 238); southerly and westerly along Mission Boulevard (SSR 238) to the point of beginning.
1904	Beginning at the intersection of Alameda County line and Nimitz Freeway (SSR 17); northwesterly along Nimitz Freeway (SSR 17) to the overcrossing of Mission Boulevard (SSR 238); northeasterly along Mission Boulevard (SSR 238) to Curtner Road; southeasterly along Curtner Road to its end, thence southerly in a direct line to the intersection of Scott Creek Road and the Alameda County line near the end of Scott Creek Road; southeasterly along Alameda County line to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

EAST BAY DELIVERY ZONES (Concluded)

ZONE

Beginning at the intersection of the San Francisco Bay shoreline and Thornton Avenue (SSR 84) in the City of Fremont; northeasterly along Thornton Avenue (SSR 84) to Mayhews Landing Road; northeasterly along Mayhews Landing Road to Cherry Street; southeasterly along Cherry Street to Thornton Avenue (SSR 84); southerly along Thornton Avenue (SSR 84) and Rich Avenue to Sycamore Street; southeasterly along Sycamore Street to Carter Avenue; southwesterly along Carter Avenue to the right-of-way of the Southern Pacific Railroad; southeasterly along the right-of-way of the Southern Pacific Railroad to the Coyote River; northwesterly along Coyote River to the San Francisco Bay shoreline; northerly along the San Francisco Bay shoreline to the point of beginning.

2001

Beginning at the intersection of Cherry Street and Thornton Avenue (SSR 84); northeasterly along Thornton Avenue (SSR 84) to its overcrossing of the Nimitz Freeway (SSR 17); southeasterly along the Nimitz Freeway (SSR 17) to the overcrossing of Stevenson Boulevard; southwesterly along Stevenson Boulevard and its prolongation to the right-of-way of the Southern Pacific Railroad; northwesterly along the right-of-way of the Southern Pacific Railroad to Carter Avenue; northeasterly along Carter Avenue to Sycamore Street; northwesterly along Sycamore Street to Rich Avenue; northeasterly along Rich Avenue and Thornton Avenue (SSR 84) to the point of beginning.

2002

Beginning at the intersection of the Coyote River and the right-of-way of the Southern Pacific Railroad; northwesterly along the right-of-way of the Southern Pacific Railroad to the prolongation of Stevenson Boulevard; northeasterly along the prolongation of Stevenson Boulevard and Stevenson Boulevard to Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the overcrossing of Cushing Road; westerly and southerly along Cushing Road to Christy Street, thence southwesterly in a direct line to the overcrossing of the right-of-way of the Southern Pacific Railroad and Coyote River, the point of beginning.

2003

Beginning at the overcrossing of Cushing Road and the Nimitz Freeway (SSR 17); southeasterly along the Nimitz Freeway (SSR 17) to Dixon Landing Road; westerly along Dixon Landing Road and its westerly prolongation to Coyote River; northwesterly and along Coyote River to the overcrossing of the right-of-way of the Southern Pacific Railroad; northeasterly in a direct line to the intersection of Christy Street and Cushing Road; northeasterly along Cushing Road to the point of beginning.

2004

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE DELIVERY ZONES
2101	Beginning at the overcrossing of the Lawrence Expressway and the Bayshore Freeway (US 101); northwesterly along the Bayshore Freeway (US 101) to Mathilda Avenue; northeasterly along Mathilda Avenue to Caribbean Drive; easterly and southeasterly along Caribbean Drive to the Lawrence Expressway; southerly along the Lawrence Expressway to the point of beginning.
2102	Beginning at the intersection of the Coyote River and the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to Guadalupe Slough; northwesterly along Guadalupe Slough and the San Francisco Bay shoreline to the Coyote River; easterly along the Coyote River to the point of beginning.
2103	Beginning at the overcrossing of Lafayette Street and the Bayshore Freeway (US 101); northwesterly along the Bayshore Freeway (US 101) to the Lawrence Expressway; northerly and westerly along the Lawrence Expressway and Caribbean Drive to Mathilda Avenue; northeasterly along the prolongation of Mathilda Avenue in a direct line to the Guadalupe Slough; southeasterly along the Guadalupe Slough to the right-of-way of the Southern Pacific Railroad; southeasterly along the right-of-way of the Southern Pacific Railroad to Lafayette Street; southerly along Lafayette Street to the point of beginning.
2104	Beginning at the overcrossing of Alviso-Milpitas Road (SSR 237) and the Nimitz Freeway (SSR 17); southwestly along Alviso-Milpitas Road to the Artesian Slough; northerly along the Artesian Slough to Los Esteros Road; southwestly along Los Esteros Road to Spreckles Avenue; northwesterly along Spreckles Avenue to State Street; southwestly along State Street to Catherine Street; westerly along Catherine Street to the right-of-way of the Southern Pacific Railroad; northerly along the right-of-way of the Southern Pacific Railroad to Coyote River; northerly and easterly along the Coyote River to the westerly prolongation of Dixon Landing Road; easterly along the prolongation of Dixon Landing Road and Dixon Landing Road to the Nimitz Freeway (SSR 17); southerly along the Nimitz Freeway (SSR 17) to the point of beginning.
2105	Beginning at the overcrossing of the Bayshore Freeway (US 101) and North First Street; northwesterly along the Bayshore Freeway (US 101) to Lafayette Street; northwesterly and northerly along Lafayette Street to the right-of-way of the Southern Pacific Railroad; northwesterly along the right-of-way of the Southern Pacific Railroad to Mountain View Alviso-Alviso Milpitas Road (SSR 237); northeasterly along Mountain View Alviso-Alviso Milpitas Road (SSR 237) to North First Street; southerly along North First Street to the point of beginning.
2106	Beginning at the undercrossing of the Nimitz Freeway (SSR 17) and Trimble Road; southwestly along Trimble Road to North First Street; northwesterly along North First Street to Alviso Milpitas Road (SSR 237); northeasterly along Alviso Milpitas Road (SSR 237) to the Nimitz Freeway (SSR 17); southerly along the Nimitz Freeway (SSR 17) to the point of beginning.
2107	Beginning at the intersection of Taylor Street and Alviso Milpitas Road (SSR 237); southwestly along Alviso Milpitas Road (SSR 237) to the right-of-way of the Southern Pacific Railroad; northerly along the right-of-way of the Southern Pacific Railroad to Catherine Street; easterly along Catherine Street to State Street; northeasterly along State Street to Spreckles Avenue; southeasterly along Spreckles Avenue to Los Esteros Avenue; northerly and easterly along Los Esteros Avenue to the Artesian Slough; southerly along the Artesian Slough to Alviso Milpitas Road (SSR 237); westerly along Alviso Milpitas Road (SSR 237) to the point of beginning.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Evans Road and Calaveras Boulevard; southwesterly along Calaveras Boulevard to South Main Street (SSR 238); southerly along South Main Street (SSR 238) to Serra Way; southwesterly along Serra Way and Calaveras Boulevard to the Nimitz Freeway (SSR 17); northerly along the Nimitz Freeway (SSR 17) to the Santa Clara County line; northeasterly along the Santa Clara County line to its intersection with Scott Creek Road, thence southerly in a direct line to the intersection of El Camino Rancho and Evans Road; southeasterly on Evans Road to the point of beginning.</p>	2201
<p>Beginning at the intersection of Piedmont Road and Sierra Road; southwesterly along Sierra Road to Morrill Avenue; northwesterly along Morrill Avenue and South Park Victoria Drive to Calaveras Boulevard; northeasterly along Calaveras Boulevard to Piedmont Road; southeasterly along Piedmont Road to the point of beginning.</p>	2202
<p>Beginning at the intersection of North Capitol Avenue and Cropley Avenue; northwesterly along North Capitol Avenue to Trimble Road; southwesterly and westerly along Trimble Road to the Nimitz Freeway (SSR 17); northerly along the Nimitz Freeway (SSR 17) to the overcrossing of Calaveras Boulevard; north-easterly along Calaveras Boulevard and Serra Way to South Main Street; northerly along South Main Street to Calaveras Boulevard; easterly along Calaveras Boulevard to South Park Victoria Drive; southerly along South Park Victoria Drive and Morrill Avenue to Cropley Avenue; southerly along Cropley Avenue to the point of beginning.</p>	2203

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE AREA DELIVERY ZONES (Continued)
2301	Beginning at the intersection of Alum Rock Avenue and North White Road; northwesterly along North White Road to Penitencia Creek Road; northeasterly along Penitencia Creek Road to Alum Rock Falls Road; southerly along Alum Rock Avenue to the point of beginning.
2302	Beginning at the intersection of Mt. McKinley Drive and South White Road; northwesterly along South White Road to Alum Rock Avenue; northeasterly on Alum Rock Avenue to Mt. Hamilton Road; southeasterly on Mt. Hamilton Road to Garcal Drive, thence southwesterly in a direct line to the intersection of Clayton Road and Moss Point Drive; westerly along Moss Point Drive to the point of beginning.
2303	Beginning at the intersection of Quimby Road and South White Road; northwesterly along South White Road to Moss Point Drive; easterly along Moss Point Drive to Clayton Road, thence southeasterly in a direct line to the intersection of Vine Avenue and Quimby Road; westerly on Quimby Road to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE AREA DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the overcrossing of Nimitz Freeway (SSR 17) and North 4th Street; northwesterly along North 4th Street to West Gish Road; southwesterly along West Gish Road to North 1st Street; northwesterly along North 1st Street to Trimble Road in the City of San Jose; northeasterly and along Trimble Road to Old Oakland Highway (SSR 238); southerly along Old Oakland Highway (SSR 238) to Murphy Avenue; northeasterly along Murphy Avenue to Lundy Avenue; southeasterly along Lundy Avenue to Berryessa Road; southwesterly along Berryessa Road to Bayshore Freeway (US 101); westerly along Bayshore Freeway (US 101) to the overcrossing of Nimitz Freeway (SSR 17); southerly along Nimitz Freeway (SSR 17) to the point of beginning.</p>	2401
<p>Beginning at the intersection of Berryessa Road and Lundy Avenue; northwesterly along Lundy Avenue to Murphy Avenue; southwesterly along Murphy Avenue to Old Oakland Highway (SSR 238); northerly along Old Oakland Highway (SSR 238) to Trimble Road; northeasterly along Trimble Road to North Capitol Avenue; southeasterly along North Capitol Avenue to Cropley Avenue; northeasterly along Cropley Avenue to Morrill Road; southeasterly along Morrill Road to Sierra Road; southwesterly along Sierra Road to North Capitol Avenue; southeasterly along North Capitol Avenue to Berryessa Road; southwesterly along Berryessa Road to the point of beginning.</p>	2402
<p>Beginning at the intersection of North 4th Street and Washington Street; northwesterly along North 4th Street to the overcrossing of Nimitz Freeway (SSR 17); northerly along Nimitz Freeway (SSR 17) to the undercrossing of the Bayshore Freeway (US 101); easterly along the Bayshore Freeway (US 101) to Berryessa Road; northeasterly along Berryessa Road to King Road; southeasterly along King Road to Julian Street/McKee Road; southwesterly along Julian Street to North 19th Street; northwesterly along North 19th Street to Washington Street; southwesterly along Washington Street to the point of beginning.</p>	2403
<p>Beginning at the intersection of King Road and Julian Street/McKee Road; northwesterly along King Road to Berryessa Road; northeasterly along Berryessa Road to North Capitol Avenue; northwesterly along North Capitol Avenue to Sierra Road; northerly and easterly along Sierra Road to Piedmont Road; southeasterly along Piedmont Road to Penitencia Creek Road; southwesterly along Penitencia Creek Road to North White Road; southeasterly along North White Road to McKee Road; southwesterly along McKee Road to the point of beginning.</p>	2404
<p>Beginning at the overcrossing of Story Road and Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to McKee Road; northeasterly along McKee Road to North White Road; southeasterly along North White Road and South White Road to Story Road; southwesterly along Story Road to the point of beginning.</p>	2405
<p>Beginning at the intersection of South White Road and Quimby Road; southwesterly along Quimby Road to Tully Road; southwesterly along Tully Road to Bayshore Freeway (US 101); northwesterly along Bayshore Freeway (US 101) to the overcrossing of Story Road; northeasterly along Story Road to South White Road; southeasterly along South White Road to the point of beginning.</p>	2406

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE

SAN JOSE AREA DELIVERY ZONES (Continued)

2501

Beginning at the intersection of El Camino Real (SSR 82) and Scott Boulevard; northerly along Scott Boulevard to Central Expressway; westerly along Central Expressway to Bowers Avenue; northerly along Bowers Avenue and its prolongation to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to the overcrossing of Lafayette Street; southerly along Lafayette Street to El Camino Real (SSR 82); southwesterly along El Camino Real (SSR 82) to the point of beginning.

2502

Beginning at the overcrossing of Coleman Avenue and Nimitz Freeway (SSR 17); northwesterly along Coleman Avenue to De La Cruz Boulevard; southwesterly along De La Cruz Boulevard to its overcrossing of El Camino Real (SSR 82) and The Alameda (SSR 82); northwesterly along El Camino Real (SSR 82) to Lafayette Street; northerly along Lafayette Street to the Bayshore Freeway (US 101) southeasterly along Bayshore Freeway (US 101) to North 1st Street; southeasterly along North 1st Street to West Gish Road; northeasterly along West Gish Road to North 4th Street; southeasterly along North 4th Street to Nimitz Freeway (SSR 17); southwesterly along Nimitz Freeway (SSR 17) to the point of beginning.

2503

Beginning at the undercrossing of North Bascom Avenue and San Jose-Los Gatos Freeway (SSR 17); northwesterly along North Bascom Avenue to Newhall Street; westerly along Newhall Street to Scott Boulevard; northerly along Scott Boulevard to El Camino Real (SSR 82); northeasterly along El Camino Real (SSR 82) to the undercrossing of De La Cruz Boulevard; northeasterly along De La Cruz Boulevard to Coleman Avenue; southeasterly along Coleman Avenue to San Jose-Los Gatos Freeway (SSR 17); southwesterly along Nimitz-San Jose-Los Gatos Freeway (SSR 17) to the point of beginning.

2504

Beginning at the intersection of The Alameda (SSR 82) and Race Street; northwesterly along The Alameda (SSR 82) to Nimitz Freeway (SSR 17); northeasterly along Nimitz Freeway (SSR 17) to North 4th Street; southeasterly along North 4th Street to East Julian Street; southwesterly along East Julian Street to North Market Street; southeasterly along North Market Street to West Santa Clara Street (SSR 82); southwesterly along West Santa Clara Street and The Alameda (SSR 82) to the point of beginning.

2505

Beginning at the overcrossing of Moorpark Avenue and San Jose-Los Gatos Freeway (SSR 17); northerly along San Jose-Los Gatos Freeway (SSR 17) to The Alameda (SSR 82); southeasterly along The Alameda (SSR 82) to Race Street; southerly along Race Street to Park Avenue; westerly along Park Avenue to Meridian Avenue; southerly along Meridian Avenue to Moorpark Avenue; westerly along Moorpark Avenue to the point of beginning.

2506

Beginning at the intersection of South 10th Street and Keyes Street; northwesterly along South 10th Street to East Reed Street; southwesterly along East Reed Street to South 2nd Street; southeasterly along South 2nd Street to East Virginia Street; southwesterly along East Virginia Street to South 1st Street; northwesterly along South 1st Street to South Market Street; northwesterly along South Market Street and North Market Street to East Julian Street; northeasterly along East Julian Street to North 4th Street; northwesterly along North 4th Street to Washington Street; northeasterly along Washington Street to North 19th Street; southeasterly along North 19th Street to East Julian Street; northeasterly along East Julian Street to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to Story Road; southwesterly along Story Road and Keyes Street to the point of beginning.

2507

Beginning at the intersection of Willow Street and Meridian Avenue; northerly along Meridian Avenue to Park Avenue; easterly along Park Avenue to Race Street; northerly along Race Street to The Alameda (SSR 82); northeasterly along The Alameda and West Santa Clara Street (SSR 82) to South Market Street; southeasterly along South Market Street and South 1st Street (SSR 82) to West Virginia Street; southwesterly along West Virginia Street to Almaden Avenue; southeasterly along Almaden Avenue to West Alma Avenue; southwesterly along West Alma Avenue and Minnesota Avenue to Cherry Avenue; northwesterly along Cherry Avenue to Willow Street; southwesterly along Willow Street to the point of beginning.

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SAN FRANCISCO, CALIFORNIA.

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE AREA DELIVERY ZONES (Continued)	ZONE
Beginning at the intersection of Old San Francisco Road and East El Camino Real (SSR 82); northwesterly along East El Camino Real (SSR 82) to South Mary Avenue; northeasterly along South Mary Avenue and North Mary Avenue to West Maude Avenue; southeasterly along West Maude Avenue to Mathilda Avenue; northeasterly along Mathilda Avenue to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to North Fair Oaks Avenue; southerly along North Fair Oaks Avenue to Old San Francisco Road; northwesterly along Old San Francisco Road to the point of beginning.	2601
Beginning at the intersection of Homestead Road and Wolfe Road; westerly along Homestead Road to Hollenbeck Avenue; northerly along Hollenbeck Avenue to East El Camino Real (SSR 82); southeasterly along East El Camino Real to Wolfe Road; southerly along Wolfe Road to the point of beginning.	2602
Beginning at the overcrossing of Lawrence Expressway and Reed Avenue; northwesterly along Reed Avenue and Old San Francisco Road to South Fair Oaks Avenue; northeasterly along South Fair Oaks Avenue and North Fair Oaks Avenue to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to the overcrossing of the Lawrence Expressway; southerly along Lawrence Expressway to the point of beginning.	2603
Beginning at the overcrossing of Lawrence Expressway and Homestead Road; westerly along Homestead Road to Wolfe Road; northerly along Wolfe Road to El Camino Real (SSR 82); northwesterly along El Camino Real and East El Camino Real (SSR 82) to Old San Francisco Road; easterly along Old San Francisco Road and Reed Lane to Lawrence Expressway; southerly along Lawrence Expressway to the point of beginning.	2604
Beginning at the intersection of El Camino Real (SSR 82) and Scott Boulevard; westerly along El Camino Real (SSR 82) to Lawrence Expressway; northerly along Lawrence Expressway to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to the prolongation of Bowers Avenue; southerly along the prolongation of Bowers Avenue and Bowers Avenue to Central Expressway; easterly along Central Expressway to Scott Boulevard; southerly along Scott Boulevard to the point of beginning.	2605
Beginning at the intersection of Saratoga Avenue and Stevens Creek Boulevard; westerly along Stevens Creek Boulevard to Lawrence Expressway; northerly along Lawrence Expressway to El Camino Real (SSR 82); easterly along El Camino Real (SSR 82) to Scott Boulevard; southeasterly along Scott Boulevard to Saratoga Avenue; southwesterly along Saratoga Avenue to the point of beginning.	2606
Beginning at the overcrossing of San Jose-Los Gatos Freeway (SSR 17) and Moorpark Avenue; westerly along Moorpark Avenue to Saratoga Avenue; northeasterly along Saratoga Avenue to Newhall Street; southerly and easterly along Newhall Street to North Bascom Avenue; southeasterly along North Bascom Avenue to San Jose-Los Gatos Freeway (SSR 17); southerly along San Jose-Los Gatos Freeway (SSR 17) to the point of beginning.	2607

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE AREA DELIVERY ZONES (Continued)
2701	Beginning at the intersection of Saratoga-Sunnyvale Road (SSR 85) and McClellan Road; westerly along McClellan Road to Byrne Avenue, thence westerly in a direct line to the intersection of Vallecito Road and Redondo Road; northerly along Redondo Road to Palm Avenue; westerly along Palm Avenue to Foothill Boulevard; northerly along Foothill Boulevard to Homestead Road; easterly along Homestead Road to Saratoga-Sunnyvale Road (SSR 85); southerly along Saratoga-Sunnyvale Road (SSR 85) to the point of beginning.
2702	Beginning at the overcrossing of Lawrence Expressway and Prospect Road; westerly along Prospect Road to Saratoga-Sunnyvale Road (SSR 85); northerly along Saratoga-Sunnyvale Road (SSR 85) to Homestead Road; easterly along Homestead Road to Lawrence Expressway; southerly along Lawrence Expressway to the point of beginning.
2703	Beginning at the intersection of Saratoga-Sunnyvale Road (SSR 85) and Prospect Road; westerly along Prospect Road to Maria Lane, thence westerly in a direct line to the intersection of Stevens Canyon Road and Montebello Road; northerly along Stevens Canyon Road and Foothill Boulevard to Palm Avenue; easterly along Palm Avenue to Redondo Road; southerly along Redondo Road to Vallecito Road, thence easterly in a direct line to the intersection of Byrne Avenue and McClellan Road; easterly along McClellan Road to Saratoga-Sunnyvale Road (SSR 85); southerly along Saratoga-Sunnyvale Road (SSR 85) to the point of beginning.
2704	Beginning at the overcrossing of Lawrence Expressway and Saratoga Avenue; northerly along Lawrence Expressway to Stevens Creek Boulevard; easterly along Stevens Creek Boulevard to Saratoga Avenue; southwestwardly along Saratoga Avenue to the point of beginning.
2706	Beginning at the intersection of Saratoga Avenue and Park Place; southerly along Park Place to Oak Place; westerly along Oak Place to Saratoga-Los Gatos Road (SSR 9); northerly along Saratoga-Los Gatos Road (SSR 9) to Oak Street; southwardly along Oak Street to 6th Street, thence northerly in a direct line to the intersection of Stelling Road and Prospect Road; easterly on Prospect Road to its intersection with the Lawrence Expressway; southeasterly along the Lawrence Expressway to Saratoga Avenue; southwestwardly along Saratoga Avenue to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE AREA DELIVERY ZONES (Continued)	ZONE
Beginning at the intersection of San Jose-Los Gatos Freeway (SSR 17) and East Campbell Avenue; westerly along East Campbell Avenue and West Campbell Avenue to San Tomas Expressway; northerly along San Tomas Expressway to Moorpark Avenue; easterly along Moorpark Avenue to San Jose-Los Gatos Freeway (SSR 17); southerly along San Jose-Los Gatos Freeway (SSR 17) to the point of beginning.	2801
Beginning at the intersection of West Campbell Avenue and San Tomas Expressway; northwesterly along West Campbell Avenue to Saratoga Avenue; northeasterly along Saratoga Avenue to Moorpark Avenue; easterly along Moorpark Avenue to San Tomas Expressway; southerly along San Tomas Expressway to the point of beginning.	2802
Beginning at the intersection of Pollard Road and Burrows Road; northerly and easterly along Burrows Road and San Tomas Aquino Road to Rincon Avenue; easterly along Rincon Avenue to San Tomas Aquino Road; northerly along San Tomas Aquino Road to West Campbell Avenue; easterly along West Campbell Avenue and East Campbell Avenue to San Jose-Los Gatos Freeway (SSR 17); southerly along San Jose-Los Gatos Freeway (SSR 17) to the easterly prolongation of Division Street; westerly along the prolongation of Division Street and Division Street to Winchester Boulevard; northeasterly along Winchester Boulevard to West Parr Avenue; westerly along West Parr Avenue to Pollard Road; northwesterly along Pollard Road to the point of beginning.	2803
Beginning at the intersection of Pollard Road and Burrows Road; southwesterly along Pollard Road to Quito Road; northerly along Quito Road to Allendale Avenue; westerly along Allendale Avenue to Fruitvale Avenue; northerly along Fruitvale Avenue to Saratoga Avenue; northeasterly along Saratoga Avenue to West Campbell Avenue; southeasterly along West Campbell Avenue to San Tomas Aquino Road; southerly along San Tomas Aquino Road to Rincon Avenue; westerly along Rincon Avenue to San Tomas Aquino Road; southeasterly and southerly along San Tomas Aquino Road and Burrows Road to the point of beginning.	2804
Beginning at the undercrossing of San Jose-Los Gatos Freeway (SSR 17) and Blossom Hill Road; northwesterly along Blossom Hill Road to Santa Cruz Avenue; northerly along Santa Cruz Avenue to Daves Avenue; northwesterly and southerly along Daves Avenue to Saratoga-Los Gatos Road (SSR 9); northwesterly along Saratoga-Los Gatos Road (SSR 9) to Quito Road; northerly along Quito Road to Pollard Road; northeasterly and southerly along Pollard Road to West Parr Avenue; easterly along West Parr Avenue to Winchester Boulevard; southerly along Winchester Avenue to Division Street; easterly along Division Street and its prolongation to San Jose-Los Gatos Freeway (SSR 17); southerly along San Jose-Los Gatos Freeway (SSR 17) to the point of beginning.	2805
Beginning at the intersection of Austin Way and Quito Road; southwesterly along Austin Way to Saratoga-Los Gatos Road (SSR 9); northwesterly along Saratoga-Los Gatos Road (SSR 9) to Oak Place; easterly on Oak Place to Park Place; northerly on Park Place to Saratoga Avenue; northeasterly on Saratoga Avenue to Fruitvale Avenue; southerly on Fruitvale Avenue to Allendale Avenue; easterly on Allendale Avenue to Quito Road; southwesterly on Quito Road to the point of beginning.	2806
Beginning at the intersection of Lancaster Road and Austin Way; northeasterly along Austin Way to Quito Road; southeasterly along Quito Road to Saratoga-Los Gatos Road (SSR 9); southeasterly along Saratoga-Los Gatos Road (SSR 9) to Daves Avenue; northerly and easterly along Daves Avenue to Santa Cruz Avenue; southerly along Santa Cruz Avenue to Blossom Hill Road; easterly along Blossom Hill Road to San Jose-Los Gatos Freeway (SSR 17); southerly and southwesterly along San Jose-Los Gatos Freeway (SSR 17) to Santa Cruz Avenue; northerly along Santa Cruz Avenue to Wood Road; westerly along Wood Road to its end; thence westerly in a direct line to the end of Oak Knoll Road; northerly along Oak Knoll Road to Manzanita Avenue; westerly along Manzanita Avenue to Laurel Avenue, thence northwesterly in a direct line to the southern end of Madrone Avenue; northerly along Madrone Avenue to Overlook Road; easterly along Overlook Road to Wissahickon Avenue; northerly along Wissahickon Avenue to Hernandez Avenue; northwesterly along Hernandez Avenue to Beck Avenue; northwesterly along Beck Avenue to Withey Road; northwesterly along Withey Road to its end, thence southwesterly in a direct line to the end of Lucky Road; northerly along Lucky Road and Ojai Drive to Matilija Drive; northerly along Matilija Drive to Lancaster Road; northerly along Lancaster Road to the point of beginning.	2808

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE AREA DELIVERY ZONES (Continued)
2901	Beginning at the intersection of Meridian Avenue and Campbell Avenue; westerly along Campbell Avenue and East Campbell Avenue to San Jose-Los Gatos Freeway (SSR 17); northwesterly and northerly along San Jose-Los Gatos Freeway (SSR 17) to Moorpark Avenue; easterly along Moorpark Avenue to Meridian Avenue; southerly along Meridian Avenue to the point of beginning.
2902	Beginning at the intersection of Almaden Road and Curtner Avenue; southwestwesterly along Curtner Avenue to Meridian Avenue; northerly along Meridian Avenue to Willow Street; northeasterly along Willow Street to Cherry Avenue; southeasterly along Cherry Avenue to Minnesota Avenue; northeasterly along Minnesota Avenue and West Alma Avenue to Almaden Road; southerly along Almaden Road to the point of beginning.
2903	Beginning at the intersection of Meridian Avenue and Hillsdale Avenue; southwestwesterly along Hillsdale Avenue to Camden Avenue; westerly and northerly along Camden Avenue to San Jose-Los Gatos Freeway (SSR 17); northerly along San Jose-Los Gatos Freeway (SSR 17) to East Campbell Avenue; easterly along East Campbell Avenue to Meridian Avenue; southeasterly along Meridian Avenue to the point of beginning.
2904	Beginning at the intersection of the Almaden Expressway and Hillsdale Avenue; southwestwesterly along Hillsdale Avenue to Meridian Avenue; northwestwesterly along Meridian Avenue to Curtner Avenue; northeasterly along Curtner Avenue to Almaden Road; southerly along Almaden Road to Almaden Expressway; southeasterly along Almaden Expressway to the point of beginning.
2905	Beginning at the intersection of Almaden Expressway and Blossom Hill Road; southwestwesterly along Blossom Hill Road to Kooser Road; southwestwesterly along Kooser Road to Camden Avenue; northwestwesterly along Camden Avenue to Hillsdale Avenue; northeasterly along Hillsdale Avenue to Almaden Expressway; southerly along Almaden Expressway to the point of beginning.
2906	Beginning at the intersection of Hicks Road and Shannon Road; northwestwesterly along Shannon Road to Sky Lane, thence northerly in a direct line to the intersection of Union Avenue and Blossom Hill Road; northerly along Union Avenue to Camden Avenue; easterly and southerly along Camden Avenue to Hicks Road; southerly and westerly along Hicks Road to the point of beginning.
2907	Beginning at the intersection of Blossom Hill Road and San Jose-Los Gatos Freeway (SSR 17); northeasterly along San Jose-Los Gatos Freeway (SSR 17) to Camden Avenue; southeasterly along Camden Avenue to Union Avenue; southerly on Union Avenue to Blossom Hill Road; southerly and westerly on Blossom Hill Road to the point of beginning.
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE AREA DELIVERY ZONES (Continued)	ZONE
<p>Beginning at the intersection of Monterey Road (SSR 82) and Tully Road; northwesterly along Monterey Road (SSR 82) to Curtner Avenue; southwesterly along Curtner Avenue to Almaden Road; northerly along Almaden Road and Almaden Expressway to Alma Avenue; northeasterly along West Alma Avenue to Almaden Avenue; northwesterly along Almaden Avenue to West Virginia Street; northeasterly along West Virginia Street and East Virginia Street to South 2nd Street; northwesterly along South 2nd Street to East Reed Street; northeasterly along East Reed Street to South 10th Street; southeasterly along South 10th Street to Keyes Street; northeasterly along Keyes Street to Story Road; northeasterly along Story Road to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to Tully Road; southwesterly along Tully Road to the point of beginning.</p>	3001
<p>Beginning at the intersection of Monterey Road (SSR 82) and Capitol Expressway; southwesterly along Capitol Expressway to Almaden Expressway; northerly along Almaden Expressway to Almaden Road; northerly along Almaden Road to Curtner Avenue; north-easterly along Curtner Avenue to Monterey Road (SSR 82); southeasterly along Monterey Road (SSR 82) to the point of beginning.</p>	3002
<p>Beginning at the undercrossing of Bayshore Freeway (US 101) and Capitol Expressway; southwesterly along Capitol Expressway to Monterey Road (SSR 82); northwesterly along Monterey Road (SSR 82) to Tully Road; northeasterly along Tully Road to Bayshore Freeway (US 101); southeasterly along Bayshore Freeway (US 101) to the point of beginning.</p>	3003
<p>Beginning at the intersection of Snell Road and Blossom Hill road; westerly along Blossom Hill Road to Almaden Expressway; northwesterly along Almaden Expressway to Capitol Expressway; easterly along Capitol Expressway to Monterey Road (SSR 82); southeasterly along Monterey Road (SSR 82) to Snell Road; southerly along Snell Road to the point of beginning.</p>	3004
<p>Beginning at the intersection of Monterey Road (SSR 82) and Cottle Road; northwesterly along Monterey Road (SSR 82) to Chynoweth Avenue; westerly along Chynoweth Avenue to Snell Road; northerly along Snell Road to Monterey Road (SSR 82); northwesterly along Monterey Road (SSR 82) to Capitol Expressway; northeasterly along Capitol Expressway to Bayshore Freeway (US 101); southerly along Bayshore Freeway (US 101) to its inter-section with the Coyote River; southerly and easterly along the eastern bank of the Coyote River to its intersection with Ford Road; westerly along Ford Road to Monterey Road (SSR 82); northwesterly along Monterey Road (SSR 82) to the point of beginning.</p>	3005

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE AREA DELIVERY ZONES (Continued)
3101	<p>Beginning at the overpass of Hellyer Avenue and Bayshore Freeway (US 101); northerly and westerly on Bayshore Freeway (US 101) to Capitol Expressway; easterly along Capitol Expressway to its intersection with Aborn Road; easterly on Aborn Road to San Felipe Road; southerly and easterly on San Felipe Road to Yerba Buena Road, thence westerly in a direct line to the prolongation of Hellyer Avenue; westerly on Hellyer Avenue to the point of beginning.</p>
3102	<p>Beginning at the undercrossing of Bayshore Freeway (US 101) and Capitol Expressway; northwesterly along Bayshore Freeway (US 101) to Tully Road; northeasterly along Tully Road to Quimby Road; easterly along Quimby Road to South White Road; southerly along South White Road to Aborn Road; westerly along Aborn Road to Capitol Expressway; southwesterly along Capitol Expressway to the point of beginning.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SAN JOSE AREA DELIVERY ZONES (Continued)	ZONE
Beginning at the intersection of Almaden Expressway and Redmond Street; westerly along Redmond Street to Coleman Road; southwesterly along Coleman Road to Camden Avenue; northerly along Camden Avenue to Kooser Road; northeasterly along Kooser Road to Blossom Hill Road; northeasterly along Blossom Hill Road to Almaden Expressway; southerly along Almaden Expressway to the point of beginning.	3201
Beginning at the intersection of Monterey Road (US 101) and Bailey Avenue; southwesterly along Bailey Avenue to McKean Road; northwesterly along McKean Road to Fortini Avenue; northeasterly along Fortini Avenue to its end, thence northerly in a direct line to the prolongation of the end of Cottle Road, thence southeasterly in a direct line to the point of beginning.	3202
Beginning at the intersection of Cottle Road and Monterey Road (SSR 82); southerly along Monterey Road (SSR 82) to Ford Road; easterly on Ford Road to the Coyote River; southerly and easterly along the Coyote River to the easterly prolongation of Bailey Avenue; westerly along the prolongation of Bailey Avenue to Monterey Road (US 101), thence northwesterly in a direct line to the southerly end of Cottle Road; northerly and easterly on Cottle Road to the point of beginning.	3203
Beginning at the intersection of Almaden Expressway and Blossom Hill Road; easterly along Blossom Hill Road to Snell Road; northerly along Snell Road to Chynoweth Avenue; easterly along Chynoweth Avenue to Monterey Road (SSR 82); southeasterly along Monterey Road (SSR 82) to Cottle Road; southerly along Cottle Road to its end, thence westerly in a direct line to the end of Snell Road in the City of San Jose, thence northwesterly in a direct line to the intersection of Almaden Expressway and Coleman Road; northerly along Almaden Expressway to the point of beginning.	3204

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SAN JOSE AREA DELIVERY ZONES (Concluded)
3301	<p>Beginning at the intersection of Monterey Road and San Bruno Avenue; southwesterly along San Bruno Avenue to Santa Teresa Boulevard; northerly and easterly along Santa Teresa Boulevard to Bailey Avenue; northeasterly along Bailey Avenue to Monterey Road, thence easterly on a direct line from the prolongation of Bailey Avenue to the eastern edge of the right of way of the proposed highway (US 101); southerly along the eastern edge of the right of way of proposed highway (US 101) to its intersection with the prolongation of Ogier Avenue; westerly along the prolongation of Ogier Avenue and Ogier Avenue to Monterey Road; southerly along Monterey Road to the point of beginning.</p>
3303	<p>Beginning at the intersection of Monterey Road and Tilton Avenue; southwesterly along Tilton Avenue to Hale Avenue; northerly and westerly along Hale Avenue and Santa Teresa Boulevard to San Bruno Avenue; easterly along San Bruno Avenue to Monterey Road; northerly along Monterey Road to Ogier Avenue, easterly along Ogier Avenue and its prolongation to the eastern edge of the right of way of the proposed highway (US 101); southerly along the eastern edge of the right of way of the proposed highway (US 101) to its intersection with Burnett Avenue; southwesterly along Burnett Avenue to Monterey Road; northerly along Monterey Road to the point of beginning.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

SOUTH PENINSULA DELIVERY ZONES (Continued)

ZONE

Beginning at the intersection of Foothill Boulevard and Poppy Drive; westerly along Poppy Drive to its end, thence northwesterly in a direct line to the end of Ravensbury Avenue, thence northerly in a direct line to the intersection of El Monte Road and Summerhill Avenue; northeasterly along El Monte Road to East University Avenue; southeasterly along East University Avenue and its prolongation to Foothill Expressway; southeasterly along Foothill Expressway to Miramonte Avenue and Fremont Avenue; easterly along Fremont Avenue to Grant Road; southerly along Grant Road to Foothill Expressway; southeasterly and southerly along Foothill Expressway and Foothill Boulevard to the point of beginning.

3401

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

ZONE	SOUTH PENINSULA DELIVERY ZONES (Concluded)
3501	<p>Beginning at the intersection of Arastradero Road and Junipero Serra Freeway (INT 280); northwesterly along Junipero Serra Freeway (INT 280) to Santa Clara County line (Los Trancos Creek); northerly and easterly along the Santa Clara County line (Los Trancos Creek) to Junipero Serra Boulevard; southeasterly along Junipero Serra Boulevard and Foothill Expressway to Arastradero Road; southwesterly along Arastradero Road to the point of beginning.</p>
3502	<p>Beginning at the undercrossing of El Monte Road and Junipero Serra Freeway (INT 280); northwesterly along Junipero Serra Freeway (INT 280) to Arastradero Road; northeasterly along Arastradero Road to Manuella Avenue; easterly and southerly along Manuella Avenue to Estacada Drive; easterly along Estacada Drive to Miranda Road; southerly along Miranda Road to Fremont Avenue; easterly along Fremont Avenue to Edith Avenue; easterly along Edith Avenue and West Edith Avenue to University Avenue; southeasterly along University Avenue to El Monte Road; southwesterly along El Monte Road to the point of beginning.</p>

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Continued)

CONTRA COSTA COUNTY DELIVERY ZONES

ZONE

Beginning at the overcrossing of Dougherty Road and INT 580 (US 50); westerly along INT 580 (US 50) to San Ramon Road; northwesterly along San Ramon Road to Alcosta Boulevard; northeasterly and northerly along Alcosta Boulevard to Old Ranch Road; northeasterly along Old Ranch Road to Dougherty Road; southerly along Dougherty Road to the point of beginning.

5001

Beginning at the intersection of Alcosta Boulevard and Old Ranch Road; southerly and southwesterly along Alcosta Boulevard to San Ramon Valley Boulevard; northwesterly along San Ramon Valley Boulevard to Montevideo Road; northeasterly along Montevideo Road to Alcosta Boulevard; southerly along Alcosta Boulevard to the point of beginning.

5002

Beginning at the intersection of San Ramon Valley Boulevard and Montevideo Road; northwesterly along San Ramon Valley Boulevard to Crow Canyon Road; northeasterly along Crow Canyon Road to the right-of-way of the Southern Pacific Railroad; southerly along the right-of-way of the Southern Pacific Railroad to Montevideo Road; southwesterly along Montevideo Road to the point of beginning.

5003

Beginning at the intersection of Crow Canyon Road and Bollinger Canyon Road; northeasterly along Crow Canyon Road to the right-of-way of the Southern Pacific Railroad; northwesterly along the right-of-way of the Southern Pacific Railroad to Greenbrook Drive; southwesterly along Greenbrook Drive and its prolongation in a direct line to Bollinger Canyon Road; southerly along Bollinger Canyon Road to the point of beginning.

5004

Beginning at the intersection of San Ramon Valley Boulevard and Greenbrook Drive; northwesterly along San Ramon Valley Boulevard and Hartz Avenue to Diablo Road; easterly and northerly along Diablo Road to Green Valley Road, thence southerly in a direct line to the end of Greenbrook Drive; southwesterly along Greenbrook Drive to the point of beginning.

5005

Beginning at the intersection of Diablo Road and Green Valley Road; southwesterly along Diablo Road to Hartz Avenue; northerly along Hartz Avenue to E. Linda Mesa Street; southwesterly along E. Linda Mesa Street and W. Linda Mesa Street to Montair Drive; southwesterly along Montair Drive to its end, thence northwesterly in a direct line to the end of Las Trampas Road; northeasterly along Las Trampas Road to Danville Boulevard; northwesterly along Danville Boulevard to Stone Valley Road; easterly and southerly along Stone Valley Road to Green Valley Road; southerly along Green Valley Road to the point of beginning.

5006

Beginning at the intersection of Stone Valley Road and Miranda Avenue; westerly along Stone Valley Road to Danville Boulevard; southerly along Danville Boulevard to Las Trampas Road; southwesterly along Las Trampas Road to its end, thence northwesterly in a direct line to the end of Castle Hill Ranch Road; northwesterly along Castle Hill Ranch Road to Tice Valley Boulevard; easterly along Tice Valley Boulevard to Crest Avenue; northwesterly and northeasterly along Crest Avenue to Danville Boulevard; southerly along Danville Boulevard to Rudgear Road; southeasterly along Rudgear Road to Carron Court, thence southerly in a direct line to the end of Livorna Heights Road; southerly along Livorna Heights Road to Livorna Road; easterly along Livorna Road to Miranda Avenue; southwesterly and southerly along Miranda Avenue to the point of beginning.

5007

Beginning at the intersection of INT 680 and Rudgear Road; northwesterly along INT 680 to Ygnacio Valley Road; northeasterly along Ygnacio Valley Road to Walnut Boulevard; southeasterly along Walnut Boulevard to Mountain View Boulevard; westerly along Mountain View Boulevard to San Miguel Drive; southwesterly along San Miguel Drive to Rudgear Road; westerly along Rudgear Road to the point of beginning.

5008

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 2--DESCRIPTIONS OF DELIVERY ZONES (Concluded)

ZONE	CONTRA COSTA COUNTY DELIVERY ZONES (Concluded)
5009	Beginning at the undercrossing of Pleasant Hill Road and SSR 24; northerly and northeasterly along Pleasant Hill Road to Geary Road; easterly along Geary Road to INT 680 and SSR 24; southerly and westerly along SSR 24 and INT 680 to the point of beginning.
5010	Beginning at the intersection of Oak Grove Road and Walnut Avenue; northwesterly along Walnut Avenue to Ygnacio Valley Road; southwesterly along Ygnacio Valley Road to INT 680; northeasterly along INT 680 to Treat Boulevard; northeasterly along Treat Boulevard to Oak Grove Road; southeasterly along Oak Grove Road to the point of beginning.
5011	Beginning at the overcrossing of Geary Road and SSR 24 and INT 680; westerly along Geary Road to Pleasant Hill Road; northwesterly along Pleasant Hill Road to Taylor Boulevard; northeasterly along Taylor Boulevard and Willow Pass Road to SSR 24; southwesterly along SSR 24 and INT 680 to the point of beginning.
5012	Beginning at the intersection of Oak Grove Road and Treat Boulevard; southwesterly along Treat Boulevard to SSR 24 and INT 680; northeasterly along INT 680 and SSR 24 to the intersection with the prolongation of Meadow Lane; southeasterly along the prolongation of Meadow Lane and Meadow Lane to Oak Grove Road; southeasterly along Oak Grove Road to the point of beginning.
5013	Beginning at the intersection of Clayton Road and Treat Boulevard; southwesterly along Treat Boulevard to Oak Grove Road; northwesterly along Oak Grove Road to Meadow Lane; northwesterly along Meadow Lane and its prolongation to SSR 24; northerly along SSR 24 to Willow Pass Road; northeasterly along Willow Pass Road to Clayton Way; southeasterly along Clayton Way to West Street; northeasterly along West Street to Wilson Lane; southeasterly along Wilson Lane to Denkinger Road; southwesterly along Denkinger Road to Clayton Road; southeasterly along Clayton Road to the point of beginning.
5014	Beginning at the intersection of Alhambra Avenue and Taylor Boulevard; northwesterly along Alhambra Avenue to Vine Hill Way; northeasterly and northerly along Vine Hill Way to SSR 4; northeasterly along SSR 4 to Walnut Creek; southeasterly along Walnut Creek to Willow Pass Road; southwesterly along Willow Pass Road and Taylor Boulevard to the point of beginning.
5015	Beginning at the undercrossing of INT 680 and SSR 4; northwesterly along INT 680 to the right-of-way of The Atchison, Topeka and Santa Fe Railroad; northeasterly along the right-of-way of The Atchison, Topeka and Santa Fe Railroad to the right-of-way of the Southern Pacific Railroad, thence southeasterly in a direct line to the junction of SSR 24 and SSR 4; southwesterly along SSR 4 to the point of beginning.
5016	Beginning at the intersection of Mt. Diablo Boulevard and Happy Valley Road; northwesterly along Happy Valley Road to SSR 24; easterly along SSR 24 to Mt. Diablo Boulevard; southwesterly along Mt. Diablo Boulevard to the point of beginning.
5017	Beginning at the intersection of Willow Pass Road and Esperanza Drive; southwesterly along Willow Pass Road to Walnut Creek; northwesterly along Walnut Creek to SSR 4; northeasterly along SSR 4 to Port Chicago Highway; southerly along Port Chicago Highway to Salvio Drive; northeasterly along Salvio Drive to Esperanza Drive; southeasterly along Esperanza Drive to the point of beginning.
END OF DIRECTORY	
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	