

Decision No. 83151

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 and highway carriers relating)
to the transportation of trailer coaches)
and related items as provided in Minimum)
Rate Tariff No. 18.)

Case No. 8808
Petition for Modification
No. 21
(Filed February 7, 1973)

ORDER DENYING REHEARING AND
MODIFYING DECISION NO. 81907

A petition for rehearing of Decision No. 81907 was filed by Trailer Coach Association (TCA) on October 12, 1973. The Commission, after considering each and every allegation in the petition, is of the opinion that good cause for rehearing has not been shown. However, the Commission is also of the opinion that Decision No. 81907 should be modified.

THEREFORE, IT IS ORDERED that:

1. Rehearing of Decision No. 81907 is hereby denied.
2. Finding 7(c) of Decision No. 81907 is hereby modified

to read as follows:

"(c) The factor applicable to movements between MZ 300 Series and Group A points should be increased. The use of more circuitous routes by several carriers, due to the deletion of the former route embracing U.S. 395 and the desire of many carriers to avoid the more expensive and less safe alternate route County Road S-13, justifies an increase in the factor from 125 percent to 145 percent. The data presented at the hearing of this matter concerning the increased mileage resulting from the deletion of former route U.S. 395 (see Transcript, pages 56-61) indicates that an increase of 20 percentage points in the factor is reasonable."

3. Finding 7(d) is hereby added to Decision No. 81907 and shall read as follows:

"(d) The factor applicable to movements within Group A points and to movements between Group A points and Group B points should be increased. Again, the use of more circuitous routes by several carriers, due to the deletion of the former route embracing U.S. 395 and the desire of many carriers to avoid the more expensive and less safe alternate route County Road S-13 justifies an increase in the factor from 115 percent to 125 percent. Since Group A points do not include the San Diego Metropolitan Zone less of an increase is necessary than the increase of 20 percentage points found necessary for movements between the San Diego Metropolitan Zone and points in Group A."

4. Finding 8(a) of Decision No. 81907 is hereby modified to read as follows:

"(a) There is insufficient evidence in the record to support the proposed changes in the factors between Group B and other points. Finding 7(d) already discussed one basis not only for refusing the proposal to eliminate the factor applicable to movements between Group B points and Group A points but also for increasing the factor from 115 percent to 125 percent. The other proposal concerned movements between Group B points and MZ 300 Series. The limited availability of Interstate 405 between the hours of 10:00 a.m. and 2:00 p.m. and the continued restriction on the use of Interstate 5 and Interstate 10 within the MZ 200 Series offsets the benefit accruing from the opening of Interstate 5 between Carlsbad and the junction of Interstate 405; justifies no change in the factor for movements between Group B points and MZ 300 Series; and justifies the increase in the factor for movements between Group B points and Group A points."

In all other respects the provisions of Decision No. 81907, as amended by Decision No. 81986, remain in full force and effect.

IS C.8808, Pet. 21

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 16th day
of JULY, 1974.

Vernon L. Stenger
President
William L. Lyons, Jr.
William L. Lyons, Jr.
William L. Lyons, Jr.
William L. Lyons, Jr.
Commissioners