

Mailed

Decision ES 07 057 JUL 22 1988

JUL 25 1988

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
 for the purpose of considering and )  
 determining constructive mileages )  
 between points within California )  
 as provided in the Distance Table )  
 and the revisions or reissues )  
 thereof in connection with the )  
 transportation of any and all )  
 commodities. )

Case 7024  
 Petition for Modification 42  
 (Filed April 22, 1988)

OPINION

Applicant Stockton Steel, a Division of S. G. Herrick Corporation, requests that the Stockton Extended Area as presently described in Section 2-D on Page 234 of Distance Table 8 and on Page 164 of the Optional All Points To All Points Table For Distance Table 8 be amended to include applicant's plant facilities located on Hammer Lane immediately adjacent to the city limits of Stockton. The application shows that copies of the application were served on California Manufacturers Association, California Trucking Association, the City of Stockton, Trucking Support Services Team, Inc., California Teamsters Public Affairs Council, and Highway Carriers Association. Notice of the filing of the application appeared in the Commissions's Daily Calendar of April 26, 1988. No protests to the application have been received.

Applicant is a fabricator of structural steel. In addition to its Stockton plant it also has a plant located in Hayward and San Bernardino. It has been involved in many structural projects in California. A representative list of 145 such projects is attached as Exhibit B to the application.

Applicant states that until very recently it believed that its Stockton plant was located in that area described in Distance Table 8 as the "Stockton Extended Area." Instead, the

plant is just outside such area. However, two sides of the plant property share common boundaries with the Stockton city limits. The plant is on the east side of the extended area and just north of an eastern protrusion of the extended area.

The mileage basing point for the extended area is located in Stockton at the intersection of Miner Avenue and El Dorado Street while the basing point (Junction 2282) for the plant is .9 of a mile east of the plant. Applicant contends that use of Junction 2282 as the mileage basing point causes artificially increased shipping rates for applicant's shipments which move in a westerly direction toward the San Francisco Bay Area or the San Jose area. In order that its transportation costs can be competitive with other shippers of like commodities in Stockton and yet be fair and reasonable to the carriers participating in the traffic, applicant believes that "Stockton Extended Area" would be the appropriate basing point for distance table purposes. If the distance tables had been updated over the last ten years, certainly major plant locations such as Stockton Steel would have been included in the "extended area" of the city of Stockton.

Applicant believes that the requested amendment of the description of the "Stockton Extended Area" will not have any significant adverse impact on any carriers. Applicant submits that its petition is consistent with the Commission's reregulation policies as set forth in D.86-04-045 and D.86-12-102.

Applicant requests that the extended area be amended by including the plant facility of the Stockton Steel Division of the Herrick Corporation at the intersection of the Southern Pacific rail line tracks and Hammer Lane.

#### Findings of Fact

1. Applicant requests that its plant located immediately outside the City of Stockton be included in the Stockton Extended Area that is presently described in Section 2-D on Page 234 of

Distance Table 8 and on Page 164 of the Optional All Points To All Points Table For Distance Table 8.

2. The mileage basing point for the extended area is located in Stockton west of the plant.

3. The mileage basing point for applicant's plant is located .9 of a mile east of the plant.

4. Applicant's present basing point artificially increases its shipping rates on shipments which move in a westerly direction.

5. Granting the application will make applicant's westbound transportation costs more competitive with other shippers of like commodities in Stockton.

6. Granting the application will not have any significant adverse impact on any other carrier.

7. A public hearing is not necessary.

Conclusion of Law

The application should be granted.

ORDER

IT IS ORDERED that:

1. Distance Table 8 is amended to include the plant of the Stockton Steel Division of S. G. Herrick Corporation in the Stockton Extended Area.

2. Distance Table 8 (Decision (D.) 84332, as amended) is further amended by incorporating First Revised Page 233 and First Revised Page 234, attached, to become effective 30 days after today.

3. The Optional All Points To All Points Table For Distance Table 8 (D.89303, as amended) is further amended by incorporating First Revised Page 163 and First Revised Page 164, attached, to become effective 30 days after today.

4. In all other respects, D.84332 and D.89303 shall remain in full force and effect.

5. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Distance Table 8 and Optional All Points To All Points Table For Distance Table 8.

6. The Executive Director shall serve a copy of this decision on each subscriber to Distance Table 8 and Optional All Points To All Points Table For Distance Table 8.

7. The application is granted.

This order is effective today.

Dated JUL 22 1988, at San Francisco, California.

STANLEY W. HULETT  
President

DONALD VIAL  
FREDERICK R. DUDA  
G. MITCHELL WILK  
JOHN B. OHANIAN  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

  
Victor Weisser, Executive Director

SECTION 2-D--DESCRIBED EXTENDED AREAS

The center line of the streets, highways, freeways, railway lines, rights of way, water courses, or other lines used to define the Extended Areas described in this Section will constitute the boundary line except as otherwise specifically designated. The terms "shoreline", "ocean", or "bay" shall be construed to embrace any pier, wharf, or other structure extending into the adjacent body of water.

BAKERSFIELD EXTENDED AREA includes that area embraced within the following boundary: Beginning at the intersection of Golden State Highway (SSR 99) and Porterville Highway (SSR 65); northerly along Porterville Highway (SSR 65) to the westerly prolongation of Petrol Road; easterly along the westerly prolongation of Petrol Road, Petrol Road and the easterly prolongation of Petrol Road to a point due north of the intersection of Oil Center Road and China Grade Loop; southerly along a direct line to the intersection of Oil Center Road and China Grade Loop, approximately 1,000 feet east of Manor Street; easterly and southerly along China Grade Loop to the northerly prolongation of Mt. Vernon Avenue; southerly along the prolongation of Mt. Vernon Avenue to Bakersfield city limits; easterly and along Bakersfield city limits to the eastern prolongation of Church Avenue in Section 14, T29S, R28E; easterly along the eastern prolongation of Church Avenue to the northerly prolongation of Vineland Road corresponding with the eastern boundaries of Sections Nos. 18, 19, and 30 of T29S, R29E; southerly along the prolongation of Vineland Road and Vineland Road to Redbank Road; westerly along Redbank Road to Weed Patch Highway; southerly along Weed Patch Highway to Muller Road; westerly along Muller Road to Fairfax Road; southerly along Fairfax Road to Hermosa Road; westerly along a direct line to the northeast corner of Bakersfield city limits corresponding with the northeast corner of Section 22, T30S, R28E; southerly along Bakersfield city limits to Panama Lane; westerly along Panama Lane to Buena Vista Road; northerly along Buena Vista Road and its northern prolongation to Jewetta Avenue; northerly along Jewetta Avenue to Hageman Road; easterly along Hageman Road and its eastern prolongation to the intersection of Krebs Road and Fruitvale Avenue; northerly along Fruitvale Avenue and its northern prolongation to the point of beginning.

FRESNO EXTENDED AREA includes that area embraced within the following boundary: Beginning at the junction of West Herndon Avenue and North Forkner Avenue in the Community of Pinedale; northerly along North Forkner Avenue and its prolongation to its intersection with the westerly prolongation of East Teague Avenue to North First Street; southerly along North First Street to East Herndon Avenue; easterly along East Herndon Avenue to North Chestnut Avenue (South); southerly along North Chestnut Avenue to Fresno city limits; easterly and along Fresno city limits to Clovis city limits; southerly and along Clovis city limits to Fresno city limits (near the intersection of North Helm Avenue and East Ashlan Avenue); easterly and along Fresno city limits to North Fowler Avenue; southerly along North Fowler Avenue to East Olive Avenue; westerly along East Olive Avenue to Sunnyside Avenue; southerly along Sunnyside Avenue to East Belmont Avenue; westerly along East Belmont Avenue to North Clovis Avenue; southerly along North and South Clovis Avenue to East Central Avenue; westerly along East Central Avenue to the Fresno Canal; southerly and along the Fresno Canal to Willow Avenue (paralleling Golden State Boulevard); northwesterly along Willow Avenue to East Malaga Avenue; westerly along East Malaga Avenue and its prolongation to south Chestnut Avenue; northerly along South Chestnut Avenue to East Central Avenue; westerly along East Central Avenue to South Cedar Avenue; northerly along South Cedar Avenue to East North Avenue; westerly along East and West North Avenue to South Marks Avenue; northerly along South Marks Avenue to West California Avenue; westerly along West California Avenue to South Brawley Avenue; northerly along South Brawley Avenue to West Whites Bridge Avenue (SSR 180); westerly along West Whites Bridge Avenue (SSR 180) to North Blythe Avenue; northerly along North Blythe Avenue to West McKinley Avenue; easterly along West McKinley Avenue to North Brawley Avenue; northerly along North Brawley Avenue and its prolongation to SSR 99; northwesterly along SSR 99 to West Shaw Avenue; easterly along West Shaw Avenue to North Forkner Avenue; northerly along North Forkner Avenue to the point of beginning.

No change on this page, Decision No.

88 07 057

EFFECTIVE AUG 21 1988

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

Correction

For explanation of abbreviations, references or symbols, see pages 6-9

SECTION 2-D--DESCRIBED EXTENDED AREAS (Continued)

NORTH SACRAMENTO EXTENDED AREA includes that area embraced within the following boundary: Beginning at the junction of Garden Highway and Northgate Boulevard; northerly along Northgate Boulevard to Main Avenue; easterly along Main Avenue to Rio Linda Boulevard; southerly along Rio Linda Boulevard to Bell Avenue; easterly along Bell Avenue to the southwest corner of McClellan Air Force Base near Dayton Street; northerly and along McClellan Air Force Base boundary to the intersection of Watt Avenue and "A" Street; easterly along "A" Street and its prolongation to Palm Avenue; easterly along Palm Avenue to Hamilton Street; southerly along Hamilton Street to Madison Avenue; easterly along Madison Avenue to College Oak Drive; southerly along College Oak Drive to Winding Way; northeasterly along Winding Way to Walnut Avenue; southerly along Walnut Avenue and its prolongation to the American River; southwesterly and along the American River to the Sacramento River; northwesterly and along the Sacramento River to the easterly prolongation of Road 127 (south levee of the Sacramento By-Pass); easterly along the easterly prolongation of Road 127 (south levee of the Sacramento By-Pass) to Garden Highway; easterly along Garden Highway to the point of beginning.

SACRAMENTO EXTENDED AREA includes that area embraced within the following boundary: Beginning at the junction of the Sacramento River and the American River; northeasterly and along the American River to the intersection of the northerly prolongation of Manlove Road; southerly along the prolongation and Manlove Road to Jackson Road (SSR 16); south-easterly along Jackson Road (SSR 16) to Hedge Avenue; southerly along Hedge Avenue to Florin Road; westerly along Florin Road to Elk Grove-Florin Road; southerly along Elk Grove-Florin Road to Gerber Road; westerly along Gerber Road to the railroad tracks of the Southern Pacific Company; southerly along the railroad tracks of the Southern Pacific Company to the easterly prolongation of Elsie Avenue; westerly along the prolongation and Elsie Avenue to Mack Road; westerly along Mack Road to Franklin Boulevard; northwesterly along Franklin Boulevard to Meadowview Road; westerly along Meadowview Road and its prolongation to the Sacramento River; northwesterly and along the Sacramento River to the easterly prolongation of Burrows Avenue; westerly along the prolongation of Burrows Avenue, Burrows Avenue and its westerly prolongation to the east levee of the Yolo By-Pass northerly along the east levee of the Yolo By-Pass to road 127 (south levee of the Sacramento By-Pass); easterly along Road 127 (south levee of the Sacramento By-Pass) and its easterly prolongation to the Sacramento River; southeasterly along the Sacramento River to the point of beginning.

STOCKTON EXTENDED AREA includes that area embraced within the following boundary: Beginning at the junction of Stockton northerly city limits and Don Road; northerly along Don Road to Lucille Avenue; northeasterly along Lucille Avenue to Thornton Road; south-easterly along Thornton Road to Paloma Avenue; easterly along Paloma Avenue to Lower Sacramento Road; northerly along Lower Sacramento Road to Wakefield Road; easterly along Wakefield Road to The Western Pacific Railroad Company right-of-way; southeasterly along The Western Pacific Railroad Company right-of-way to the Calaveras River; easterly and along the Calaveras River to US 50-SSR 99 Freeway; southerly along US 50-SSR 99 Freeway to the Stockton Diverting Canal; southeasterly along the Stockton Diverting Canal to Fremont Street (SSR 26); westerly along Fremont Street (SSR 26) to Cardinal Avenue; south-easterly and along Cardinal Avenue to Main Street; westerly along Main Street to Walker Lane; southerly along Walker Lane to Farmington Road (SSR 4); westerly along Farmington Road (SSR 4) to SSR 99 Freeway; southeasterly along SSR 99 Freeway to the southeast corner of Stockton Metropolitan Airport; northwesterly and along the boundary of the Stockton Metropolitan Airport to Sperry Road; southwesterly along Sperry Road and its prolongation to French Camp Slough; northwesterly along French Camp Slough to the San Joaquin River; northwesterly along the San Joaquin River to Burns Cut-off; westerly, northerly and easterly along Burns Cut-off to the San Joaquin River; southeasterly along the San Joaquin River to the Calaveras River; easterly along the Calaveras River to the southerly prolongation of Westland Avenue; northerly along the southerly prolongation of Westland Avenue to March Lane; northerly and along the Stockton city limits to the point of beginning. The Stockton Extended Area also includes the plant facilities of the Stockton Steel Division of S. G. Herrick Corporation at the intersection of the Southern Pacific rail line tracks and Hammer Lane.

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