

ORIGINAL

Decision No. 86666

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
 tion for the purpose of consid-)
 ering and determining minimum)
 rates for transportation of any)
 and all commodities statewide)
 including, but not limited to,)
 those rates which are provided)
 in Minimum Rate Tariff 2 and the)
 revisions or reissues thereof.)

Case No. 5432
 Petition for Modification
 No. 918
 (Filed September 20, 1976)

OPINION AND ORDER

By this petition, State of California, Department of General Services, requests that the transportation of property between Sacramento and other specific points, on the one hand, and its new warehouse location at 4639 Watt Avenue, North Highlands, on the other hand, be exempted from the minimum rates named in Minimum Rate Tariff 2 (MRT 2).

Petitioner is relocating its warehouse from 8141 Elder Creek Road, Sacramento, to 4639 Watt Avenue, North Highlands, which is located approximately one-fourth mile north of the corporate limits of Sacramento. Petitioner avers that the transportation in question from and to its warehouse is of a local drayage concept rather than over-the-road traffic. Petitioner states that most shipments from the present warehouse are destined to points in the core area of downtown Sacramento, in the 3rd to 13th Street and, J to Q Street area, and the distance from either the present or the new warehouse location to this area is somewhat equalized.

According to petitioner, the current operations of the Elder Creek warehouse pertaining to transportation

consist of: (1) receiving inbound shipments from line haul rail and motor carriers and the State Printing Plant, 7th and No. Richards Boulevard, Sacramento; and (2) forwarding outbound shipments in local drayage in the Sacramento area and to various points throughout California. The same type operations will be conducted at the new location. The change in the location of the warehouse should not increase the distances traversed in the Sacramento area as most shipments are destined to the Sacramento downtown core area via freeways 90 percent of the way. During the month of March, 1976, there were 55 deliveries from the present warehouse to points in the exempt area totalling 298,194 pounds; in April there were 88 deliveries totalling 377,640 pounds; in May there were 75 deliveries totalling 394,061 pounds; and in June there were 80 deliveries totalling 278,942 pounds.

The Commission staff recommends that the present plants and facilities listed in Paragraph (c) of Item 30 be revised to reflect current conditions. Many of the plants and facilities listed are now within the city limits of Sacramento; other plants are no longer in existence; and the Sacramento Air Depot is now known as Sacramento Air Logistics Center, McClelland Air Force Base.

Copies of the petition were mailed to California Trucking Association (CTA) and Sacramento Metropolitan Chamber of Commerce on or about September 17, 1976. The petition was listed on the Commission's Daily Calendar of September 22, 1976.

CTA objected to the ex parte handling of this matter stating that the Commission should immediately direct its staff to conduct studies contemplated by Decision 66416 in connection with the establishment of minimum rates in the Sacramento Metropolitan Area. CTA further states that the Commission should

issue an order setting hearing concerning such matter and consolidate the instant petition for hearing on a common record therewith.

Petitioner's proposal is not unlike other similar requests that have been granted and should not be delayed pending CTA's suggestion. If CTA desires to pursue the matter of establishing minimum rates in the Sacramento Metropolitan Area, it may do so by filing an appropriate petition.

In the circumstances, the Commission finds that petitioner's proposal is reasonable and justified. A public hearing is not necessary. The Commission concludes that the petition should be granted and the staff recommendations should be incorporated in the necessary amendment of MRT 2.

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision 31606, as amended) is further amended by incorporating therein to become effective December 25, 1976, Twenty-seventh Revised Page 13 attached hereto and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject to Decision 31606, as amended, are hereby authorized to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein.
3. Tariff publications authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the first day after the effective date of this order, and may be made effective on not less than one day's notice to the Commission and to the public if filed not later than sixty days after the


effective date of the minimum rate tariff page incorporated in this order.

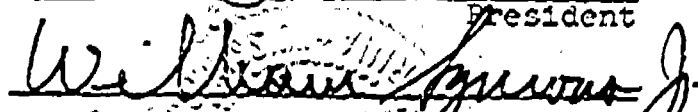
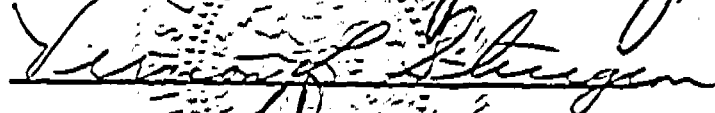
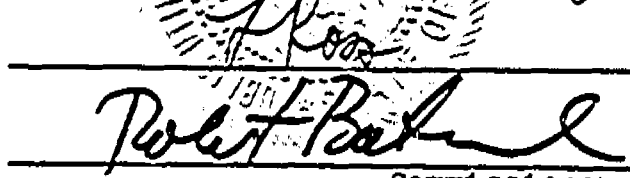
4. Common carriers, in establishing and maintaining the amendments authorized hereinabove, are hereby authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the amendments published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects Decision 31606, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 23rd day of November, 1976.



President




Commissioners

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL (Items 30, 31 and 32)</p> <p>Subject to Note 1 of Item 32 the rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff 9-B;</p> <p>∅ (c) Shipments (1) between Sacramento on the one hand and the adjacent plant of the Campbell Soup Company **, on the other hand; (2) between said city and plant on the one hand and *State of California Department of General Services Central Stores Warehouse, on the other hand; (3) between said city and plants on the one hand and ΔSacramento Air Logistics Center McClellan Air Force Base, on the other hand; (4) between points and places within the area described as follows:</p> <p>Beginning at the junction of the Sacramento River Barge Canal and Sacramento River, westerly along the Sacramento River Barge Canal to Jefferson Boulevard, south-westerly along Jefferson Boulevard to Arlington Road, northerly along Arlington Road to Thorpe Road, westerly along Thorpe Road and its meanderings, thence along the westerly prolongation of Thorpe Road to the east levee of the Yolo Bypass, northerly along the east levee of the Yolo Bypass to the right of way of the Southern Pacific Company, northeasterly along the right of way of the Southern Pacific Company to Harbor Boulevard, northerly along Harbor Boulevard to Riverbank Road, thence northerly along an imaginary line to the Sacramento River, easterly and southerly along the Sacramento River to its junction with the Sacramento River Barge Canal, the point of beginning (includes Port of Sacramento and the communities of West Sacramento, Broderick and Bryte);</p> <p>and (5) between any of the plants or other locations identified in paragraph (c) hereof:</p> <p>(d) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;</p> <p>(e) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora;</p> <p style="text-align: center;">(Continued in Item 31)</p>	<p style="text-align: right;">∅30</p>
<p>∅ Change) * Addition) ∅ Reduction) Δ Change, neither increase) nor reduction) ** Eliminated)</p> <p style="text-align: right;">Decision No. 86666</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction