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Decision No. 91081 NOV 30 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of ATLAS FREIGHT LINES, INC., for an extension of its certificate of public convenience and necessity to operate as a highway common carrier in the transportation of property in intrastate and interstate or foreign commerce.

Application No. 57785  
(Filed December 30, 1977)

Milton W. Flack, Attorney at Law, for Atlas Freight Lines, Inc., applicant.  
Russell, Schureman & Hancock, by R. Y. Schureman, Attorney at Law, for Big Pine Trucking Company, Inc., City Freight Lines, Griley Freightlines, Containerfreight Corporation, and Victorville-Barstow Truck Line, protestants.

O P I N I O N

Applicant Atlas Freight Lines, Inc. (Atlas), which currently has interstate and intrastate common carrier authority to serve between San Diego, on the one hand, and, on the other hand, San Luis Obispo and Fresno with service to intermediate points, requests authority to extend its operations to the San Francisco Bay area and Sacramento on the north, the Imperial Valley on the south, and Inyokern, Ridgecrest, Barstow, Baker, and Needles on the east. Atlas also requests the Commission make a finding that public convenience and necessity require its service in interstate commerce over the new routes requested. The application was protested by Big Pine Trucking Company, Inc. (Big Pine), City Freight Lines, Griley Freightlines, Containerfreight Corporation, and Victorville-Barstow Truck Line. A hearing was

held on the matter in Los Angeles on November 27, 28, and 29, 1978, before Administrative Law Judge Pilling. Notice of the filing of the application appeared in the Federal Register of December 30, 1977.

Atlas currently conducts operations in interstate and intrastate commerce as a highway common carrier between San Luis Obispo and San Diego and between Fresno and San Diego, including intermediate points. Atlas also serves the Palmdale-Lancaster-Mojave area and the Palm Springs-Palm Desert-Indio area. Atlas operates highway common carrier terminals at Bakersfield, Fresno, Oxnard, Riverside, San Diego, and Santa Maria and has a motor carrier terminal at El Centro. Atlas also operates under radial highway common and highway contract carrier authority. Atlas operates 41 pieces of pickup and delivery equipment, 17 line tractors, and 107 trailers. For the first nine months of 1978, Atlas had a common carrier gross income of \$3,276,000 and a net profit before taxes of \$175,000. Atlas has contracts with 13 interstate freight forwarders under which it hauls freight for the freight forwarders at less than its published rates which are entered into pursuant to Section 409 of the Interstate Commerce Act (409 contracts). Atlas also has freight interline agreements with seven interstate truck lines. During a four-week period in the third quarter of 1978, Atlas picked up and interlined 50 shipments for a total weight of approximately 10,000 pounds destined to points in the Ridgecrest-China Lake-Inyokern area, 135 shipments for a total of 59,479 pounds destined to points north of San Luis Obispo and Fresno, and 45 shipments for a total of 26,835 pounds destined to the Victorville-Barstow area. During three weeks of that period, Atlas handled 215 shipments, primarily less than truckload

shipments, under its radial permit into the Imperial Valley to such points as El Centro, Brawley, Imperial, Calexico, Holtville, Calipatria, and Heber. If the application is granted, Atlas will establish a terminal in the San Francisco Bay Area and another close to Sacramento. Atlas generally gives overnight service in its highway common carrier operation and if the expanded authority is authorized will continue to give overnight service throughout its area of operation. The witness for Atlas stated that Atlas has filed this application in order to meet the increasing demands of its customers, of which it has 452 regular accounts, for more direct service via Atlas. He stated his company has an application on file with the Commission to convert its radial highway common carrier permit into a certificate under Section 1063.5 of the Public Utilities Code (the SB 860 conversion privilege).

A custom house broker and ocean freight forwarder, having offices at the Port of Los Angeles and at Port Hueneme, appeared in support of the application. Its witness testified that the company presently uses Atlas whenever possible to and from such points; that Atlas, unlike most carriers which bring it freight, has a terminal at Oxnard close to Port Hueneme and a terminal at Los Angeles; that at Port Hueneme it receives freight from and ships freight to points in the expanded area requested by Atlas; that it wants a carrier with a home base in Ventura County who can serve most of the points to and from which it ships; and that it will give Atlas ocean-shipping containers on the average of twice a week.

The traffic manager for a manufacturer of prefabricated fireplaces located at Fullerton testified that his company ships between 20 and 25 1tl shipments a week throughout California from Fullerton with an average weight of 2,500 pounds. Approximately

10 of those shipments, which presently are moving by certificated truck lines, go to points located in northern California which Atlas is requesting to serve. The shipper also makes truck-load shipments throughout the state and while it has not used Atlas' service on truckload traffic it may do so. Shipper has tentative plans to bring in shipments from its plant in Union City, Tennessee, by contract carrier and use Atlas as the distribution carrier in California. The witness has been plagued with no shows and missed pickups in his use of other carriers but not in his use of Atlas.

A custom house broker operating in the Los Angeles Harbor area has used the services of Atlas in the past and has found the service on imported traffic destined to California points to be very satisfactory. It supports Atlas' request for expanded authority because of the quick response and willingness of Atlas to come into the broker's place of business and pick up the customs clearance papers necessary to pick up the shipment at the port, which many other carriers will not do on a timely basis. Where import shipments are not picked up within the free time allowed, substantial storage charges are assessed the importer. It makes daily shipments to California-destined points, including many points Atlas is requesting to serve. Shipper would tender Atlas between four and five containers a month.

A manufacturer of industrial tape located at Buena Park, California, supports the application. It uses Atlas for direct shipments to points between Bakersfield and Fresno and as an inter-line carrier over Fresno for shipments destined to points north of Fresno including Sacramento and points in the greater San Francisco Bay Area. It believes that it will get better service to points north of Fresno if Atlas is permitted to handle the shipments direct-- instead of interlining them.

Four interstate surface freight forwarders appeared in support of the application. They testified variously that they use the services of Atlas to many, but not all, points presently served by Atlas under a so-called 409 contract; that they desire to have available to them the services of alternate truck lines willing to haul under 409 contracts because they are unable to prevent a truck line from canceling the contract; that from a profit standpoint, they need truck lines who will haul for less than the published rate; that their terminal facilities--the major ones being located in the Los Angeles area--are limited in dock space and so prefer to deal with as few truck lines as possible; and that they handle interstate shipments to and from points all over the state.

A representative of a chemical company located at Bakersfield appeared in support of the application. His company ships blended chemicals from Bakersfield in 500-gallon tanks, 55-gallon drums, and 5-gallon pails to oilfields and irrigation well sites in southern California. His company also ships 30,000 pound shipments once or twice a month to Alaska through San Francisco area ports using Atlas in interline over Fresno. His company supports the application because Atlas has given it good service in the past. It finds Atlas' service advantageous as Atlas has a terminal located at Bakersfield, while some other carriers do not, and because it feels assured that Atlas can give overnight service to points in the requested area of service.

A manufacturer of reflective foil insulation who ships statewide out of San Bernardino appeared in support of the application. The company has found Atlas' service in the past to be faultless and speedy. It supports the application for expanded authority because it does not want its shipments to be interlined as it has experienced damage on rehandling due to the nature of the produce shipped. Its shipments range from small shipments to shipments of 30,000 pounds.

The traffic manager of a company which manufactures and ships daily chain link fence fittings at La Habra to contractors, builders, and hardware stores throughout the state appeared in support of the application. His company's shipments range from 50 pounds to 50,000 pounds, the larger shipments moving on flatbed equipment. His company supports the application because, unlike most other carriers who use vans in their service, Atlas has always been able to supply him with flatbed equipment which he needs to transport pipe section.

The traffic and transportation manager of a company which manufactures and ships sporting goods and rubber products at Santa Ana appeared and supported the application on behalf of his company. His company ships to almost all points within California where there are sporting goods dealers or schools. These shipments are made on a daily basis. His company's inbound shipments consist of weekly shipments of raw materials from the Mojave area, the greater Los Angeles area, San Luis Obispo, Paso Robles, the San Diego area, Calexico, the Los Angeles Harbor area, San Francisco, and Sacramento. Other inbound shipments to Santa Ana consist of semimonthly truckload and less than truckload shipments of sporting goods manufactured in foreign countries and crude rubber passing through the various ports of entry in California. On a monthly basis his company makes a shipment of raw materials from Santa Ana to Mexico City through Calexico. This movement is in shipper-owned trailers and the return movement from Mexico City through Calexico to Santa Ana consisting of finished products made from the raw materials requires two trailers to handle. A Mexican carrier under lease to Griley Freightlines performs these movements and balances its traffic flow by hauling bottles southbound to Calexico. Several domestic carriers have refused to provide this service and the witness would like to have Atlas as a backup carrier to perform this service.

Other shippers supporting the application were a manufacturer of photographic processing solutions located at San Diego, a supplier of pipe valves and fittings located at National City, a manufacturer of air-conditioning ducts at Fresno, a seller and installer of overhead doors located at Ventura, and a manufacturer of wall accessories and factory-made paintings located at Camarillo. All except one shipper ships strictly intrastate, the exceptional shipper having both intrastate and interstate shipments. The five shippers testified variously that they have used Atlas' service within the scope of Atlas' authority and have found it very satisfactory. They would like to have Atlas' service as a backup carrier to the new points Atlas is requesting to serve in order to fill the gap when existing service breaks down, which happens from time to time.

Protestant Big Pine operates a general commodity highway common carrier truck service in both interstate and intrastate commerce between the greater Los Angeles area and, as here pertinent, points on California Highway 14 north of Mojave, and Inyokern, and Ridgecrest. These points, except the greater Los Angeles area, are new points which Atlas is requesting to serve. Big Pine operates a terminal at Ridgecrest and in the Los Angeles area. Big Pine is the only carrier having a terminal at Ridgecrest. Eighty-five percent of its traffic is less than truckload shipments and of the tonnage it handles at points north of Mojave, including Ridgecrest and Inyokern, 95 percent of the traffic is inbound to that area and only 5 percent outbound from that area. Big Pine has "409 contracts" with 27 freight forwarders, including one of the freight forwarders who supported the application, and would be willing to enter into such contracts with the other three freight forwarders

who supported the application but Big Pine has never been requested to do so by them. Big Pine objects to the granting that part of the application to serve points on California Highway 14 north of Mojave and the area in and around Inyokern and Ridgecrest because Big Pine has the men and equipment to handle any increase in business and because no need has been shown for additional service.

Protestant City Freight Lines objects to the granting of that part of the application which would authorize service at Boron and at points on U.S. Highway 101 between Paso Robles and San Francisco. It contends that it is presently rendering adequate service between those points and between those points and points it is currently authorized to serve, including many of those points presently served by Atlas on U.S. Highway 101 between Paso Robles and San Diego. City Freight Lines contends there is sufficient highway common carrier competition between those points.

Protestant Victorville-Barstow Truck Line operates in both intrastate and interstate service between points in the Los Angeles Basin Territory and, as here pertinent, Victorville, Barstow, Yermo, Baker, Boron, and points on U.S. Highway 395 between its junction with U.S. Highway 466 and its junction with U.S. Highway 66. It has a terminal at Victorville at which it employs seven full-time persons and a terminal at Barstow at which it employs six full-time employees. Between August and November 1978, Atlas turned to it 70 shipments weighing in the aggregate 19,671 pounds for delivery in the Victorville-Barstow area. Sixty percent of its traffic is interstate traffic. It has a dozen 409 contracts with a dozen freight forwarders. It regularly handles shipments for four of the freight forwarders supporting the application. It believes that the introduction of another interstate carrier into the Victorville-Barstow area will merely dilute the presently available traffic into and out of that area and cause it to reduce the number of persons it employs there, thus, forcing a reduction of



service. Its inbound traffic into the Victorville-Barstow area is two or three to one over its outbound traffic from that area.

Protestant Griley Freightlines objects to the granting of that portion of the application which would authorize Atlas to serve points north of Fresno and those in the Imperial Valley. It has an agency station at Calexico. Ninety percent of its traffic is interstate in nature and it gives overnight truck service between most of the points it serves. It handles air freight in its truck service as well as import and export traffic. It believes that a grant of the application will only result in the further dilution of available traffic and that its service is adequate to meet the needs of the shipping public to and from the area from which it seeks to exclude Atlas' service.

Protestant Containerfreight Corporation is a motor common carrier specializing in the transportation of general commodities and ocean-going containers. It objects to the authorization of additional motor carrier service north of Fresno and San Luis Obispo and south of Indio, as it now believes it is rendering adequate service at those points. However, it would have no objection to any grant of authority to Atlas if the grant was restricted against the transportation of ocean-going containers having an immediately prior or subsequent movement by water.

Protestants made a motion that Atlas' application be dismissed on the ground that Atlas is maintaining another application before this Commission for statewide highway common carrier authority pursuant to the provisions of the SB 860 conversion privilege. Since Atlas will undoubtedly be entitled to a statewide certificate under the SB 860 conversion privilege, protestants contend that Atlas is unable to demonstrate a need for intrastate

service in the herein proceeding. Atlas maintains that the converted certificate for which it applied under the SB 860 conversion privilege has not as yet been issued to it. It points out that the converted certificate when issued is to be distinguished from the traditional certificate for which it is applying in this case (see Decision No. 89575). The converted certificate may not be sold or transferred for a period of five years after issuance except to the extent of operations actually conducted. The converted certificate may exceed the scope of operations actually conducted under the permit and operations may be expanded or contracted without a showing of public convenience and necessity. In applying for the traditional certificate in this case, Atlas has committed itself to providing service as a common carrier and to the issuance and publication of tariffs establishing rates within the expanded area; whereas, no such commitment is necessary under the converted authority for the first five years. Atlas contends that protestants' objection may be valid after the five-year period is over but the objection has no merit at this time.

Protestants' primary and apparently only interest in the case is in the interstate portion of the application, as they are resigned to the fact that many thousands of carriers, including Atlas, will obtain intrastate highway common carrier authority competitive with that of protestants under the SB 860 conversion privilege.

Findings of Fact

1. Atlas requests authority to expand its highway common carrier operation in both interstate and intrastate commerce north into the San Francisco-Sacramento area, south and east into the Imperial Valley, and east into the Inyokern-Ridgecrest area, the Victorville-Barstow-Baker area, and the Needles area.

2. Atlas is fit, willing, and able to conduct the proposed service.

3. Seventeen shippers appeared and testified in support of the application.

4. Eight of the supporting shippers had only intrastate traffic; six had interstate traffic only, and three had both interstate and intrastate traffic.

5. All of the supporting shippers have been using Atlas' present highway common carrier service and are very satisfied with it.

6. A number of supporting shippers desire to use Atlas' proposed service because they are dissatisfied with the no shows and late pickups given by existing carriers and delays in transit caused by the necessity of interlining shipments.

7. The four interstate freight forwarders desire to use Atlas' service and have it available to them as an alternate truck service.

8. Public convenience and necessity require that Atlas be authorized to engage in operations in intrastate commerce as proposed in the application and also require that Atlas be authorized to engage in operations in interstate and foreign commerce within limits which do not exceed the scope of the intrastate operations authorized by this decision.

9. It can be seen with certainty that there is no possibility that a grant of the authority may have a significant effect on the environment.

10. The fact that Atlas has on file an application for a certificate under the SB 860 conversion privilege does not preclude it from maintaining this application, as the certificate authorized Atlas herein commits Atlas to provide service as a common carrier and to the issuance and publication of tariffs establishing rates within the expanded area; whereas, no such commitment is necessary under the converted authority for the first five years.

Conclusion of Law

The Commission concludes that the application should be granted as set forth in the ensuing order. The territorial description or routes of the authority granted reflect the names of redesignated highways and roads and do not in any way exceed the geographical scope of the proposed operation as published in the Federal Register.

Atlas is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Atlas Freight Lines, Inc., a corporation, authorizing it to operate as a highway common carrier, as defined in Section 213 of the Public Utilities Code, between the points and over the routes set forth in Appendix A of this decision.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure to do so may result in cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules administered by the California Highway Patrol and the insurance requirements of the Commission's General Order No. 100-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and amend or file tariffs, in triplicate, in the Commission's office.

- (c) The tariff filings shall be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order No. 80-Series.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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(F) Applicant shall comply with the requirements of the Commission's General Order No. 84-Series for the transportation of applicant elects for the shipment. If on delivery shipments, it shall make the appropriate tariff filings as required by the General Order.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificate of public convenience and necessity granted by Decision No. 84148, which certificate is revoked concurrently with the effective date of the tariff filings required by paragraph 2(b).

The effective date of this order shall be thirty days after the date hereof. NOV 30 1979, at San Francisco, California.

*John E. Guyno*  
President  
*Richard A. [unclear]*  
*Alvin [unclear]*  
*Samuel [unclear]*

*CORRECTION*

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

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(f) Applicant shall comply with the requirements of the Commission's General Order No. 84-Series for the transportation of collect on delivery shipments. If applicant elects not to transport collect on delivery shipments, it shall make the appropriate tariff filings as required by the General Order.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificate of public convenience and necessity granted by Decision No. 84148, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b).

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

Dated NOV 30 1979, at San Francisco, California.

John E. Coyne  
President

William L. Stanger

Richard W. Marshall

Robert T. Daniel

Samuel W. Jones  
Commissioners



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Appendix A

ATLAS FREIGHT LINES, INC.  
(a California corporation)

Original Page 1

Atlas Freight Lines, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to conduct operations as a highway common carrier as defined in Section 213 of the Public Utilities Code for the transportation of general commodities as follows:

1. Between all points within the Los Angeles Basin Territory as described in Note A hereof.
2. Between all points within the Los Angeles Basin Territory, on the one hand, and, on the other hand, San Diego. Service is authorized to, from and between all intermediate points on and within 20 statute miles laterally of Interstate Highway 5 and to, from and between all intermediate points on and within 20 statute miles laterally of Interstate Highway 15, and to, from and between all intermediate points on and within 20 statute miles laterally of Interstate Highway 15 and the Los Angeles Basin Territory as described in Note A hereof.
3. Between all points and places specified in paragraph 2 above, on the one hand, and, on the other hand, all points and places on and twenty (20) statute miles laterally of the following routes:

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Appendix A

ATLAS FREIGHT LINES, INC.  
(a California corporation)

Original Page 2

- a. Interstate Highway 10 between Los Angeles Basin Territory, as described in Note A hereof, and Indio, inclusive.
- b. State Highway 111 between its intersection with Interstate Highway 10 at or near Whitewater, and Calexico, inclusive.
- c. U.S. Highway 101 between Los Angeles Basin Territory, as described in Note A hereof, and Santa Rosa, inclusive.
- d. State Highway 1 between Los Angeles Basin Territory, as described in Note A hereof, and Pismo Beach, inclusive.
- e. State Highway 118 between Los Angeles Basin Territory, as described in Note A hereof, and its intersection with State Highway 126 at Saticoy, inclusive.
- f. State Highway 126 between its intersections with Interstate Highway 5 near Castaic Junction and U.S. Highway 101 in the City of Ventura, inclusive.
- g. Interstate Highway 5 between San Ysidro and Woodland, inclusive.

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- h. State Highway 99 between its intersection with Interstate Highway 5 at Wheeler Ridge and the City of Fresno, inclusive.
- i. State Highway 14 between its intersections with Interstate Highway 5 near Newhall and U.S. Highway 395 near Inyokern, inclusive.
- j. State Highway 58 between its intersections with State Highway 99 in the City of Bakersfield, and Interstate Highway 15 near the City of Barstow, inclusive.
- k. Interstate Highway 8 between its intersection with Interstate Highway 5 in the City of San Diego and Winterhaven, inclusive.
- l. State Highway 86 between its intersections with Interstate Highway 10 near the City of Indio, and Interstate Highway 8 near the City of El Centro, inclusive.
- m. State Highway 62 between its intersection with Interstate Highway 10 near Whitewater and the City of Twenty-Nine Palms, inclusive.

- n. Interstate Highway 15 between Los Angeles Basin Territory, as described in Note A hereof, and Baker, inclusive.
- o. U.S. Highway 395 between its intersection with Interstate Highway 15 near Hesperia and State Highway 14 near Inyokern, inclusive.
- p. Interstate 80 between its intersection with U.S. Highway 101 in the City of San Francisco and Auburn, inclusive.
- q. Interstate Highway 580 between its intersections with Interstate Highway 80 in the City of Oakland and Interstate Highway 5 near Vernalis, inclusive.
- r. State Highway 152 between its intersections with U.S. Highway 101, at the City of Gilroy, and State Highway 99 near Califa, inclusive.
- s. Interstate Highway 40 between its intersection with Interstate Highway 5 near the City of Barstow and the California-Arizona boundary.
- t. State Highway 17 between its intersection with U.S. Highway 101 in the City of San Rafael and the City of Santa Cruz.

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4. Carrier may use the highways named in this order in either direction and any other public roadways necessary or convenient to perform the service authorized in Paragraphs 1, 2 and 3.
5. Through routes and rates may be established between any and all points specified in Paragraphs 1 through 3.

Except that pursuant to the authority herein granted carrier shall not transport any shipments of:

1. Used household goods, personal effects and office, store and institution furniture, fixtures and equipment not packed in salesmen's hand sample cases, suitcases, overnight or boston bags, briefcases, hat boxes, valises, traveling bags, trunks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, rums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).
2. Automobiles, trucks and buses, viz.: New and used, finished or unfinished passenger, automobiles (including jeeps), ambulances, hearses and taxis, freight automobiles, automobile chasses, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis.
3. Livestock, viz.: barrows, boars, bulls, butcher hogs, calves, cattle, cows, dairy cattle, ewes, feeder pigs, gilts, goats, heifers, hogs, kids, lambs, oxen, pigs, rams (bucks), sheep, sheep camp outfits, sows, steers, stags, swine or wethers.

4. Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles.
5. Commodities when transported in bulk in dump-type trucks or trailers or in hopper-type trucks or trailers.
6. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
7. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.

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## NOTE A

## LOS ANGELES BASIN TERRITORY

Los Angeles Basin Territory includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County Boundary Line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway 118, approximately two miles west of Chatsworth; easterly along State Highway 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary of the City of San Fernando to Maclay Avenue; northeasterly along Maclay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest Boundary to Mill Creek Road (State Highway 8); westerly along Mill Creek Road to Bryant Street; southerly along Bryant Street to and including the unincorporated community of Yucaipa; westerly along Yucaipa Boulevard to Interstate Highway 10; northwesterly along Interstate Highway 10 to Redlands Boulevard; northwesterly along Redlands Boulevard to Barton Road; westerly along Barton Road to La Cadena Drive; southerly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to State Highway 60; southeasterly along State Highway 60 and U.S. Highway 395 to Nuevo Road; easterly along Nuevo Road via Nuevo and Lakeview to State Highway 79; southerly along State Highway 79 to State Highway 74; thence westerly to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to The Atchison, Topeka & Santa Fe right-of-way; southerly along said right-of-way to Washington Road; southerly along Washington Road through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to Winchester Road (State Highway 9) to Jefferson Avenue; southerly along Jefferson Avenue to U.S. Highway 95; southerly along U.S. Highway 395 to the Riverside County-San Diego County Boundary Line; westerly along said boundary line to the Orange County-San Diego County Boundary Line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shoreline of the Pacific Ocean to point of beginning, including the point of March Air Force Base.

(END OF APPENDIX A)

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