

Decision 11-07-035 July 28, 2011

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Accelar, Inc. to operate as a scheduled Passenger Stage Corporation between points in San Francisco, Marin, Sonoma, Napa, Alameda, Contra Costa, Solano, San Mateo, Santa Clara, Sacramento, Yolo, Placer, El Dorado, San Joaquin, Stanislaus, Merced, and Fresno Counties in the State of California, and to establish a Zone of Rate Freedom for its services.

Application 10-06-009
(Filed June 15, 2010)

Jose E. Guzman, Jr., Attorney at Law,
for Applicant.

Michael Watson, for Silverado Stages, Inc.,
Protestant.

Michael Jackson, for Royal Coach Tours,
Protestant.

Gary Bauer, for Bauer's Limousine Service, Inc.,
Protestant.

DECISION GRANTING APPLICATION

Accelar, Inc. (Accelar or applicant), a California corporation seeks authority to operate as a scheduled passenger stage corporation (PSC) between fixed points in San Francisco, Marin, Sonoma, Napa, Alameda, Contra Costa, Solano, San Mateo, Santa Clara, Sacramento, Yolo, Placer, El Dorado, San Joaquin, Stanislaus, Merced, and Fresno Counties, State of California, for sports events, concerts, and other public events. Three potential competitors protested the application.

Accelar was founded in November 2006 to bring internet solutions to the group travel services market, in general, and the group transportation services market, in particular. Since its inception, Accelar has used the internet to provide charters, tours, and trips for more than 20 motor coach operators and tour operators across the country. For the booking of charters, tours, and trips, Accelar partners with motor coach operators in each market. Accelar does not own its own fleet of vehicles, but rather contracts with local carriers.

As an example, on October, 2009, Accelar entered into an agreement with the San Francisco 49ers for online booking of 49ers game day packages, including round-trip transportation to and from the game. Accelar marketed and sold these game day transportation packages for the last five 49ers home games of the 2009 season. Accelar worked with several motor coach operators to provide the transportation component of these packages. Accelar and its transportation partners operated from 10 different pick-up locations across Northern California. Included in these packages were 49ers game day tickets, 49ers tailgate party tickets, and several promotional items - 49ers memorabilia, \$10 cash card, 49ers Game Day magazine, etc. Accelar has filed this application to acquire authority to provide transportation service to events on an individual fare basis without providing a package of services.

Applicant proposes to offer scheduled PSC service between points in San Francisco, Marin, Sonoma, Napa, Alameda, Contra Costa, Solano, San Mateo, Santa Clara, Sacramento, Yolo, Placer, El Dorado, San Joaquin, Stanislaus, Merced, and Fresno Counties to various sports venues, including Candlestick Park and AT&T Park in San Francisco, U.C. Berkeley's Memorial Stadium in Berkeley, The Oakland/Alameda County Coliseum in Oakland, and the HP Pavilion in San Jose. Applicant will provide its services including but not

limited to football games, baseball games, basketball games, ice hockey games, soccer games, concerts, and other public events.

In 2008, Accelar offered transportation service to New York Giants home football games in New Jersey and Boston Red Sox home games at Fenway Park in Boston from Rhode Island and other locations. Accelar developed internet ticket booking websites in New York and Rhode Island to offer football and baseball packages, which included transportation.

Based on its success in launching these websites and seeing an opportunity to offer a different game day experience, Accelar decided to build and market its own vertical sports/event packages and offer its own branded sports and event services. Accelar has entered into a four-year agreement with the San Francisco 49ers to offer packages on a bigger and broader scale. Accelar is planning to increase value in the 49ersExperience packages with more promotional items offered by the 49ersExperience sponsors. Accelar is also in discussions with several other sports and event organizers in California to host similar promotions on behalf of the sports franchises and events.

Unlike other transit-like services with multiple stops along the way, Accelar expects to have only one stop for the routes along which it intends to operate. Depending on the type and venue for sports, events, and destinations, applicant expects to enter into agreements with motor coach operators, mini-bus, mini-van and limousine operators best suited to provide transportation services for those venues. Applicant is aware of the Commission's insurance requirements relating to PSC and is prepared to comply with such insurance requirements.

Applicant proposes to charge for its PSC services as part of a game day package on an individual fare basis and a graduated basis depending on the

distance of the starting and ending points of the ride from each county. Rates for stops between these points and the final destination will decrease the closer the stop gets to the event venue. The actual schedule of stops and rates will be filed with applicant's tariff.

Accelar further requests a Zone of Rate Freedom (ZORF) with regard to its rates as authorized by Pub. Util. Code § 454.2. More specifically, applicant proposes that for regular fares up to \$19.99, it be able to adjust such rates up or down by \$5.00. For regular fares between \$20 and \$29.99, Accelar proposes an adjustment, up or down by \$10. For regular fares between \$30 and \$44.99, the proposed adjustment, up or down would be \$15. And for regular fares \$45 and above, the proposed adjustment, up or down would be \$25.

Pub. Util. Code § 1032(b) sets forth a list of eight criteria that an applicant must meet in order to be granted a PSC certificate. With respect to each of the eight criteria – which deal mainly with an applicant's financial and operational fitness and its ability to comply with various safety regulations – applicant has demonstrated its compliance with such criteria. Accelar's PSC services will result in the reduction of individual passenger vehicles using the regional highways and contribute to the reduction of carbon dioxide and other greenhouse gases in the atmosphere.

Accelar's financial ability to provide the proposed PSC services is shown by applicant's balance sheet and income (profit and loss) statements for the years 2006 through 2009. The income statement includes a pro forma projected profit and loss statement for its estimated 2010 operations. Because Accelar is a privately held corporation, its financial statements are not available to the public and their disclosure would result in Accelar becoming competitively

disadvantaged. Therefore, in order to protect the confidentiality of its financial information, applicant submits such information under seal.

Protestants argue that applicant has not shown that it is fit to operate as a PSC; but protestants presented no witnesses nor other evidence. An evidentiary hearing was held on January 26, 2011.¹ Applicant presented its president who testified to applicant's fitness and presented financial records to show its capability to perform the sought authority. As we pointed in a comparable situation, if applicant's service fails other certificated operators are available to fill the void. (Re Application of PCSTC. D.00-09-054 in A.99-08-037, mimeo, at 5.)

Comments on Proposed Decision

The proposed decision of ALJ Barnett in this matter was mailed to the parties in accordance with Section 311 of the Public Utilities Code, and comments were allowed under Rule 14.3 of the Commission's Rules of Practice and Procedure. Comments were filed on June 9, 2011 by the City and County of San Francisco (City), and by Silverado Stages. The comments of Silverado Stages merely repeat arguments previously discussed and need no further elaboration. The comments of the City seek incorporation of a Stipulation between the City and Accelar. We shall do so.

¹ This application was submitted on March 7, 2011 upon the filing of the brief by Silverado Stages Inc.

Accelar and the City entered into the Stipulation on September 22, 2010. A copy of the Stipulation is attached as Appendix B. The Stipulation was filed with the Commission the same day. Under the terms of the Stipulation, Accelar agreed to certain conditions concerning parking and passenger loading and unloading while operating in the City, and in return, the City agreed not to oppose the application. Accelar and City also agreed that these conditions should be incorporated into any Commission decision granting the application. The specific conditions agreed to were as follows:

- a) Accelar will not use any of the City's Muni bus stops (Red Zones) for passenger loading or unloading;
- b) Accelar will not double-park on City streets in the course of providing service; and
- c) When providing service to or from AT&T Park in San Francisco, Accelar will use only the designated bus parking area for AT&T Park located on the west side of Terry Francois Boulevard across the street from Piers 48 and 50 for passenger loading and unloading and for parking during events, and Accelar vehicles shall not stop in any of the NO STOPPING zones located around the periphery of AT&T Park or on nearby streets.

The agreement between the parties is appropriate and reasonable.

Assignment of Proceeding

Timothy A. Simon is the assigned Commissioner and Robert Barnett is the assigned Administrative Law Judge in this proceeding.

Findings of Fact

1. Accelar currently operates a service between many of the points set forth in its application.

2. Granting the application would merely change the existing service from one which is operated under charter arrangements into one that is operated by collecting individual fares, without affecting the public need for the service.

3. Accelar is financially fit to operate the proposed service.

4. A response to the application was filed by the City.

5. To address the concerns raised in the response, Accelar has entered into a Stipulation with the City that is intended to minimize traffic congestion and potential impacts on the City's public transit operations, attached as Appendix B.

Conclusions of Law

1. Accelar's application to operate on an individual fare basis should be granted.

2. A certificate of public convenience and necessity should be granted to Accelar as set forth in the order.

3. Accelar should be ordered to comply with the terms of the Stipulation it executed with the City.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Accelar, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Pub. Util. Code § 226, to transport passengers between the points and over the routes set forth in Appendix PSC-26666, subject to the conditions contained in the following paragraphs.

2. Applicant shall:

a. File a written acceptance of this certificate within 30 days after this decision is effective.

- b. Establish the authorized service and file tariffs and timetables within 120 days after this decision is effective.
- c. File tariffs and timetables on or after the effective date of this decision. They shall become effective 10 days or more after the effective date of this decision, provided that the Commission and the public are given not less than 10 day's notice.
- d. Comply with General Orders Series 101 and 158, and the California Highway Patrol safety rules.
- e. Comply with the controlled substance and alcohol testing certification program pursuant to Pub. Util. Code § 1032.1 and General Order Series 158.
- f. Remit to the Commission the Transportation Reimbursement Fee required by Pub. Util. Code § 423 when notified by mail to do so.
- g. Comply with Pub. Util. Code §§ 460.7 and 1043, relating to the Workers' Compensation laws of this state.
- h. Enroll all drivers in the pull notice system as required by Vehicle Code § 1808.1.
- i. Accelar shall comply with the terms of the Stipulation it executed with the City and County of San Francisco on September 22, 2010, attached as Appendix B.

3. Applicant is authorized under Pub. Util. Code § 454.2 to establish a zone of rate freedom as follows: \$5 above and below fares of \$19.99 or less; \$10 above and below fares between \$20 and \$29.99; \$15 above and below fares between \$30 and \$44.99; and \$25 above and below fares \$45 and above.

4. Applicant shall file a zone of rate freedom (ZORF) tariff in accordance with the application on not less than 10 days' notice to the Commission and to the public. The ZORF shall expire unless exercised within 120 days after the effective date of this decision.

5. Applicant may make changes within the zone of rate freedom by filing amended tariffs on not less than 10 days' notice to the Commission and to the public. The tariff shall include the authorized maximum and minimum fares and the fare to be charged between each pair of service points.

6. In addition to posting and filing tariffs, Applicant shall post notices explaining fare changes in its terminals and passenger-carrying vehicles. Such notices shall be posted at least 10 days before the effective date of the fare changes and shall remain posted for at least 30 days.

7. Applicant is authorized to begin operations on the date that the Consumer Protection and safety Division mails a notice to Applicant that its evidence of insurance and other documents required by Ordering Paragraph 2 have been filed with the Commission and that the California Highway Patrol has approved the use of Applicant's vehicles for service.

8. Before beginning service to any airport, Applicant shall notify the airport's governing body. Applicant shall not operate into or on airport property unless such operations are authorized by the airport's governing body.

9. The certificate of public convenience and necessity to operate as PSC-26666, granted herein, expires unless exercised within 120 days after the effective date of this decision.

10. The Application is granted as set forth in Ordering Paragraphs 1-9 above.

11. Application 10-06-009 is closed.

This order is effective today.

Dated July 28, 2011, at San Francisco, California.

MICHAEL R. PEEVEY

President

TIMOTHY ALAN SIMON

MICHEL PETER FLORIO

CATHERINE J.K. SANDOVAL

MARK J. FERRON

Commissioners

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-26666

Showing passenger stage operative rights, restrictions,
limitations, exceptions, and privileges.

All changes and amendments as authorized by
the Public Utilities Commission of the State of California
will be made as revised pages or added original pages.

Issued under authority of Decision 11-07-035, dated July 28, 2011, of the Public
Utilities Commission of the State of California in Application 10-06-009.

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SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS.

Accelar, Inc., a corporation, by the certificate of public convenience and necessity granted by the decision noted in the foot of the margin, is authorized to transport passengers on a scheduled basis between the points described in Section II, over the routes described in Section III, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

When a route description is given in one direction, it applies to operation in either direction unless otherwise indicated.

Only passengers with a point of origin or destination as described in Section IIA shall be transported.

Service may be provided seasonally to coincide with sporting or other events held at the facilities described in Section IIA.

A description of all the stop points to board or discharge passengers and the arrival and departure times from such points shall be indicated in the timetables filed with the Commission.

This certificate does not authorize the holder to conduct any operation on the property of any airport unless such operation is authorized by the airport authority involved.

Issued by California Public Utilities Commission.
Decision 11-07-035, Application 10-06-009.

SECTION II. SERVICE AREA.

- A. Candlestick Park (City and County of San Francisco)
Oakland-Alameda County Coliseum (City of Oakland)
University of California (Cal) Memorial Stadium (City of Berkeley)
AT&T Park (City and County of San Francisco)
HP Pavilion (City of San Jose)
- B. Cities and communities named in the route descriptions contained in Section III and points in the vicinity of those cities and communities located within five miles of the highways named in Section III.

SECTION III. ROUTE DESCRIPTIONS.

Note: The carrier may operate over any streets and highways that are operationally convenient and efficient. Highways are named below to show the route of travel generally and for the purpose of describing the points the carrier is authorized to serve (see Section IIB above).

Candlestick Park Routes

Route 1 - San Francisco County

Commencing from San Francisco, then to Candlestick Park via Highway 101.

Route 2 - Marin County

Commencing from Novato and San Rafael, then to Candlestick Park via Highway 101.

Route 3 - Sonoma County

Commencing from Sonoma, Santa Rosa, and Petaluma, then to Candlestick Park via Highway 101.

Issued by California Public Utilities Commission.
Decision 11-07-035, Application 10-06-009.

Route 4 - Napa County

Commencing from Napa, then to Candlestick Park via Highway 101.

Route 5 - Alameda County/Walnut Creek

Commencing from Walnut Creek, Pleasanton, Fremont, Hayward, Union City, and Oakland, then to Candlestick Park via Highways 580, 80, and 101.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 6 - San Mateo County

Commencing from Menlo Park, Redwood City, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, and Daly City, then to Candlestick Park via Highway 101.

Route 7 - Santa Clara County

Commencing from Gilroy, Morgan Hill, San Jose, Milpitas, Cupertino, Santa Clara, Sunnyvale, Los Altos, Mountain View, and Palo Alto, then to Candlestick Park via Highway 101.

Route 8 - Contra Costa County

Commencing from Concord, Danville, Antioch, Pittsburg, Martinez, Walnut Creek, and Orinda, then to Candlestick Park via Highways 680, 24, 580, 80, and 101.

Route 9 - Sacramento County

Commencing from Sacramento, then to Candlestick Park via Highways 80 and 101.

Route 10 - Solano County

Commencing from Vacaville, Fairfield, and Benicia, then to Candlestick Park via Highways 80 and 101.

Route 11 - San Joaquin County

Commencing from Stockton and Tracy, then to Candlestick Park via Highways 5, 205, 580, 80 and 101.

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Route 12 - Stanislaus County

Commencing from Modesto, then to Candlestick Park via Highways 99, 120, 580, 80, and 101.

Route 13 - Merced County

Commencing from Merced, then to Candlestick Park via Highways 99, 120, 580, 80, and 101.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 14 - Fresno County

Commencing from Fresno, then to Candlestick Park via Highways 99, 120, 580, 80, and 101.

Route 15 - Yolo County

Commencing from Davis, then to Candlestick Park via Highways 80 and 101.

Route 16 - Placer County

Commencing from Roseville and Lincoln, then to Candlestick Park via Highways 80 and 101.

Route 17 - El Dorado County

Commencing from El Dorado Hills, then to Candlestick Park via Highways 50, 80, and 101.

Oakland-Alameda County Coliseum Routes

Route 18 - San Francisco County

Commencing from San Francisco, then to Oakland-Alameda County Coliseum via Highways 80 and 880.

Route 19 - Marin County

Commencing from Novato and San Rafael, then to Oakland-Alameda County Coliseum via Highways 101, 80, 580, and 880.

Route 20 - Sonoma County

Commencing from Sonoma, Santa Rosa, and Petaluma, then to Oakland-Alameda County Coliseum via Highways 101, 80, 580, and 880.

Route 21 - Napa County

Commencing from Napa, then to Oakland-Alameda County Coliseum via Highways 101, 80, 580, and 880.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 22 - Alameda County/Walnut Creek

Commencing from Walnut Creek, Pleasanton, Fremont, Hayward, Union City, and Oakland, then to Oakland-Alameda County Coliseum via Highway 880.

Route 23 - San Mateo County

Commencing from Menlo Park, Redwood City, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, and Daly City, then to Oakland-Alameda County Coliseum via Highways 101, 92, and 880.

Route 24 - Santa Clara County

Commencing from Gilroy, Morgan Hill, San Jose, Milpitas, Cupertino, Santa Clara, Sunnyvale, Los Altos, Mountain View, and Palo Alto, then to Oakland-Alameda County Coliseum via Highways 101 and 880.

Route 25 - Contra Costa County

Commencing from Concord, Danville, Antioch, Pittsburg, Martinez, Walnut Creek, and Orinda, then to Oakland-Alameda County Coliseum via Highways 680, 580, and 880.

Issued by California Public Utilities Commission.
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Route 26 - Sacramento County

Commencing from Sacramento, then to Oakland-Alameda County Coliseum via Highways 80 and 880.

Route 27 - Solano County

Commencing from Vacaville, Fairfield, and Benicia, then to Oakland-Alameda County Coliseum via Highways 80 and 880.

Route 28 - San Joaquin County

Commencing from Stockton and Tracy, then to Oakland-Alameda County Coliseum via Highways 5, 205, 580, 80, and 880.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 29 - Stanislaus County

Commencing from Modesto, then to Oakland-Alameda County Coliseum via Highways 99, 120, 580, 80, and 880.

Route 30 - Merced County

Commencing from Merced, then to Oakland-Alameda County Coliseum via Highways 99, 120, 580, 80, and 880.

Route 31 - Fresno County

Commencing from Fresno, then to Oakland-Alameda County Coliseum via Highways 99, 120, 580, 80, and 880.

Route 32 - Yolo County

Commencing from Davis, then to Oakland-Alameda County Coliseum via Highways 80 and 880.

Route 33 - Placer County

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Commencing from Roseville and Lincoln, then to Oakland-Alameda County Coliseum via Highways 80 and 880.

Route 34 - El Dorado County

Commencing from El Dorado Hills, then to Oakland-Alameda County Coliseum via Highways 50, 80, and 880.

Cal Memorial Stadium Routes

Route 35 - San Francisco County

Commencing from San Francisco, then to Cal Memorial Stadium via Highway 80.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 36 - Marin County

Commencing from Novato and San Rafael, then to Cal Memorial Stadium via Highways 101 and 80.

Route 37 - Sonoma County

Commencing from Sonoma, Santa Rosa, and Petaluma, then to Cal Memorial Stadium via Highways 101 and 80.

Route 38 - Napa County

Commencing from Napa, then to Cal Memorial Stadium via Highways 101 and 80.

Route 39 - Alameda County/Walnut Creek

Commencing from Walnut Creek, Pleasanton, Fremont, Hayward, Union City, and Oakland, then to Cal Memorial Stadium via Highways 980 and 24.

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Route 40 - San Mateo County

Commencing from Menlo Park, Redwood City, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, and Daly City, then to Cal Memorial Stadium via Highways 101 and 80.

Route 41 - Santa Clara County

Commencing from Gilroy, Morgan Hill, San Jose, Milpitas, Cupertino, Santa Clara, Sunnyvale, Los Altos, Mountain View, and Palo Alto, then to Cal Memorial Stadium via Highways 880, 980, and 24.

Route 42 - Contra Costa County

Commencing from Concord, Danville, Antioch, Pittsburg, Martinez, Walnut Creek, and Orinda, then to Cal Memorial Stadium via Highways 680 and 24.

Route 43 - Sacramento County

Commencing from Sacramento, then to Cal Memorial Stadium via Highway 80.

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SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 44 - Solano County

Commencing from Vacaville, Fairfield, and Benicia, then to Cal Memorial Stadium via Highway 80.

Route 45 - San Joaquin County

Commencing from Stockton and Tracy, then to Cal Memorial Stadium via Highways 5, 205, and 580.

Route 46 - Stanislaus County

Commencing from Modesto, then to Cal Memorial Stadium via Highways 99, 120, and 580.

Route 47 - Merced County

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Commencing from Merced, then to Cal Memorial Stadium via Highways 99, 120, and 580.

Route 48 – Fresno County

Commencing from Fresno, then to Cal Memorial Stadium via Highways 99, 120, and 580.

Route 49 – Yolo County

Commencing from Davis, then to Cal Memorial Stadium via Highway 80.

Route 50 – Placer County

Commencing from Roseville and Lincoln, then to Cal Memorial Stadium via Highway 80.

Route 51 – El Dorado County

Commencing from El Dorado Hills, then to Cal Memorial Stadium via Highways 50 and 80.

SECTION III. ROUTE DESCRIPTIONS (Continued).

AT&T Park Routes

Route 52 – Marin County

Commencing from Novato and San Rafael, then to AT&T Park via Highway 101.

Route 53 – Sonoma County

Commencing from Sonoma, Santa Rosa, and Petaluma, then to AT&T Park via Highway 101.

Route 54 – Napa County

Commencing from Napa, then to AT&T Park via Highway 101.

Route 55 - Alameda County/Walnut Creek

Commencing from Walnut Creek, Pleasanton, Fremont, Hayward, Union City, and Oakland, then to AT&T Park via Highways 580 and 80.

Route 56- San Mateo County

Commencing from Menlo Park, Redwood City, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, and Daly City, then to AT&T Park via Highways 101 and 280.

Route 57 - Santa Clara County

Commencing from Gilroy, Morgan Hill, San Jose, Milpitas, Cupertino, Santa Clara, Sunnyvale, Los Altos, Mountain View, and Palo Alto, then to AT&T Park via Highways 101 and 280.

Route 58 - Contra Costa County

Commencing from Concord, Danville, Antioch, Pittsburg, Martinez, Walnut Creek, and Orinda, then to AT&T Park via Highways 580 and 80.

Route 59 - Sacramento County

Commencing from Sacramento, then to AT&T Park via Highway 80.

SECTION III. ROUTE DESCRIPTIONS (Continued).

Route 60 - Solano County

Commencing from Vacaville, Fairfield, and Benicia, then to AT&T Park via Highway 80.

Route 61 - San Joaquin County

Commencing from Stockton and Tracy, then to AT&T Park via Highways 5, 205, 580, and 80.

Route 62 - Stanislaus County

Commencing from Modesto, then to AT&T Park via Highways 99, 120, 580, and 80.

Route 63 – Merced County

Commencing from Merced, then to AT&T Park via Highways 99, 120, 580, and 80.

Route 64 – Fresno County

Commencing from Fresno, then to AT&T Park via Highways 99, 120, 580, and 80.

Route 65 – Yolo County

Commencing from Davis, then to AT&T Park via Highway 80.

Route 66 – Placer County

Commencing from Roseville and Lincoln, then to AT&T Park via Highway 80.

Route 67 – El Dorado County

Commencing from El Dorado Hills, then to AT&T Park via Highways 50 and 80.

SECTION III. ROUTE DESCRIPTIONS (Continued).

HP Pavilion Routes

Route 68 – San Francisco County

Commencing from San Francisco, then to HP Pavilion via Highways 101 and 87.

Route 69 - Marin County

Commencing from Novato and San Rafael, then to HP Pavilion via Highways 101 and 87.

Route 70 - Sonoma County

Commencing from Sonoma, Santa Rosa, and Petaluma, then to HP Pavilion via Highways 101 and 87.

Route 71- Napa County

Commencing from Napa, then to HP Pavilion via Highways 101 and 87.

Route 72 - Alameda County/Walnut Creek

Commencing from Walnut Creek, Pleasanton, Oakland, Fremont, Hayward, and Union City, then to HP Pavilion via Highways 880, 101, and 87.

Route 73 - San Mateo County

Commencing from Daly City, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, and Menlo Park, then to HP Pavilion via Highways 101 and 87.

Route 74 - Santa Clara County

Commencing from Gilroy, Morgan Hill, San Jose, Milpitas, Cupertino, Santa Clara, Sunnyvale, Los Altos, Mountain View, and Palo Alto, then to HP Pavilion via Highways 101 and 87.

Route 75 - Contra Costa County

Commencing from Concord, Danville, Antioch, Pittsburg, Martinez, Walnut Creek, and Orinda, then to HP Pavilion via Highways 880, 101, and 87.

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SECTION III. ROUTE DESCRIPTIONS (Concluded).

Route 76 - Sacramento County

Commencing from Sacramento, then to HP Pavilion via Highways 80, 680, 280, and 87.

Route 77 - Solano County

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Commencing from Vacaville, Fairfield, and Benicia, then to HP Pavilion via Highways 80, 680, 280, and 87.

Route 78 – San Joaquin County

Commencing from Stockton and Tracy, then to HP Pavilion via Highways 5, 205, 580, 680, 280, and 87.

Route 79 – Stanislaus County

Commencing from Modesto, then to HP Pavilion via Highways 99, 120, 580, 680, 280, and 87.

Route 80 – Merced County

Commencing from Merced, then to HP Pavilion via Highways 99, 120, 580, 680, 280, and 87.

Route 81 – Fresno County

Commencing from Fresno, then to HP Pavilion via Highways 99, 120, 580, 680, 280, and 87.

Route 82 – Yolo County

Commencing from Davis, then to HP Pavilion via Highways 80, 680, 280, and 87.

Route 83 – Placer County

Commencing from Roseville and Lincoln, then to HP Pavilion via Highways 80, 680, 280, and 87.

Route 84 – El Dorado County

Commencing from El Dorado Hills, then to HP Pavilion via Highways 50, 80, 680 and 87.