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May 1, 2025

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P. – Acquisition of Control –
Cline Tours, Inc. Et al. STB Docket No. MCF 21131

Dear Ms. Brown:

Enclosed for filing in the above referenced docket is a verified application of Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P. The filing fee has been submitted via pay.gov.

If you have any questions related to this filing, please contact Mark Andrews at mandrews@clarkhill.com or 202-552-2352.

Sincerely,

A handwritten signature in blue ink that reads 'Justin J. Marks'.

Justin J. Marks
Clark Hill PLC

Enclosure

FILED
May 1, 2025
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
May 1, 2025
SURFACE
TRANSPORTATION BOARD
clarkhill.com

Before the
SURFACE TRANSPORTATION BOARD

Docket No. MCF 21131

TRIVEST FUND VII, L.P.
AND PASSENGER TRANSPORT HOLDINGS, L.P.
– ACQUISITION OF CONTROL –
CLINE TOURS, INC. ET AL.

VERIFIED APPLICATION OF
TRIVEST FUND VII, L.P.
AND PASSENGER TRANSPORT HOLDINGS, L.P.
UNDER 49 U.S.C. 14303

Mark J. Andrews
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mandrews@clarkhill.com

Attorneys for Applicants

Dated: May 1, 2025

Before the
SURFACE TRANSPORTATION BOARD

Docket No. MCF 21131

TRIVEST FUND VII, L.P.
AND PASSENGER TRANSPORT HOLDINGS, L.P.
– ACQUISITION OF CONTROL –
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UNDER 49 U.S.C. 14303

I. Introduction and Summary

This application is filed by Trivest Fund VII, L.P. (“Trivest”), a noncarrier, as well as by its noncarrier subsidiary Passenger Transport Holdings, L.P. (“PTH”), collectively “Applicants.” PTH seeks to acquire all voting securities of Cline Tours, Inc. (“Cline”), an interstate motor carrier of passengers that is regulated by the Federal Motor Carrier Safety Administration (“FMCSA”). PTH thereby also seeks to acquire control of Cline’s FMCSA-regulated interstate passenger motor carrier subsidiaries Bus Supply Charters, Inc. (“BSCI”) and Crown Coach Corporation (“Crown”). Cline, BSCI and Crown will be collectively referenced as the “Prospective Acquired Carriers.” Exhibit A to this application is a current corporate organization chart for Cline, BSCI, Crown and their affiliates that are not regulated by the FMCSA. The FMCSA-regulated passenger motor carriers in Exhibit A are marked with asterisks (***) .

Prior approval of the above-described transaction (the “Proposed Acquisitions”) by the Surface Transportation Board (“STB” or the “Board”) is required under 49 U.S.C. 14303 and 49

C.F.R. Part 1182. This approval is required because the Proposed Acquisitions would result in control by Applicants of Cline, BSCI and Crown, in common with Applicants' continued control of Star Shuttle LLC ("Star Shuttle"), an FMCSA-regulated interstate passenger motor carrier acquired by Applicants on May 1, 2024. Exhibit B to this application is a current corporate organization chart for Applicants, on which the only FMCSA-regulated passenger carrier they currently control (Star Shuttle) is again identified by asterisks.¹

II. Information Required under 49 C.F.R. 1182.2(a)(1) through (a)(10)

(1) Full names and addresses of each party to the Proposed Acquisitions:

Trivest Fund VII, L.P.
Passenger Transport Holdings, L.P.
2811 Ponce de Leon Blvd., Suite 400
Coral Gables, FL 33134

Cline Tours, Inc.
277 Commerce Park Drive
Ridgeland, MS 39157

Bus Supply Charters, Inc.
2084 Highway 98 East
McComb, MS 39648

Crown Coach Corporation
8490 Tulane Road
Southaven, MS 38671

Star Shuttle LLC d/b/a Star Shuttle & Charter (currently controlled by Applicants)
1343 Hallmark Drive
San Antonio, TX 78216

(2) Pertinent FMCSA and intrastate operating authorities included in Proposed Acquisitions:

Cline – USDOT 346734, MC-302329, Satisfactory safety rating assigned 2022

¹ The "co-investors" referenced for Trivest in Exhibit A are individual employees of Trivest affiliates. Neither they nor the "other members" holding 4 percent of PTH are entities (or affiliates of entities) that are regulated by FMCSA or the Board. Their holdings do not dilute the position of Trivest as the ultimate controlling party of Applicants.

BSCI – USDOT 292034, MC-193118, Satisfactory safety rating assigned 2022

Crown – USDOT 611350, MC-294231, Satisfactory safety rating assigned 2024

Star Shuttle – USDOT 660715, MC-309567, Satisfactory safety rating assigned 2023

In addition, Cline holds Alabama intrastate authority in Alabama Public Service Commission docket no. CB106 and Mississippi intrastate authority in Mississippi Department of Transportation (“MDOT”) docket no. 98-MC-0235. Cline also conducts intrastate operations in Tennessee by virtue of having a current multi-state filing with the International Registration Plan. BSCI also holds MDOT intrastate authority.

(3) Brief Summary of the Proposed Acquisitions:

A letter of intent executed on October 4, 2024, provides for the Prospective Acquired Carriers identified above, along with the non-carrier Cline affiliates shown in Exhibit A (collectively, the “Cline Entities”), to be acquired by Applicants subject to approval by the Board and other customary closing conditions and approvals. Applicants estimate that the Prospective Acquired Carriers transport 1.5 million passengers annually to and from points in Alabama, Arkansas, Mississippi and Tennessee, utilizing approximately 200 vehicles. Cline was acquired by its current ownership in 1996 and it subsequently acquired BSCI and Crown.² These carriers have a total of approximately 290 employees. Subject to the conditions and approvals referenced above, Applicants and the Prospective Acquired Carriers expect to close the Proposed Acquisitions in the second or third quarter of 2025.

² When Cline acquired BSCI and Crown, more than 90 percent of their passenger revenue and mileage was derived from intrastate operations, or from exempt interstate operations such as school and airport transportation; see 49 USC 13501, 13506. As such, the Cline Group did not believe STB approval of those acquisitions was necessary. If the Board disagrees, Applicants respectfully request it to approve those acquisitions as of the date of this application or to exempt them as intra-corporate family transactions under 49 CFR 1182.9.

As for Applicants' only current passenger motor carrier affiliate (Star Shuttle), it has approximately 230 employees who provide bus transportation primarily to, from and within South Texas. Thus, Star Shuttle has little or no geographic overlap with the areas served by the Prospective Acquired Carriers.

Both Star Shuttle and the Prospective Acquired Carriers are generally engaged in providing contract-based passenger transportation services to tour operators, transit authorities, other governmental agencies, corporations, higher educational institutions and healthcare facilities wishing to outsource the movement of passengers. However, the respective operations of Star Shuttle and the Prospective Acquired Carriers are by no means identical and in fact are highly complementary. For fiscal year 2024, the approximate revenue percentages for these carriers by business segment were distributed somewhat differently as follows:

<u>Principal Business Segments</u>	<u>Prospective Acquired Carriers</u>	<u>Star Shuttle</u>
Fixed Route	8	63
Paratransit (healthcare and eldercare)	0	0
Shuttle (corporate, airport, higher education)	0	13
Leisure travel (tours and charter/special operations)	92	24
Alternative services (electric/autonomous vehicles)	0	0

Star Shuttle estimates that its total market share in the above segments to and from South Texas is less than ten percent. Similarly, the estimated total market share of the Prospective Acquired Carriers for Alabama, Arkansas, Mississippi and Tennessee in the above business segments is only about 10 percent.

(4) **Jurisdictional Statement:**

Applicants, the Prospective Acquired Carriers (with or without Star Shuttle) hereby certify that as of a consecutive 12-month period ending October 4, 2024, their combined gross

operating revenues from passenger motor transportation (including interstate, intrastate, foreign, regulated and unregulated services) exceeded USD \$2 million.

(5) Environmental and Energy Impacts:

Applicants, the Prospective Acquired Carriers and Star Shuttle hereby certify that the Proposed Acquisitions will not significantly affect the quality of the human environment or the conservation of energy resources. Because of the contract-based nature of the passenger transportation operations of the Prospective Acquired Carriers and Star Shuttle, and due to the structure of the Proposed Acquisitions as a transfer of voting securities rather than assets, those parties will continue under legal obligations to perform their existing contracts for provision of passenger services.

(6) Consistency of Proposed Acquisition with the Public Interest:

Under 49 U.S.C. 14303(b), Applicants must demonstrate that approval of the Proposed Acquisitions will be “consistent with the public interest” by reference to:

- “Adequacy of transportation to the public”,
- “Total fixed charges” resulting from the transaction, and
- “The interest of carrier employees affected by” the transaction.

These matters will now be addressed in turn.

(a) *Service Adequacy:* The Proposed Acquisitions should have no adverse impact on the outsourced bus services that Star Shuttle and the Prospective Acquired Carriers provide. As the Board is aware, there are a large number of bus companies providing charter services, while barriers to entry into the motor passenger carrier business are low. See No. MCF-21082, All Aboard America! Holdings, Inc. – Acquisition of Control – Lux Bus America Co., STB served Sept. 21, 2018. The Proposed Acquisitions therefore will not result in any meaningful reduction in competitive charter bus services. Further, because of the contract-driven nature of the

outsourced passenger transit services involved here, Applicants, Star Shuttle and the Prospective Acquired Carriers have every incentive to maintain and improve the adequacy of their services to the public. While the contracts involved are typically for multi-year terms, renewal of such agreements is by no means a foregone conclusion. Contract renewals in the passenger travel sector often involve highly visible and intense negotiation processes between multiple bidders, governmental bodies, unions, political activists and other interested parties. Moreover, users contracting with third-party transit services always have the alternative option of bringing employee transportation operations in-house.

Consequently, outsourced passenger transportation service contracts are highly contestable by firms of all sizes across the fragmented provider landscape. For example, a May 2022 report by Kearney & Company showed that the four largest companies vying for outsourced public transit contracts between 2011 and 2021 were National Express, MV, Transdev/Veolia and First Transit. Together, they saw a significant decline in the share of contracts awarded from approximately 46 percent to only 34 percent. During that same period, the combined share held by participants other than the four leading entities identified by Kearney had increased from 54 percent to 67 percent.

These numbers clearly delineate an industry that would remain subject to intense competitive discipline even after the Proposed Acquisitions. Applicants, the Prospective Acquired Carriers and Star Shuttle will have every incentive to maintain high service levels in order to remain competitive against a wide variety of national, regional and local providers – along with the previously-mentioned alternative for governments, universities and other contracting parties to take passenger transportation in-house again.

(b) *Fixed Charges:* Applicants plan to finance the Proposed Acquisitions with equity from Trivest affiliated funds and with third party debt, which will be secured at closing. Payments on the third party debt will be structured to maintain significant cash coverage over and above mandatory principal repayments.

(c) *Effect on Carrier Employees:* For reasons already discussed, it is highly unlikely that the employees of motor passenger carriers affiliated with the Applicants would be adversely affected by the Proposed Acquisitions. As pointed out above, those carriers will retain *both* contractual obligations to provide outsourced transportation services *and* competitive incentives to maintain and improve existing services, in order to improve their chances of success when new outsourcing opportunities arise or when existing contracts are re-competed. Moreover, both Applicants and their competitors are faced with a longstanding shortage of qualified drivers and maintenance personnel, even in the aftermath of the COVID pandemic. Far from contemplating staff cuts, passenger and transit carriers such as Applicants are actively recruiting additional employees who can meet the qualifications specified by FMCSA and other agencies. Applicants thus do not have, and rationally could not have, any intention of significantly reducing employment levels involving drivers, dispatchers or vehicle maintenance personnel as a result of the Proposed Acquisition. Compare No. MCF 21042, Student Transportation of America – Control – Dairyland Buses, Inc., STB served December 14, 2011 (outsourced school transportation provider subject to market discipline from re-bidding of contracts or from potential decisions of school authorities to take such operations back in-house).

(7) Certification as to FMCSA Safety Fitness Ratings:

Applicants certify that section II(2), *supra*, accurately sets forth the FMCSA safety ratings of the motor passenger carriers to be operated under common control upon closing of the Proposed Acquisition. Moreover, safety is a core value for each of Applicants, Star Shuttle and

the Prospective Acquired Carriers. Star Shuttle is a four-time recipient of the National Safety Council's Employer Traffic Safety Award. Attached as Exhibit D are the current SAFER Snapshots from FMCSA records for Star Shuttle and the Prospective Acquired Carriers. As noted earlier, each of these carriers has a Satisfactory safety rating assigned in the past three years. Each has out-of-service percentages at or well below the national average for roadside inspections of equipment and drivers. Applicants intend to retain the safety management personnel and management systems of each of these carriers after closing of the Proposed Acquisitions. Moreover, it is Applicants' long-term intention – through this and likely future acquisitions – to bring together like-minded, high-quality bus and motorcoach operators into the platform of a national organization, enabling its local brands to deliver exceptionally safe and excellent transportation services while leveraging the resources, scale, and capital of the parent entity.

(8) Certification as to Required Insurance Coverage:

Applicants certify that each of the passenger carriers listed in section II(2) holds the required amount of bodily injury and property damage insurance pursuant to 49 U.S.C. 13906 and that required evidence of such insurance is on file with the FMCSA.

(9) Certification as to Mexican Ownership/Domicile:

Applicants certify that no party to the Proposed Acquisition is owned or controlled by persons or enterprises of Mexico.

(10) Certification under 21 U.S.C. 862 (disqualification of individuals convicted of certain criminal violations):

Inapplicable, as none of the operating authorities involved in the Proposed Acquisitions are held by, or will be transferred to, an individual who will hold the authority in his or her name.

III. Requirements for Service of Documents under 49 C.F.R. 1182.3

The undersigned certifies that a copy of this application is being served on pertinent regulatory authorities of each State in which Star Shuttle and the Prospective Acquired Carriers hold intrastate passenger motor carrier authority and on FMCSA's Office of Registration and Safety Information.

IV. Conclusion

Accordingly, Applicants request that the Board approve this application pursuant to 49 U.S.C. 14303(f).

Respectfully submitted,

/s/ Mark J. Andrews

Mark J. Andrews (202-552-2352)
Clark Hill PLC
1001 Pennsylvania Ave. N.W.
Suite 1300 South
Washington, DC 20004
mandrews@clarkhill.com

Attorneys for Applicants

Dated: May 1, 2025

Exhibits:

- A Pre-closing corporate organization chart for Cline Group
- B Pre-closing corporate organization chart for Applicants and Star Shuttle
- C Post-closing corporate organization chart for Applicants, Star Shuttle and Cline Group
- D FMCSA records on SAFER for Cline, CGSI, Crown and Star Shuttle

Exhibit A

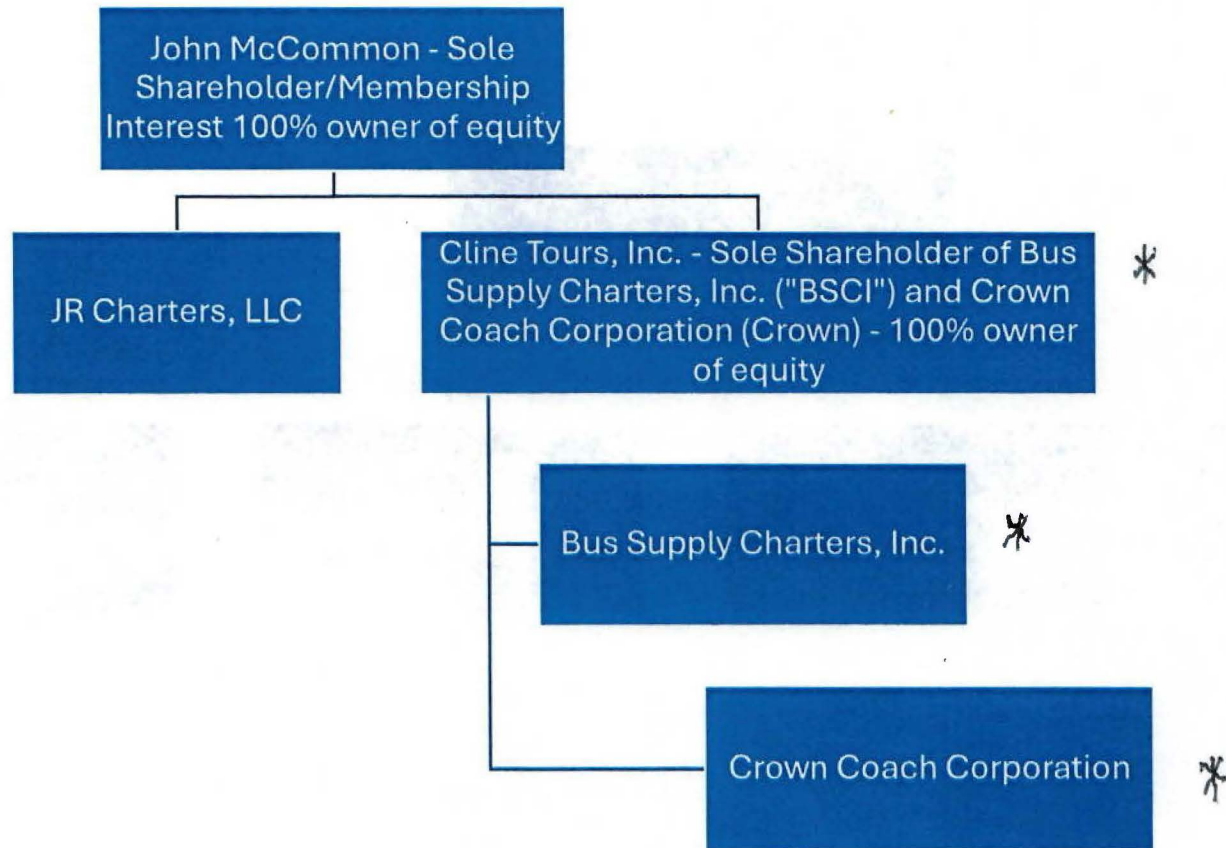


Exhibit B

Star Shuttle – Structure Chart

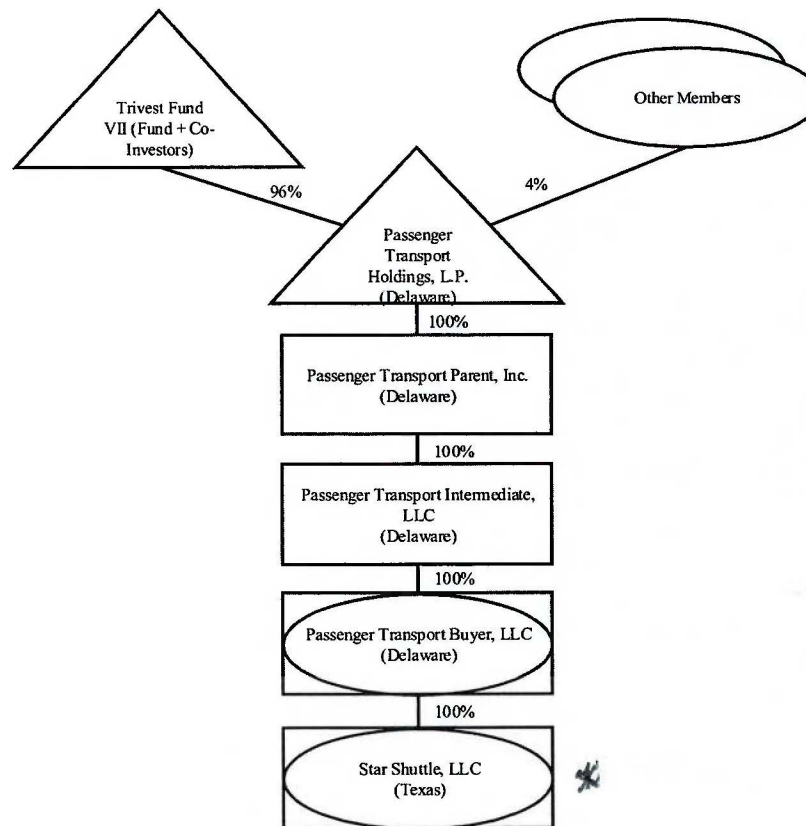


Exhibit C

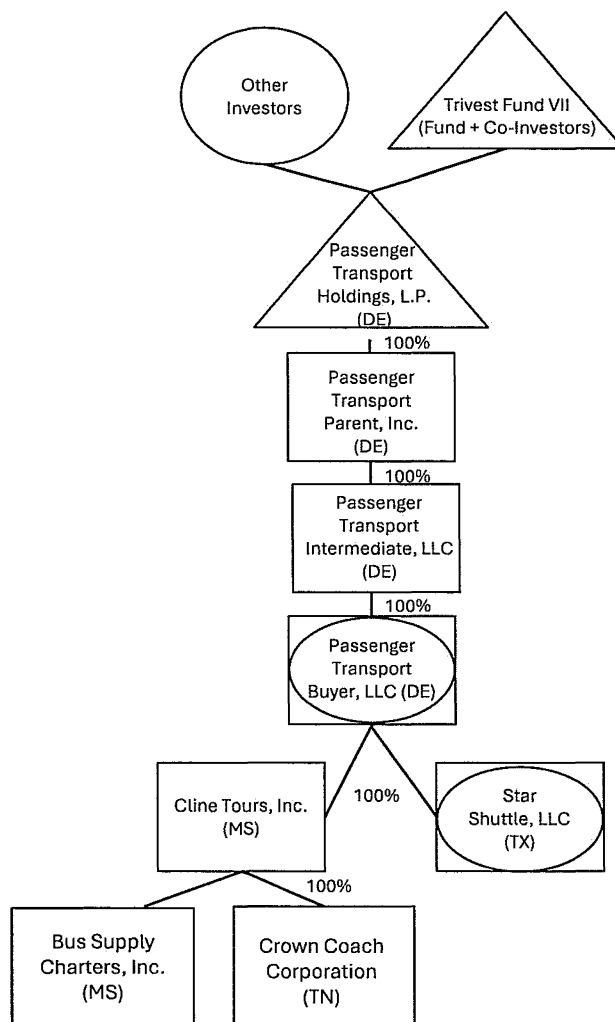


Exhibit D

☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value: CLINE TOURS INC

Search

Company Snapshot

CLINE TOURS INC

USDOT Number: 346734

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
*Please Note: **NOT AUTHORIZED does not apply to Private or Intrastate operations.**
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **01/27/2025**. **Carrier VMT Outdated.**

To find out if this entity has a pending insurance cancellation, please [click here](#).

Other Information for this Carrier

▼ [SMS Results](#)

▼ [Licensing & Insurance](#)

USDOT INFORMATION															
Entity Type:	CARRIER														
USDOT Status:	ACTIVE	Out of Service Date:	None												
USDOT Number:	346734	State Carrier ID Number:													
MCS-150 Form Date:	03/14/2023	MCS-150 Mileage (Year):	3,729,734 (2022)												
OPERATING AUTHORITY INFORMATION															
Operating Authority Status:	AUTHORIZED FOR Passenger For Licensing and Insurance details click here .														
MC/MX/FF Number(s):	MC-202329														
COMPANY INFORMATION															
Legal Name:	CLINE TOURS INC														
DBA Name:															
Physical Address:	277 COMMERCE PARK DRIVE RIDGELAND, MS 39157														
Phone:	(601) 605-4483														
Mailing Address:	POBOX 1498 RIDGELAND, MS 39158-1498														
DUNS Number:	17-489-0046														
Power Units:	183	Drivers:	205												
Operation Classification:															
<table border="0"> <tr> <td>☒ Auth. For Hire</td> <td>Priv. Pass.(Non-business)</td> <td>State Gov't</td> </tr> <tr> <td>☐ Exempt For Hire</td> <td>Migrant</td> <td>Local Gov't</td> </tr> <tr> <td>☐ Private(Property)</td> <td>U.S. Mail</td> <td>Indian Nation</td> </tr> <tr> <td>☐ Priv. Pass. (Business)</td> <td>Fed. Gov't</td> <td></td> </tr> </table>				☒ Auth. For Hire	Priv. Pass.(Non-business)	State Gov't	☐ Exempt For Hire	Migrant	Local Gov't	☐ Private(Property)	U.S. Mail	Indian Nation	☐ Priv. Pass. (Business)	Fed. Gov't	
☒ Auth. For Hire	Priv. Pass.(Non-business)	State Gov't													
☐ Exempt For Hire	Migrant	Local Gov't													
☐ Private(Property)	U.S. Mail	Indian Nation													
☐ Priv. Pass. (Business)	Fed. Gov't														
Carrier Operation:															
<table border="0"> <tr> <td>☒ Interstate</td> <td>☐ Intrastate Only (HM)</td> <td>☐ Intrastate Only (Non-HM)</td> </tr> </table>				☒ Interstate	☐ Intrastate Only (HM)	☐ Intrastate Only (Non-HM)									
☒ Interstate	☐ Intrastate Only (HM)	☐ Intrastate Only (Non-HM)													
Cargo Carried:															
<table border="0"> <tr> <td>General Freight</td> <td>Liquids/Gases</td> <td>Chemicals</td> </tr> <tr> <td>Household Goods</td> <td>Intermodal Cont.</td> <td>Commodities Dry Bulk</td> </tr> </table>				General Freight	Liquids/Gases	Chemicals	Household Goods	Intermodal Cont.	Commodities Dry Bulk						
General Freight	Liquids/Gases	Chemicals													
Household Goods	Intermodal Cont.	Commodities Dry Bulk													

Metal: sheets, coils, rolls	x Passengers	Refrigerated Food
Motor Vehicles	Oilfield Equipment	Beverages
Drive/Tow away	Livestock	Paper Products
Logs, Poles, Beams, Lumber	Grain, Feed, Hay	Utilities
Building Materials	Coal/Coke	Agricultural/Farm Supplies
Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: **01/27/2025**

Total Inspections: 217

Total IEP Inspections: 0

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

Inspections:				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	216	79	0	0
Out of Service	1	1	0	0
Out of Service %	0.5%	1.3%	%	0%
Nat'l Average % as of DATE 12/27/2024*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Crashes reported to FMCSA by states for 24 months prior to: **01/27/2025**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	3	3	6

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: **01/27/2025**

Total inspections: 0

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

Inspections:		
Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: **01/27/2025**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

Carrier Safety Rating:

The rating below is current as of: 01/27/2025

Review Information:

Rating Date:	10/25/2022	Review Date:	10/21/2022
Rating:	Satisfactory	Type:	Compliance Review

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Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE, Washington, DC 20590 • 1-800-832-5660 • TTY: 1-800-877-8339 • [Field Office Contacts](#)

☒ USDOT Number ☐ MC/MX Number ☐ Name

Enter Value: 292034

Search

Company Snapshot

BUS SUPPLY CHARTERS INC

USDOT Number: 292034

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

Other Information for this Carrier

▼ [SMS Results](#)

▼ [Licensing & Insurance](#)

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
***Please Note:** NOT AUTHORIZED does not apply to Private or Intrastate operations.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **04/17/2025**. **Carrier Registration Information Outdated.**
Carrier VMT Outdated.

To find out if this entity has a pending insurance cancellation, please [click here](#).

USDOT INFORMATION		
Entity Type:	CARRIER	
USDOT Status:	ACTIVE	Out of Service Date: None
USDOT Number:	292034	State Carrier ID Number:
MCS-150 Form Date:	03/14/2023	MCS-150 Mileage (Year): 687,729 (2022)
OPERATING AUTHORITY INFORMATION		
Operating Authority Status:	AUTHORIZED FOR Passenger For Licensing and Insurance details click here .	
MC/MX/FF Number(s):	MC-193119	
COMPANY INFORMATION		
Legal Name:	BUS SUPPLY CHARTERS INC	
DBA Name:		
Physical Address:	2084 HIGHWAY 98 EAST MCCOMB, MS 39648	
Phone:	(601) 684-2900	
Mailing Address:	PO BOX 1389 MCCOMB, MS 39649	
DUNS Number:	87-804-1045	
Power Units:	16	Drivers: 26
Operation Classification:		
X Auth. For Hire	Priv. Pass.(Non-business)	State Gov't
Exempt For Hire	Migrant	Local Gov't
Private(Property)	U.S. Mail	Indian Nation
Priv. Pass. (Business)	Fed. Gov't	
Carrier Operation:		
X Interstate	Intrastate Only (HM)	Intrastate Only (Non-HM)
Cargo Carried:		

General Freight	Liquids/Gases	Chemicals
Household Goods	Intermodal Cont.	Commodities Dry Bulk
Metal: sheets, coils, rolls	X Passengers	Refrigerated Food
Motor Vehicles	Oilfield Equipment	Beverages
Drive/Tow away	Livestock	Paper Products
Logs, Poles, Beams, Lumber	Grain, Feed, Hay	Utilities
Building Materials	Coal/Coke	Agricultural/Farm Supplies
Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: 04/17/2025

Total Inspections: 12
Total IEP Inspections: 0

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

Inspections:				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	12	0	0	0
Out of Service	0	0	0	0
Out of Service %	0%	%	%	0%
Nat'l Average % as of DATE 03/28/2025*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Inspections

Number of roadside inspections conducted within the past two years. (Note: These inspections are distinct from the periodic inspections required under 49 CFR Part 396.17, and may not include inspection of all parts and accessories set forth in 49 CFR Part 396 Appendix A.)

The inspections listed on SAFER are conducted in accordance with the North American Standard Inspection Program which was created by the Commercial Vehicle Safety Alliance (CVSA) as the roadside inspection process for inspecting commercial motor vehicles and drivers throughout North America.

Inspections are listed as total, driver, vehicle, and Hazmat. Please see <https://www.fmcsa.dot.gov/safety/question-1-can-violation-free-cvsa-level-i-or-level-v-inspection-be-used-satisfy-periodic> for more details.

Crashes reported to FMCSA by states for 24 months prior to: 04/17/2025

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: 04/17/2025

Total Inspections: 1

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

Inspections:		
Inspection Type	Vehicle	Driver
Inspections	1	1
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: 04/17/2025

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

ID/Operations | Inspections/Crashes In US | Inspections/Crashes In Canada | Safety Rating

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

Carrier Safety Rating:

The rating below is current as of: 04/17/2025

Review Information:

Rating Date:	09/13/2022	Review Date:	09/09/2022
Rating:	Satisfactory	Type:	Compliance Review

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☒ USDOT Number ☐ MC/MX Number ☐ Name

Enter Value: 611350

Search

Company Snapshot

CROWN COACH CORPORATION
USDOT Number: 611350

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

Other Information for this Carrier

▼ [SMS Results](#)

▼ [Licensing & Insurance](#)

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
*Please Note: NOT AUTHORIZED does not apply to Private or Intrastate operations.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **04/17/2025**. **Carrier VMT Outdated.**

To find out if this entity has a pending insurance cancellation, please [click here](#).

USDOT INFORMATION															
<u>Entity Type:</u>	CARRIER														
<u>USDOT Status:</u>	ACTIVE	<u>Out of Service Date:</u>	None												
<u>USDOT Number:</u>	611350	<u>State Carrier ID Number:</u>													
<u>MCS-150 Form Date:</u>	07/19/2023	<u>MCS-150 Mileage (Year):</u>	304,316 (2022)												
OPERATING AUTHORITY INFORMATION															
<u>Operating Authority Status:</u>	AUTHORIZED FOR Passenger														
	For Licensing and Insurance details click here .														
<u>MC/MX/FF Number(s):</u>	MC-294231														
COMPANY INFORMATION															
<u>Legal Name:</u>	CROWN COACH CORPORATION														
<u>DBA Name:</u>															
<u>Physical Address:</u>	1697 BARTLETT ROAD MEMPHIS, TN 38134														
<u>Phone:</u>	(901) 384-9968														
<u>Mailing Address:</u>	20 RIVEREDGE COVE SOUTH ARLINGTON, TN 38002														
<u>DUNS Number:</u>	92-716-2396														
<u>Power Units:</u>	9	<u>Drivers:</u>	14												
<u>Operation Classification:</u>															
<table border="0"> <tr> <td>X Auth. For Hire</td> <td>Priv. Pass.(Non-business)</td> <td>State Gov't</td> </tr> <tr> <td>Exempt For Hire</td> <td>Migrant</td> <td>Local Gov't</td> </tr> <tr> <td>Private(Property)</td> <td>U.S. Mail</td> <td>Indian Nation</td> </tr> <tr> <td>Priv. Pass. (Business)</td> <td>Fed. Gov't</td> <td></td> </tr> </table>				X Auth. For Hire	Priv. Pass.(Non-business)	State Gov't	Exempt For Hire	Migrant	Local Gov't	Private(Property)	U.S. Mail	Indian Nation	Priv. Pass. (Business)	Fed. Gov't	
X Auth. For Hire	Priv. Pass.(Non-business)	State Gov't													
Exempt For Hire	Migrant	Local Gov't													
Private(Property)	U.S. Mail	Indian Nation													
Priv. Pass. (Business)	Fed. Gov't														
<u>Carrier Operation:</u>															
<table border="0"> <tr> <td>X Interstate</td> <td>Intrastate Only (HM)</td> <td>Intrastate Only (Non-HM)</td> </tr> </table>				X Interstate	Intrastate Only (HM)	Intrastate Only (Non-HM)									
X Interstate	Intrastate Only (HM)	Intrastate Only (Non-HM)													
<u>Cargo Carried:</u>															

General Freight	Liquids/Gases	Chemicals
Household Goods	Intermodal Cont.	Commodities Dry Bulk
Metal: sheets, coils, rolls	X Passengers	Refrigerated Food
Motor Vehicles	Oilfield Equipment	Beverages
Drive/Tow away	Livestock	Paper Products
Logs, Poles, Beams, Lumber	Grain, Feed, Hay	Utilities
Building Materials	Coal/Coke	Agricultural/Farm Supplies
Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: 04/17/2025

Total Inspections: 20

Total IEP Inspections: 0

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

Inspections:

Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	20	0	0	0
Out of Service	0	0	0	0
Out of Service %	0%	%	%	0%
Nat'l Average % as of DATE 03/28/2025*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Inspections

Number of roadside inspections conducted within the past two years. (Note: These inspections are distinct from the periodic inspections required under 49 CFR Part 396.17, and may not include inspection of all parts and accessories set forth in 49 CFR Part 396 Appendix A.)

The inspections listed on SAFER are conducted in accordance with the North American Standard Inspection Program which was created by the Commercial Vehicle Safety Alliance (CVSA) as the roadside inspection process for inspecting commercial motor vehicles and drivers throughout North America.

Inspections are listed as total, driver, vehicle, and Hazmat. Please see <https://www.fmcsa.dot.gov/safety/question-1-can-violation-free-cvsa-level-i-or-level-v-inspection-be-used-satisfy-periodic> for more details.

Crashes reported to FMCSA by states for 24 months prior to: 04/17/2025

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:

Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: 04/17/2025

Total inspections: 0

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

Inspections:

Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: 04/17/2025

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

ID/Operations | Inspections/Crashes In US | Inspections/Crashes In Canada | Safety Rating

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

Carrier Safety Rating:

The rating below is current as of: 04/17/2025

Review Information:

Rating Date:	07/10/2024	Review Date:	07/10/2024
Rating:	Satisfactory	Type:	Compliance Review

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☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value: STAR SHUTTLE

Search

Company Snapshot

STAR SHUTTLE LLC
USDOT Number: 660715

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
*Please Note: NOT AUTHORIZED does not apply to Private or Intrastate operations.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **01/27/2025**.

To find out if this entity has a pending insurance cancellation, please [click here](#).

Other Information for this Carrier

- ▼ [SMS Results](#)
- ▼ [Licensing & Insurance](#)

USDOT INFORMATION		
Entity Type:	CARRIER	
USDOT Status:	ACTIVE	Out of Service Date: None
USDOT Number:	660715	State Carrier ID Number:
MCS-150 Form Date:	06/04/2024	MCS-150 Mileage (Year): 3,601,526 (2023)
OPERATING AUTHORITY INFORMATION		
Operating Authority Status:	AUTHORIZED FOR Passenger For Licensing and Insurance details click here .	
MC/MX/FF Number(s):	MC-309567	
COMPANY INFORMATION		
Legal Name:	STAR SHUTTLE LLC	
DBA Name:	STAR SHUTTLE & CHARTER	
Physical Address:	1343 HALLMARK DRIVE SAN ANTONIO, TX 78216	
Phone:	(210) 341-6000	
Mailing Address:	1343 HALLMARK DRIVE SAN ANTONIO, TX 78216	
DUNS Number:	-	
Power Units:	115	Drivers: 140
Operation Classification:		
☒ Auth. For Hire	Priv. Pass.(Non-business)	State Gov't
☐ Exempt For Hire	Migrant	Local Gov't
☐ Private(Property)	U.S. Mail	Indian Nation
☐ Priv. Pass. (Business)	Fed. Gov't	
Carrier Operation:		
☒ Interstate	☐ Intrastate Only (HM)	☐ Intrastate Only (Non-HM)
Cargo Carried:		
General Freight	Liquids/Gases	Chemicals
Household Goods	Intermodal Cont.	Commodities Dry Bulk

Metal: sheets, coils, rolls	☒ Passengers	Refrigerated Food
Motor Vehicles	Oilfield Equipment	Beverages
Drive/Tow away	Livestock	Paper Products
Logs, Poles, Beams, Lumber	Grain, Feed, Hay	Utilities
Building Materials	Coal/Coke	Agricultural/Farm Supplies
Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: **01/27/2025**

Total Inspections: 38
Total IEP Inspections: 0

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

Inspections:				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	38	24	0	0
Out of Service	6	0	0	0
Out of Service %	15.8%	0%	%	0%
Nat'l Average % as of DATE 12/27/2024*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Crashes reported to FMCSA by states for 24 months prior to: **01/27/2025**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	1	4	3	8

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: **01/27/2025**

Total inspections: 0

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

Inspections:		
Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: **01/27/2025**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Crashes:				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

Carrier Safety Rating:

The rating below is current as of: **01/27/2025**

Review Information:

Rating Date:	08/28/2023	Review Date:	06/20/2023
Rating:	Satisfactory	Type:	Compliance Review

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VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P. that the foregoing is true and correct insofar as it relates to those entities. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 29, 2025.


Printed Name: Stephen Reynolds

Title: Partner

VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P. that the foregoing is true and correct insofar as it relates to those entities. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 29, 2025.


Printed Name: Stephen Reynolds

Title: Partner

VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P. that the foregoing is true and correct insofar as it relates to those entities. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 29, 2025.



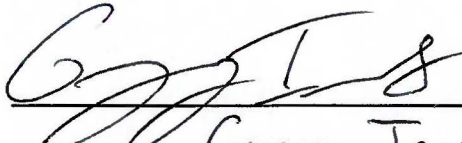
Printed Name: Stephen Reynolds

Title: Partner

VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Star Shuttle, LLC that the foregoing is true and correct insofar as it relates to that company. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 29, 2025.



Printed Name: Gregory Irons
Title: Executive Vice President

VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Cline Tours Inc., Crown Coach Corporation and Bus Supply Charters, Inc. that the foregoing is true and correct insofar as it relates to those companies. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 23, 2025.



Printed Name: John M. McMahon
Title: President