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May 5, 2025
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Justin J. Marks
T (202) 772-0916
F +12027720919
Email:jjmarks@ClarkHill.com

Clark Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004
T (202) 772-0909
F (202) 772-0919

May 5, 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 –
Roadrunner Charters Inc. Et al. STB Docket No. MCF 21132

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,

Justin J. Marks
Clark Hill PLC

Enclosure

FILED
May 5, 2025
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
May 5, 2025
SURFACE
TRANSPORTATION BOARD

Before the
SURFACE TRANSPORTATION BOARD

Docket No. MCF 21132

TRIVEST FUND VII, L.P.
AND PASSENGER TRANSPORT HOLDINGS, L.P.
– ACQUISITION OF CONTROL –
ROADRUNNER CHARTERS 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
Clark Hill PLC
1001 Pennsylvania Ave. N.W.
Suite 1300 South
Washington, DC 20004
(202) 552-2352 (Andrews)
mandrews@clarkhill.com

Attorneys for Applicants

Dated: May 5, 2025

Before the
SURFACE TRANSPORTATION BOARD

Docket No. MCF 21132

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

VERIFIED APPLICATION OF
TRIVEST FUND VII, L.P.
AND PASSENGER TRANSPORT HOLDINGS, L.P.
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 Roadrunner Charters, Inc. (“Roadrunner”) and its affiliate Clark Charters and Travel Inc. d/b/a Clark Travel Enterprises (“Clark”). Roadrunner and Clark are interstate motor carriers of passengers that are regulated by the Federal Motor Carrier Safety Administration (“FMCSA”); they will be collectively referenced as the “Prospective Acquired Carriers.” Exhibit A to this application is a current corporate organization chart for Roadrunner, Clark and their other 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 Roadrunner and Clark in common with Applicants' continued control of Star Shuttle LLC ("Star Shuttle"), an FMCSA-regulated interstate passenger motor carrier they acquired on May 1, 2024. Exhibit B to this application is a current corporate organization chart for Applicants, on which Star Shuttle again is identified by asterisks.¹ Exhibit C is the anticipated corporate organization chart for Applicants, Star Shuttle, Roadrunner and Clark after closing of the acquisitions proposed here, with asterisks denoting all passenger motor carriers sought to be controlled.

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

Roadrunner Charters Inc.²
8972 Trinity Blvd.
Hurst, TX 76053

Clark Charters and Travel Inc. d/b/a Clark Travel Enterprises
3406 W. 2nd Street
Taylor, TX 76574

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

Roadrunner – USDOT 1236490, MC-467373, Satisfactory safety rating assigned 2022; Texas intrastate certificate no. 005832379C

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.

² Prior to closing of the Proposed Acquisitions, Roadrunner will undergo a change in corporate form to a limited liability company for federal tax reasons. FMCSA regulations do not treat such a change as a transfer of control requiring prior approval; see 49 CFR 365.401T(a)(1).

Clark – USDOT 3034203, MC-41086, Satisfactory safety rating assigned 2022; Texas intrastate certificate no. 007126158C³

(3) Passenger Carrier Currently Controlled by Applicants:

Star Shuttle LLC d/b/a Star Shuttle & Charter
1343 Hallmark Drive
San Antonio, TX 78216
USDOT 66075, MC-309567, Satisfactory safety rating assigned 2023; Texas intrastate certificate no. 009742804C

(4) Brief Summary of the Proposed Acquisitions:

A letter of intent executed on October 4, 2024, provides for the stock of Roadrunner and Clark to be acquired by Applicants, subject to approval by the Board and other customary closing conditions and approvals. Subject to those conditions and approvals, Applicants and the Prospective Acquired Carriers expect to close the Proposed Acquisitions in the second or third quarter of 2025. Applicants estimate that the Prospective Acquired Carriers operate approximately 4.3 million miles annually to and from points in Texas and surrounding States, utilizing approximately 100 vehicles and 160 employees.

As noted above, Applicants' only current passenger motor carrier affiliate is Star Shuttle. Founded in 1991, it operates approximately 3.6 million miles annually to, from and within South Texas. It utilizes 140 employees who operate approximately 115 vehicles. The operations of the Prospective Acquired Carriers, which radiate to and from North and East Texas, generally do not geographically overlap the South Texas operations of Star Shuttle except in the Austin area.

³ Currently, the 51 percent owner of Clark is the spouse of the 100 percent owner of Roadrunner. While Roadrunner has held FMCSA authority since 2003, Clark did not obtain such authority until 2017 and at least 90 percent of its revenue continues to derive from intrastate and exempt interstate operations. Under these circumstances, Clark and Roadrunner had not considered it necessary to seek Board approval for their affiliation. If the Board disagrees, Applicants respectfully ask for approval of that relationship as of the date of this application, or alternatively that it be treated as an exempt intra-corporate family transaction under 49 CFR 1182.9.

Both Star Shuttle and the Prospective Acquired Carriers are generally engaged in providing contract-based passenger transportation services for tour operators, transit authorities, other governmental agencies, corporations, educational institutions and healthcare facilities wishing to outsource the movement of passengers. Star Shuttle estimates that its share of the passenger bus transportation market to and from South Texas is less than 10 percent. The Prospective Acquired Carriers' estimated share of the passenger bus transportation market to and from North and East Texas is only about 10 to 20 percent.

(5) Jurisdictional Statement:

Applicants and the Prospective Acquired Carriers (including or excluding 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.

(6) 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 also 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.

(7) 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 and 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, there is every incentive for Applicants, Star Shuttle and the Prospective Acquired Carriers 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, Transdev and First Transit saw a combined share decline from 31 percent to 20 percent, while 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. As noted, Applicants, Star Shuttle and the Prospective Acquired Carriers 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 carriers such as Star Shuttle and the Prospective Acquired Carriers are

actively recruiting additional employees who can meet the qualifications specified by FMCSA and other agencies. These parties 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 Acquisitions. 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).

(8) Certification as to FMCSA Safety Fitness Ratings:

Applicants certify that sections II(2) and II(3), supra, accurately set forth the FMCSA safety ratings of the motor passenger carriers to be operated under common control upon closing of the Proposed Acquisitions. Moreover, safety is a core value for each of the Prospective Acquired Carriers, Star Shuttle and Applicants. 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 identified above. As noted earlier, each of these carriers has a Satisfactory safety rating assigned in the past three years. Each has out-of-service percentages 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' 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.

(9) Certification as to Required Insurance Coverage:

Applicants certify that each of the passenger carriers listed in section II(2) and II(3) 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.

(10) Certification as to Mexican Ownership/Domicile:

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

(11) 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(a)(1)

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.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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 5, 2025

EXHIBITS

- A Pre-closing organizational chart for Roadrunner and Clark
- B Pre-closing organizational chart for Applicants and Star Shuttle
- C Post-closing organizational chart for Applicants, Star Shuttle, Roadrunner and Clark
- D FMCSA SAFER data for Star Shuttle, Roadrunner and Clark

Exhibit A

Roadrunner and Clark – Structure Chart

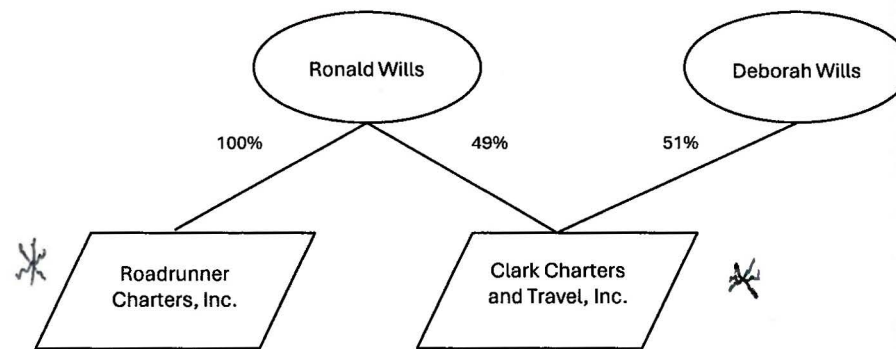


Exhibit B

Star Shuttle – Structure Chart

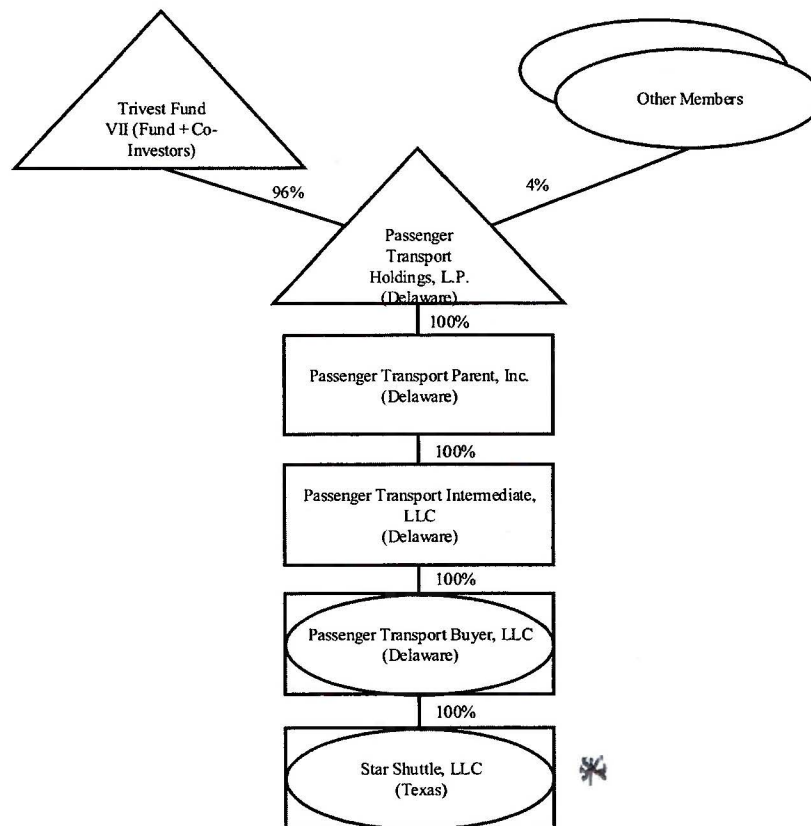


Exhibit C

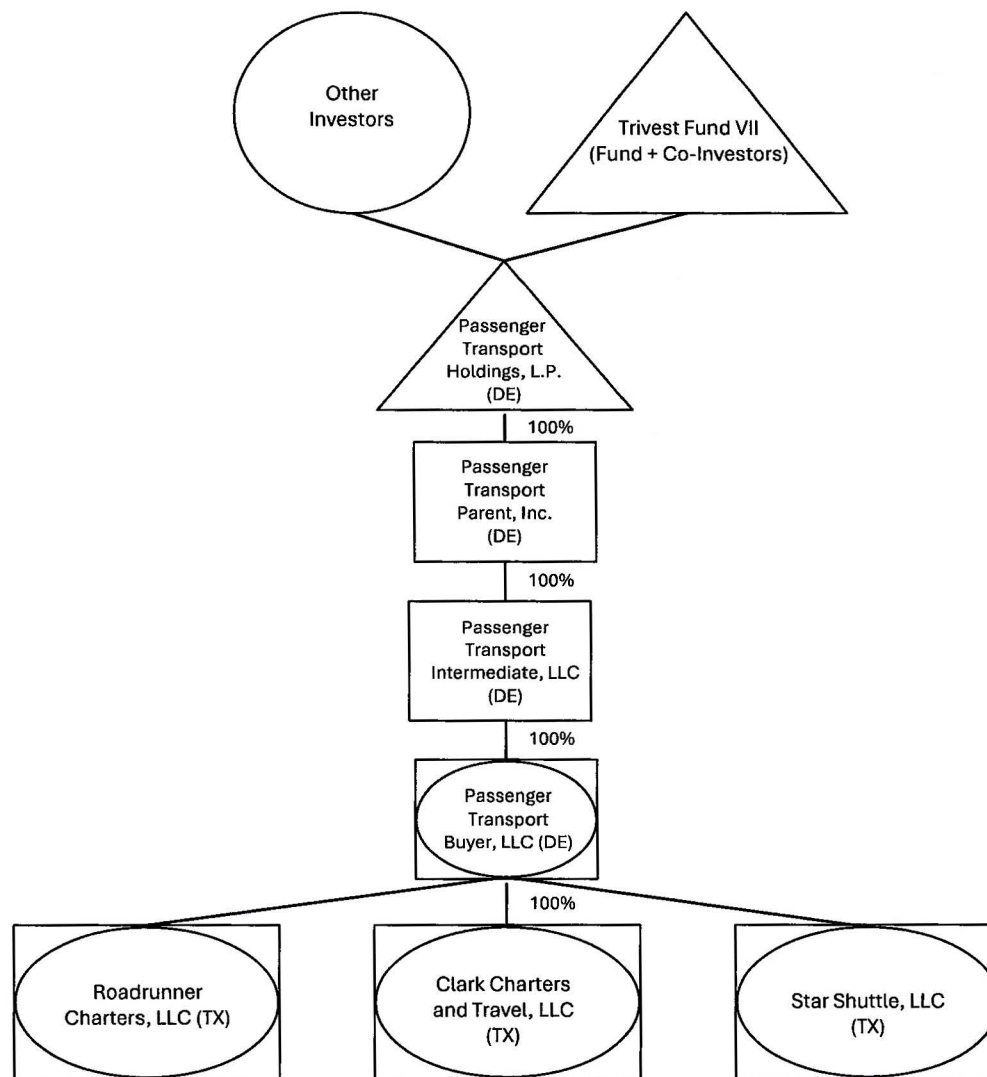


Exhibit D

☒ USDOT Number ☐ MC/MX Number ☐ Name

Enter Value: 660715

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.

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**.

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:	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	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: 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 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-1-or-level-2-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	1	4	3	8

[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:	08/28/2023	Review Date:	06/20/2023
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: ROADRUNNER CHARTERS

Search

Company Snapshot
ROADRUNNER CHARTERS INC
 USDOT Number: 1238490

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.**
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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:	1238490	State Carrier ID Number:													
MCS-150 Form Date:	10/02/2023	MCS-150 Mileage (Year):	3,331,164 (2023)												
OPERATING AUTHORITY INFORMATION															
Operating Authority Status:	AUTHORIZED FOR Passenger For Licensing and Insurance details click here .														
MC/MX/FF Number(s):	MC-467373														
COMPANY INFORMATION															
Legal Name:	ROADRUNNER CHARTERS INC														
DBA Name:															
Physical Address:	8972 TRINITY BLVD HURST, TX 76053														
Phone:	(817) 510-6700														
Mailing Address:	8972 TRINITY BLVD HURST, TX 76053														
DUNS Number:	19-121-3904														
Power Units:	82	Drivers:	124												
Operation Classification:															
<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														
Carrier Operation:															
<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)													
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	☒ 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: 250

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	246	197	0	0
Out of Service	18	1	0	0
Out of Service %	7.3%	0.5%	%	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	1	8	9

[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:	10/27/2022	Review Date:	10/27/2022
Rating:	Satisfactory	Type:	Compliance Review

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☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value: CLARK CHARTERS AND TR

Search

Company Snapshot

CLARK CHARTERS AND TRAVEL INC

USDOT Number: 3034203

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:	3034203	State Carrier ID Number:	
MCS-150 Form Date:	03/29/2024	MCS-150 Mileage (Year):	1,000,000 (2023)
OPERATING AUTHORITY INFORMATION			
Operating Authority Status:	AUTHORIZED FOR Passenger		
	For Licensing and Insurance details click here .		
MC/MX/FF Number(s):	MC-41086		
COMPANY INFORMATION			
Legal Name:	CLARK CHARTERS AND TRAVEL INC		
DBA Name:	CLARK TRAVEL ENTERPRISES		
Physical Address:	3406 W 2ND ST TAYLOR, TX 76574		
Phone:	(512) 365-1511		
Mailing Address:	3406 W 2ND ST TAYLOR, TX 76574		
DUNS Number:	-		
Power Units:	18	Drivers:	33
Operation Classification:			
X Auth. For Hire Exempt For Hire Private(Property) X Priv. Pass. (Business) Priv. Pass.(Non-business) Migrant U.S. Mail Fed. Gov't State Gov't Local Gov't Indian Nation			
Carrier Operation:			
X Interstate Intrastate Only (HM) Intrastate Only (Non-HM)			
Cargo Carried:			
General Freight Household Goods Liquids/Gases Intermodal Cont. Chemicals 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: 18
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	17	18	0	0
Out of Service	4	0	0	0
Out of Service %	23.5%	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	0	0	1	1

[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

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:	10/13/2022
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 partnerships. Further, I certify that I am qualified and authorized to file this Verification.

Executed on April 29, 2025.

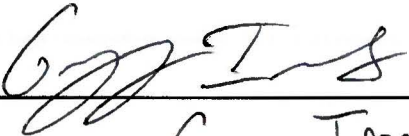


Printed Name: Stephen Reynolds
Title: Partner

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.

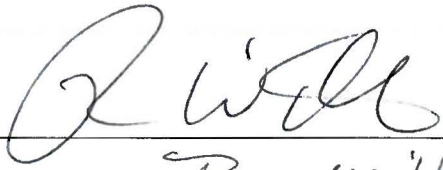


Printed Name: Gregory Irons
Title: Executive Vice President

VERIFICATION

Under penalty of perjury, I hereby verify on behalf of Roadrunner Charters Inc, and Clark Charters and Travel Inc. d/b/a Clark Travel Enterprises 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 29, 2025.



Printed Name: Row Wills
Title: President/CEO