

311496

ENTERED
Office of Chief Counsel
May 28, 2026
Part of
Public Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**IN THE MATTER OF

TBL GROUP, INC.

-- ACQUISITION OF CONTROL --

ESCOT BUS LINES, L.L.C.

DOCKET NO. MCF 21152**

**VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a) OF TBL GROUP, INC.,
FOR APPROVAL OF THE ACQUISITION OF CONTROL OF
ESCOT BUS LINES, L.L.C.**

TBL Group, Inc. ("Applicant") respectfully submits this application under 49 U.S.C. § 14303 and Surface Transportation Board ("STB" or "Board") regulations at 49 C.F.R. Part 1182 (this "Application") for approval of the transaction more fully described herein ("Contemplated Transaction"). The Contemplated Transaction entails the acquisition of control by Applicant of the member interests in or the primary assets of Escot Bus Lines, L.L.C., a Florida limited liability company ("Escot"), through (i) Applicant's formation of a subsidiary entity (a "TBL Newco"),

FEE RECEIVED
May 28, 2026
SURFACE
TRANSPORTATION BOARD

FILED
May 28, 2026
SURFACE
TRANSPORTATION BOARD

which would acquire and operate substantially all of the motor carrier assets of Escot, or (ii) Applicant's direct acquisition of the Escot limited liability company.^{1 2}

I. Parties of the Contemplated Transaction, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings (49 C.F.R. § 1182.2(a)(1) and (2)).³

A. Applicant. Applicant is a Texas corporation, headquartered at 15734 Aldine Westfield Road, Houston, Texas 77032. The authorized signature on behalf of Applicant is set forth in the Verification of Applicant in Section XIII of this Application. Applicant is not a federally-regulated carrier, and does not have a U.S. Department of Transportation Number ("USDOT No."), Federal Motor Carrier Safety Administration Docket Number ("FMCSA Docket No."),⁴ or a safety rating assigned by U.S. Department of Transportation ("Safety Rating").⁵ Applicant controls ten (10) affiliated entities ("Applicant's Affiliates").

B. Applicant's Affiliates. Applicant's Affiliates are:

1. GBJ, Inc. ("GBJ");
2. Republic Equipment Works, LLC ("Republic");

¹ On August 25, 2025, Applicant filed an application with the Board under docket number MCF 21138, *TBL Group, Inc. – Acquisition of Control – BTM Coaches, Inc.*, seeking authority to acquire control of BTM Coaches, Inc. ("BTM Coaches"), and approval of that application became effective on November 8, 2025; however, the transaction contemplated by that application has not yet closed, and it is possible that such transaction may not close. The Contemplated Transaction herein is wholly unrelated to the transaction which is the subject of that application.

² On April 7, 2026, Applicant filed an application with the Board under docket number MCF 21144, *TBL Group, Inc. – Acquisition of Control – Chicago Classic Coach, LLC*, seeking authority to acquire control of Chicago Classic Coach, LLC. The Board's tentative approval of that application was served on May 7, 2026, and will become effective on June 23, 2026, if no opposing comments are timely filed. The Contemplated Transaction herein is wholly unrelated to the transaction which is the subject of that application.

³ This Application is organized to follow the elements set forth in the applicable rules of the Board at 49 C.F.R. § 1182.2(a).

⁴ An FMCSA Docket No. is the reference number assigned to a motor carrier by the Federal Motor Carrier Safety Administration for interstate motor carrier authority.

⁵ Certain of the motor carriers have not been rated by FMCSA or USDOT. If a carrier has not been rated, the Safety Rating is denoted as None.

3. ATT & Traffic Management, LLC (“ATT”);
4. ET&C GP, LLC (“ET&C”);
5. Echo Tours & Charters, LP (“Echo Tours”);
6. Echo East Coast Transportation LLC (“Echo East”);
7. Echo Windy City, LLC (“Echo Windy”);
8. EWC Team, LLC (“EWC”);
9. Reston Limousine & Travel Service, Inc. (“Reston”); and
10. Echo Nevada, LLC (“Echo Nevada”).

C. Affiliated Regulated Carriers. Among Applicant’s Affiliates are six (6) interstate passenger motor carriers (the “Affiliated Regulated Carriers”):

1. GBJ. GBJ is a Texas corporation doing business as “Echo AFC Transportation,” “AFC Transportation,” and “Echo AFC Medical Transport,” primarily providing charter and contract shuttle services for companies, employers, non-profits, schools, and tour operators, and transit and paratransit services for other transportation authorities. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to GBJ, are set forth on the Summary Table attached hereto as Exhibit A (the “Summary Table”). The geographic service area of GBJ is primarily within the metropolitan area of Houston, Texas, and it also provides interstate charter passenger transportation service. The approximate number and types of vehicles utilized by GBJ, as well as its approximate number of drivers,⁶ are also set forth on the Summary Table. GBJ

⁶ The numbers of vehicles and drivers reflected in the Company Snapshot of the Federal Motor Carrier Safety Administration’s Safety and Fitness Electronic Records (SAFER) System is dependent on information submitted by the applicable motor carriers on form MCS-150 (Motor Carrier Identification Report), which is required to be

also holds intrastate passenger authority in the state of Texas under certificate no. 005959762C.

2. Echo Tours. Echo Tours is a Texas limited partnership doing business as “Echo Transportation,” primarily providing charter and contract shuttle services for companies, non-profits, schools, and tour operators. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to Echo Tours are set forth on the Summary Table. The geographic service area of Echo Tours is primarily the metropolitan area of Dallas, Texas, and Echo Tours also provides interstate charter passenger transportation service. The approximate number and types of vehicles utilized by Echo Tours, and its approximate number of drivers, are set forth on the Summary Table. Echo Tours also holds intrastate passenger authority in the state of Texas under certificate no. 006620250C. Echo Tours is wholly owned by ET&C (described below).

3. Echo East. Echo East is a Texas limited liability company doing business as “Echo East Coast Transportation,” primarily providing passenger contract shuttle and charter vehicle services. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to Echo East, are set forth on the Summary Table. The geographic service area of Echo East is primarily the metropolitan area of Jacksonville, Florida, and its primary service offerings are interstate and intrastate contract and charter motor carrier passenger service. The approximate number and types of vehicles utilized by

categorically updated biennially and only required to reflect vehicles subject to Uniform Carrier Registration; however, carriers can include intrastate vehicles and drivers that are not required to be included. Accordingly, the number of vehicles and drivers reflected in the Company Snapshot may not be the same as the number of vehicles and drivers in use by a carrier at a given point in time. Additionally, the numbers of vehicles and drivers for a carrier will fluctuate from time to time.

Echo East, as well as its approximate number of drivers, are set forth on the Summary Table. While Echo East is controlled by Applicant, Mike Sobol, an employee of Echo East, holds a minority membership interest (14%) in Echo East. Echo East also holds intrastate passenger authority in the state of Texas under certificate no. 009946405C (although such authority is not necessary based on its current operations).

4. Echo Windy. Echo Windy is a Texas limited liability company, doing business as “Echo Windy City Transportation.” The business address, along with USDOT No., FMCSA Docket No., and Safety Rating (if any) assigned to Echo Windy are set forth on the Summary Table. The approximate number and types of vehicles utilized by Echo Windy, as well as its approximate number of drivers, are set forth on the Summary Table. The geographic service area of Echo Windy is primarily the metropolitan area of Chicago, Illinois, and its primary service offering is intrastate limousine and premium car passenger charter service. No intrastate passenger motor carrier authority is required in the state of Illinois. Echo Windy can also provide interstate passenger limousine and premium car passenger services. While Echo Windy is controlled by Applicant, employees George Jacobs and Kathleen Kahne hold minority membership interests (14.77% and 1.97%, respectively) in Echo Windy.

5. Reston. Reston is a Virginia corporation. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to Reston are set forth on the Summary Table. Reston provides limousine, shuttle, and charter passenger service, interstate and intrastate, in the metropolitan area of Washington D.C. The approximate number and types of vehicles utilized by Reston, and its approximate number of drivers,

are set forth on the Summary Table. Reston also holds intrastate passenger carrier authorities issued by the Maryland Public Service Commission, the Virginia Department of Motor Vehicles, and the Washington Metropolitan Area Transit Commission.

6. Echo Nevada. Echo Nevada is a Nevada limited liability company, doing business as Presidential Transportation. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating (if any) assigned to Echo Nevada are set forth on the Summary Table. Echo Nevada provides limousine, shuttle, and charter passenger service in the metropolitan area of Las Vegas, NV. The approximate number and types of vehicles utilized by Echo Nevada, and its approximate number of drivers, are set forth on the Summary Table. Echo Nevada also holds intrastate passenger carrier authorities issued by the Nevada Transportation Authority.

D. Unregulated Affiliates. Other than the Affiliated Regulated Carriers described above, the remainder of Applicant's Affiliates (the "Unregulated Affiliates") do not hold and their respective operations do not require interstate passenger motor carrier authority. The Unregulated Affiliates are:

1. Republic. Republic is a Texas limited liability company doing business as "Echo Transportation Solutions" and "Republic Fleet Services," and is headquartered at 15734 Aldine Westfield Rd., in Houston, Texas. Republic provides maintenance and repair services to owners and/or operators of heavy trucks and buses in the metropolitan areas of Houston and Dallas, Texas. Republic is a direct subsidiary of Applicant and is not a motor carrier of passengers. Republic does not have a USDOT No., FMCSA Docket No., or Safety Rating.

2. ATT. ATT is a Texas limited liability company doing business as “American Transfers & Tours” and “American Traffic Management,” and is headquartered at 15734 Aldine Westfield Rd., in Houston, Texas. ATT provides transportation planning for individuals and groups at or in conjunction with activities such as conventions, sporting events, tours, and other organized gatherings. The geographic area serviced by ATT is primarily the state of Texas. ATT is a direct subsidiary of Republic and thus an indirect subsidiary of Applicant. ATT is not a passenger motor carrier and does not have a USDOT No., FMCSA Docket No., or Safety Rating.

3. ET&C. ET&C is a Texas limited liability company that serves as an intermediate holding company of all the partnership interests in Echo Tours and is wholly owned by Applicant. ET&C is headquartered at 15734 Aldine Westfield Rd., in Houston, Texas. ET&C is a direct subsidiary of Applicant. ET&C is not a motor carrier of passengers, has no other purpose or operation other than serving as an intermediate holding company, and has no USDOT No., FMCSA Docket No., or Safety Rating.

4. EWC. EWC is a Texas limited liability company headquartered at 15734 Aldine Westfield Rd., in Houston, Texas. EWC is a small administrative services provider and is not a motor carrier of passengers. EWC has no USDOT No., FMCSA Docket No., or Safety Rating.

E. Escot. Escot is a Florida limited liability company formed in 2004. Escot is a provider of traditional charter motor coach services for group, school and team travel, and meeting, event and convention shuttle services. Escot also provides scheduled intercity transit service within the states of Florida, Georgia, North Carolina, and South Carolina under the FlixBus mobility

platform. Escot has a rather large charter coach service area of central to south Florida, with three (3) terminals: Orlando, Largo (Tampa/St. Petersburg metro area), and Medley (Miami metro area) (the “Escot Service Area”). Escot’s headquarters is located at 6890 142nd Ave. N, Largo, FL 33771. The USDOT No. assigned to Escot is 535893, and the FMCSA Docket No. assigned to Escot is MC-211400. Escot has a Safety Rating of Satisfactory. In its operations, Escot utilizes 50 motor coaches, 19 mini-buses, and 3 passenger vans, while employing approximately 90 drivers. Escot also holds ground transportation permits for access by its charter vehicles to the Orlando International Airport, Port Everglades/Ft. Lauderdale Airport/Broward County, Hillsborough County Aviation (Tampa International Airport), the Port of Miami, and the Port of Tampa Bay. Escot also holds a Florida Seller of Travel License. In addition, Escot holds a CVOR Certificate for the Canadian province of Ontario, and a registration for the Canadian province of Quebec, which permit it to cross the U.S. border into and operate its vehicles in those provinces, subject to other rules and regulations.⁷

The limited liability company members of Escot, Brian Scott and Pamela Calixto, are individual residents of the state of Florida, and neither has an ownership interest in any other passenger motor carrier holding interstate motor carrier authority. Brian Scott serves as Chief Executive Officer and President of Escot, and his authorized signature on behalf of Escot is set forth in the Verification of Escot in Section XIII of this Application.

II. Description of the Contemplated Transaction (49 C.F.R. § 1182.2(a)(3)).

The event triggering STB jurisdiction is the Contemplated Transaction through which TBL

⁷ While Escot maintains these Canadian authorities, it has not made any charter trips into those provinces since the COVID-19 pandemic closed most travel between the U.S. and Canada in 2020.

will acquire control of substantially all of the business assets and/or membership interest of Escot, the effect of which will be Escot (or its assets) becoming an interstate motor carrier under the control of Applicant. As such, Board's jurisdiction is invoked by 49 U.S.C. § 14303(a)(5), as the Contemplated Transaction involves "acquisition of control of a carrier [*i.e.*, Escot or the assets of Escot] by a person that is not a carrier but that controls any number of carriers [*i.e.*, Applicant]." We note that 49 U.S.C. § 14303(f) states "a carrier or a corporation participating in or resulting from a transaction approved by the Board under this Section may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority." Thus, the granting of this Application by the Board will avoid any potential need for state or local approval.

III. Applicant's Federally Regulated Carrier Affiliates (49 C.F.R. § 1182.2(a)(4)).

Other than the Affiliated Regulated Carriers and Escot as described above, there are no other carriers with regulated interstate operations involved in this Application. The intercorporate structure of Applicant is as follows:

All of the outstanding equity stock of Applicant is owned, held and controlled by John V. Ferrari (50%) and Sonny El-Lahham (50%) (collectively, the "Shareholders"). Both Shareholders are individual U.S. citizens and residents of the state of Texas. Neither Shareholder controls any interstate passenger motor carriers other than those described in this Application. A chart depicting the intercorporate structure of Applicant is set forth on Exhibit B attached hereto. Neither Shareholder has interstate passenger motor carrier authority, a USDOT No., nor a USDOT Safety Rating. Additionally, none of the aforementioned persons or entities control any regulated interstate passenger carriers other than as set forth in this Application.

IV. Jurisdictional Statement – Revenues (49 C.F.R. § 1182.2(a)(5)).

The Board has jurisdiction over this matter under 49 U.S.C. § 14303(g), because the annual aggregate gross operating revenues of Applicant and Escot exceed \$2 million during the 12-month period immediately preceding the filing of this Application.

V. Environmental Impact (49 C.F.R. § 1182.2(a)(6)).

Approval of this Application and consummation of the Contemplated Transaction will not have any negative effect on the quality of the human environment and the conservation of energy resources. The Contemplated Transaction is merely a change in control of a carrier that already provides diverse passenger transportation services. No significant operational changes are anticipated at the current time and, therefore, no environmental impact is expected.⁸

VI. Public Interest Considerations (49 C.F.R. § 1182.2(a)(7)).

The Board “shall approve and authorize a transaction” when it finds that the transaction is “consistent with the public interest.” 49 U.S.C. § 14303(b). The statutory factors the Board must consider are the “adequacy of transportation to the public,” “total fixed charges that result...” and the “interest of carrier employees affected...” *Id.*

A. Adequacy of Transportation Services. The Contemplated Transaction is not expected to have any detrimental impact on the adequacy of transportation services available to the traveling public in the Escot Service Area. Applicant expects that the services available to the public will remain as they are, and will likely increase as additional demand is anticipated in the service area. For the foreseeable future, the services currently provided by Escot will continue to

⁸ The Board has found similar transactions to be categorically excluded from environmental review under 49 C.F.R. § 1105.6(c). *See, e.g., All Aboard America! Holdings, Inc. – Acquisition of Control – Lux Bus America Co.*, STB Finance Docket No. MCF 21082, at 5 (STB served Sept. 21, 2018). Section 1105.6(c) categorically excludes Section 14303 transactions that do not implicate operational changes that exceed certain specified thresholds.

be provided after the Contemplated Transaction either (i) by the TBL Newco in the event of an asset acquisition, or (ii) by Escot in the event the Escot entity is acquired by Applicant. The addition of the Escot operations to the holdings of Applicant is consistent with the practices within the passenger motor carrier industry of strong, well-managed transportation organizations adapting their corporate structure to operate several different passenger carriers within similar service markets, but in different geographic areas. If consummated, the Contemplated Transaction will bring the Escot assets under the control of Applicant, which is experienced in most of the same market segments served by Escot, being charter motor coach services for group, school and team travel, and meeting, event and convention shuttle services, and transit services. Such market segments have their own service characteristics, and the Contemplated Transaction, combined with the passenger carrier management capacity of Applicant, is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale within the Applicant's Affiliates, all of which will help to ensure the provision of adequate service to the public.

The addition of Escot operation to Applicant's organization will also serve to enhance the viability of the Applicant's organization and the Applicant's Affiliates. The continued viability of Applicant and the Applicant's Affiliates assures the continued availability of adequate passenger transportation service for the public in the areas served by the Applicant's Affiliates.

B. Fixed Charges. The Contemplated Transaction will increase fixed charges, in the form of interest expense, because funds will be borrowed to assist in the financing of the

Contemplated Transaction. However, such an increase will not impact the provision of transportation services to the public.⁹

C. Employee Interests. It is the intention of Applicant to continue the existing operations of Escot, and that Applicant under either acquisition scenario will offer employment to substantially all current employees of Escot without any negative changes in compensation levels and/or benefits, although staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel. It is contemplated that Mr. Scott, the CEO and President of Escot, will continue as an employee of the business for some period of time after completion of the Contemplated Transaction, thus further assuring a smooth transition of the business.

D. Competition and the Public Interest. The law requires the Board to assess competition in the market and the impact on the public interest as affected by approving an arrangement in which multiple passenger carriers are under the control of a single entity. In making such analysis, the Board (as did its predecessor, the Interstate Commerce Commission) has consistently found that proposed “common control” arrangements (however accomplished) are inherently not anti-competitive. In large measure, that conclusion rests on the finding that because of the ease of entry into the market, the passenger motor carrier industry is characterized by healthy intra-modal competition as well as healthy competition between bus service, on the one hand, and,

⁹ The Board has approved transactions that use debt financing in the past, despite some increase to interest expense. See, e.g., *Variant Equity I, LP, and Project Kenwood Acquisition, LLC – Acquisition of Control – Coach USA Administration, Inc.*, and *Coach USA, Inc.*, STB Docket No. 21084, at 4 (served February 15, 2019), and *Sureride Charter Inc. – Acquisition of Control – McClintock Enterprises, Inc., D/B/A Goldfield State & Co.*, STB Docket No. 21077, at 3 (served November 2, 2017).

on the other, other modes of transportation, all of which constitute the “relevant market.” *GLI Acquisition Co – Purchase – Trailways Lines, Inc.*, 4 I.C.C. 2d 591, 598-602 (1988).

On the rare occasions in recent years in which the Board has been called upon to assess the “public interest” and “competition” issues inherent in the practice of the acquisition of ownership of numerous bus carriers by non-carrier entities, it has consistently approved applications of this sort, finding that acquisitions that contemplate the single control of numerous passenger carriers can result in better overall service for the public without any lessening of the benefits of healthy competition. Its decisions include *Winthrop Sargent, John Cogliano, and Paul Fuerst – Acquisition of Control – Plymouth and Brockton Street Railway Company, Brush Hill Transportation Company, and McGinn Bus Company, Inc.*, STB Docket No. MCF 21089, (served January 3, 2020); *Transportation Demand Management Holdings, LLC – Acquisition of Control – Badger Bus Transportation Group, Inc.*, STB Docket No. MCF 21088 (served November 8, 2019); and *AAAHI Regional Acquisition LLC – Acquisition of Control – First Class Tours, Inc. and Sierra Stage Coaches, Inc.*, STB Docket No. MCF 21087 (served November 1, 2019).

The demand for passenger surface transportation in the state of Florida and in the Escot Service Area is strong and is expected to remain strong in the foreseeable future due particularly to two circumstances: (i) In general, the economic growth of the state of Florida has outpaced the majority of the United States for the last four years, and that growth rate is expected to continue;¹⁰ and (ii) from virtually all information available to Escot and Applicant, annual direct visitor spend in Central Florida continues to grow at material rates. While these are by no means the sole drivers

¹⁰ 2026 Florida Economic Outlook, Florida Chamber Foundation, January 2026.

of demand for the services provided by Escot in the Escot Service Area, these circumstances provide firm basis for confidence in the continued demand for those services.

While demand for charter services is strong and expected to remain strong in the Escot Service Area, there is keen competition in that service area. Escot currently competes directly with many other charter bus service providers within the Escot Service Area, including providers such as Academy Bus, Inc.; ACME Charter Bus, Annett Bus Lines; Barracuda Travels, LLC; Blue One Transportation; BTM Coaches; Empire Coach Line Inc.; Florida Tours, Lamers Bus Lines; Motor Coach Class A Transportation Inc.; Empire Coach Line, Inc.; Martz Bus; Mears Transportation, LLC; Miami Coach and Tours LLC; Newman Coach Lines Inc.; Southern Bus Lines Inc.; Windstar Lines, and Youngblood Charter Services Inc. In addition to direct competition with other charter service providers, there are a growing number of charter bus brokerage companies (companies that “arrange” transportation and charter services) that are competitors of all the charter service providers, companies such as Bus Bank, CharterUp, Florida Charter Bus Company, GoGo Charters, National Charter Bus, Metropolitan Shuttle, and Olympus Bus, to name few. Passenger motor carriers in the areas near Orlando and Miami (Escot being one of those carriers), are also in direct competition for certain destinations served by Brightline (scheduled high-speed intercity rail transportation between Orlando and Miami), and a number of scheduled airlines. In addition, Escot and all other similar surface passenger service providers also compete with scheduled passenger shuttle services in certain areas and the passenger transportation network providers (Uber, Lyft, etc.) that from time to time add smaller passenger-number competing services.

The Escot Service Area is geographically dispersed from service areas of the Affiliated Regulated Carriers, excluding Echo East (see discussion below). There is no known overlap in customer bases among the Affiliated Regulated Carriers (excluding Echo East) and Escot, and the customer base overlap between Echo East and Escot is less than five percent (5%). The service area of Echo East is the area around Jacksonville, FL (the “Echo East Service Area”), and consists of a much smaller footprint than the Escot Service Area. There is some overlap as between the Escot Service Area and the Echo East Service Area; however, Echo East is a significantly smaller carrier (single terminal, 35 passenger vehicles, and 35 drivers) than Escot (3 terminals, 72 passenger vehicles, and 90 drivers). The mix of services generating the majority of revenue for Echo East is primarily reliant on contract shuttle services for commercial, hotel, and resort customers utilizing smaller vehicles and shorter moves, while Escot’s mix of services generating the majority of its revenue includes scheduled intercity passenger services in the states of Florida, Georgia, North Carolina, and South Carolina in conjunction with the FlixBus mobility platform, and traditional motor coach charter services for commercial customers generally utilizing larger motor coaches and involving longer trips.

In regard to the application referenced in Footnote 1 hereof concerning BTM Coaches (the “BTM Application”), and to the extent applicable hereto, the BTM Application stated that BTM Coaches’ primary service area is East Central Florida (being the area around Daytona Beach and south to the area around Vero Beach), including Orlando and the various theme parks and resorts, and the cruise terminals at Port Canaveral (the “Coaches Service Area”). Accordingly, the Coaches Services Area and the Escot Service Area appear to overlap only in the areas of Orlando east to the area of Port Canaveral, which are generally areas of high demand for charter services due to

tourism and vacationing in the area. As set forth in the BTM Application, there are a significant number of competing charter services providers in that area. Neither the Contemplated Transaction nor the BTM Transaction, nor the two transactions combined, will adversely affect the public interest.

Board approval of this Application will allow the acquisition of control of Escot to be accomplished without the approval of state regulatory authorities, thus relieving the parties of the Contemplated Transaction from potentially burdensome regulatory requirements. See 49 U.S.C. § 14303(f).¹¹

VII. Safety Fitness Certification (49 C.F.R. § 1182.2(a)(8)).

Applicant certifies that the Safety Rating (if any) for each of the Affiliated Regulated Carriers is as set forth on the Summary Table. Seller certifies that the Safety Rating of Escot is as set forth hereinabove.

VIII. Insurance Certification (49 C.F.R. § 1182.2(a)(9)).

Escot certifies that it currently has the requisite insurance coverage under 49 U.S.C. § 13906. Applicant certifies that the TBL Newco or Escot, as applicable, immediately following the closing of the Contemplated Transaction will have the requisite insurance coverage under 49 U.S.C. § 13906.

¹¹ 49 U.S.C. § 14303(f) provides that “A carrier or corporation participating in or resulting from a transaction approved by the [Surface Transportation] Board under this section, or exempted by the Board from the application of this section pursuant to section 13541, may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority. A carrier, corporation, or person participating in the approved or exempted transaction is exempt from the antitrust laws and from all other law, including State and municipal law, as necessary to let that person carry out the transaction, hold, maintain, and operate property, and exercise control or franchises acquired through the transaction.”

IX. Mexico Certification (49 C.F.R. § 1182.2(a)(10)).

A. Applicant. Applicant certifies that no party associated with Applicant acquiring any operating rights through the Contemplated Transaction is either domiciled in Mexico or owned or controlled by persons of that country.

B. Escot. Escot certifies that no party associated with Escot acquiring any operating rights through the Contemplated Transaction is either domiciled in Mexico or owned or controlled by persons of that country.

X. No Individuals Holding Operating Authority (49 C.F.R. § 1182.2(a)(11)).

The Contemplated Transaction does not involve the transfer of operating authority to an individual who will hold the authority in his or her name.

XI. Exempt Transaction under Federal Premerger Notification Laws.

Pursuant to 15 U.S.C. § 18a(c)(6), this Application and copies of all other information and documentary material filed with the Board in connection with the Contemplated Transaction are being filed with the United States Federal Trade Commission and the Antitrust Division of the United States Department of Justice in keeping with the Contemplated Transaction's status under the regulated-industry provisions of that statute.

XII. Conclusion.

As provided by 49 C.F.R. Part 1182 and for the reasons set forth herein, the Board is respectfully requested to approve this Application and authorize the Contemplated Transaction and acquisition of control as described herein.

XIII. Verification.

The verifications of Applicant and Escot are as follow:

[Remainder of Page Intentionally Blank – Verification and Signature Pages Follow]

VERIFICATION

I, John V. Ferrari, Chief Executive Officer of Applicant, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this Application relative to Applicant is true and correct. Further, I certify that I am qualified and authorized to file this application or pleading. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable as perjury under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

“Applicant”

TBL Group, Inc.

Dated: May 27, 2026

By: _____


John V. Ferrari
Chief Executive Officer

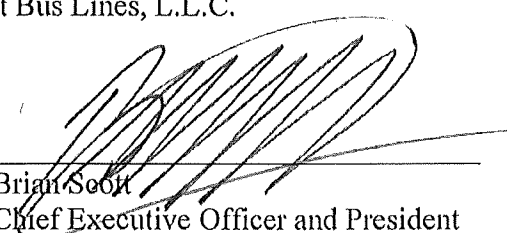
VERIFICATION

The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied by such person on behalf of and limited to Escot and its members in connection with this Application is true and correct. Further, the undersigned with respect to Escot and its members, respectively, is qualified and authorized on behalf of Escot and its members, respectively, to submit this verification and file this Application. The undersigned further certifies under penalty of perjury under the laws of the United States, that willful misrepresentations or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

“Escot”

Escot Bus Lines, L.L.C.

Dated: May TH26, 2026

By: 

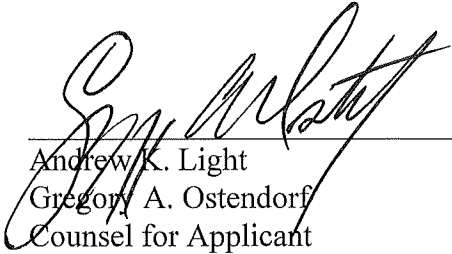
Brian Scott
Chief Executive Officer and President

XIV. Applicant Legal Counsel.

“Applicant”

Andrew K. Light
Gregory A. Ostendorf
Scopelitis, Garvin, Light, Hanson & Feary, P.C.
10 W. Market Street, Suite 1400
Indianapolis, IN 46204
(317) 637-1777

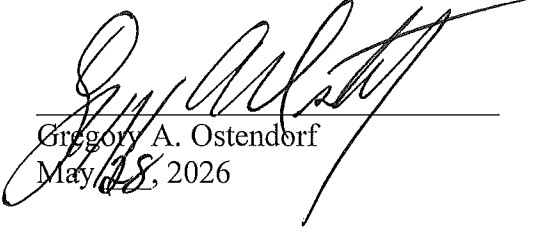
Respectfully,



Andrew K. Light
Gregory A. Ostendorf
Counsel for Applicant

Certificate of Service

I hereby certify that as required by 49 C.F.R. § 1182.3, I have served a copy of the foregoing Application by mailing a copy thereof, via U.S. first-class mail on the U.S. Department of Transportation, Chief Licensing and Insurance Division, 1200 New Jersey Avenue, S.E., Mail Stop W65-331, Washington, DC 20590; and the state regulatory agency for the states in which intrastate operations are affected. I further certify that as required by 15 U.S.C. § 18a(c)(6), I have also served a copy of the foregoing Application, and copies of all other information and documentary material filed with the Surface Transportation Board in connection with the Contemplated Transaction, via email on the United States Federal Trade Commission and the Antitrust Division of the United States Department of Justice.



Gregory A. Ostendorf
May 28, 2026

Exhibit A
Summary Table

<u>Entity Names</u>	<u>USDOT No.</u>	<u>FMCSA Docket No.</u>	<u>USDOT Safety Rating</u>	<u>Vehicles and Drivers</u>
GBJ Inc. 15734 Aldine Westfield Rd., Houston, TX 77032	835782	MC-369531	Satisfactory	Motor Coach – 38 School Bus – 9 Mini-Bus – 26 Drivers – 86
Echo East Coast Transportation LLC 1712 Ogilvie Park Ln. Jacksonville, FL 32246	4148029	MC-1591798	Satisfactory	Motor Coach – 9 Mini-Bus – 17 Van – 12 Drivers – 42
Echo Tours & Charters, LP 1505 Skyline Rd., Dallas, TX 75051	2172280	MC-755212	Satisfactory	Motor Coach – 48 Mini-Bus – 49 Drivers – 110
Echo Windy City, LLC 2801 S. 25th Avenue, Broadview, IL 60155	4157925	MC-1597383	None	Motor Coach - 43 Mini-Bus – 46 Van – 3 Drivers – 118
Reston Limousine & Travel Service, Inc. 45685 Elmwood Ct. Sterling, VA 20166	561180	MC-273787	Satisfactory	Motor Coach – 24 Mini-Bus – 148 Van – 9 Drivers – 199
Echo Nevada LLC 4675 Wynn Rd. Las Vegas, NV 89103	4451630	MC-1754321	None	Motor Coach – 5 Mini-Bus – 2 Van - 4 Drivers – 15

Exhibit B

[See Attached]

TBL Group, Inc.

Structure Chart

