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Office of Chief Counsel
August 31, 2026
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August 31, 2026

VIA ELECTRONIC FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, S.W., Room 1034
Washington, DC 20423-0001

Re: STB Docket No. MCF-21156
Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN
Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP—
Acquisition of Control — Safe-Way Bus Co. and Safe-Way Wisconsin, Inc.

Dear Chief of Case Administration:

Attached for filing in the above-captioned proceeding is a Verified Application for Authorization to Acquire Control pursuant to 49 U.S.C. § 14303(a), dated as of even date herewith. The sum of \$2,900, representing the appropriate fee for this filing, has been tendered electronically via Pay.gov. If you have any questions regarding this filing, please feel free to contact me.

Thank you for your assistance on this matter.

Respectfully submitted,

/s/ Edward Fishman

Counsel for Reliant Transportation Group, LLC,
TIP MNC Acquisition, LLC,
TIP MN Investments LP, and
Tiger Infrastructure Partners Fund IV AIV LP

FILED
August 31, 2026
SURFACE TRANSPORTATION BOARD

FEE RECEIVED
August 31, 2026
SURFACE TRANSPORTATION BOARD

BEFORE THE SURFACE TRANSPORTATION BOARD

STB DOCKET NO. MCF-21156

**RELIANT TRANSPORTATION GROUP, LLC, TIP MNC ACQUISITION, LLC,
TIP MN INVESTMENTS LP, AND TIGER INFRASTRUCTURE PARTNERS
FUND IV AIV LP
— ACQUISITION OF CONTROL —
SAFE-WAY BUS CO. AND SAFE-WAY WISCONSIN, INC.**

VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)

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Tiger Infrastructure Partners Fund IV AIV LP

BEFORE THE SURFACE TRANSPORTATION BOARD

STB DOCKET NO. MCF-21156

**RELIANT TRANSPORTATION GROUP, LLC, TIP MNC ACQUISITION, LLC, TIP
MN INVESTMENTS LP, AND TIGER INFRASTRUCTURE PARTNERS FUND IV AIV
LP**

— ACQUISITION OF CONTROL —

**SAFE WAY BUS CO.
AND**

SAFE-WAY WISCONSIN, INC.

VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)

Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP (collectively, “Applicants”) respectfully submit this Application pursuant to 49 U.S.C. § 14303(a) and 49 C.F.R. Part 1182 for the Surface Transportation Board’s approval of Applicants’ planned acquisition of control from Jane M. Stiles and Thomas W. Stiles (collectively, the “Sellers”) of two federally regulated interstate motor carriers of passengers: Safe-Way Bus Co. (“Safe-Way Bus”) and Safe-Way Wisconsin, Inc. (“Safe-Way Wisconsin”)(collectively, the “Additional Carriers”). Safe-Way Bus is a Minnesota corporation and an FMCSA registered interstate motor carrier of passengers that primarily provides non-regulated student transportation service in Minnesota with occasional

trips across state lines. Safe-Way Wisconsin is a Wisconsin corporation and an FMCSA registered interstate motor carrier of passengers that primarily provides non-regulated student transportation service in Wisconsin with occasional trips across state lines.

As described further in this Application, Reliant Transportation Group, LLC plans to acquire control of the Additional Carriers by purchasing 100% of the equity interests from Sellers (the “Proposed Transaction”). This would result in the entities associated with Tiger Infrastructure Partners LP (“Tiger Infrastructure”) as further described herein (TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP, collectively (the “Tiger Infrastructure Investment Entities”)) acquiring control of two additional motor carriers of passengers. This Application is organized to follow the elements set forth in 49 C.F.R. § 1182.2(a).

I. Parties to the Transaction and Intercorporate Structure (49 C.F.R. § 1182.2(a)(1), (a)(4))

A. Applicants

Reliant Transportation Group, LLC (“Reliant”) is a Delaware limited liability company headquartered in Hastings, Minnesota. Reliant is a non-carrier company that was formed to own, operate and manage various motor carriers of passengers and related companies. Reliant does not itself conduct regulated motor carrier operations.

Reliant is ultimately owned and controlled through a series of non-carrier holding companies by investment entities associated with Tiger Infrastructure. At the top of the ownership chain, Tiger Infrastructure Partners Fund IV AIV LP¹ owns 100% of TIP MN

¹ As noted in prior filings, Tiger Infrastructure Partners Fund IV AIV LP is managed by Tiger Infrastructure Associates GP IV LP, which is its General Partner and does not have any economic interest in Tiger Infrastructure Partners Fund IV AIV LP (or any of the other entities in the corporate structure).

Investments LP, which in turn owns 100% of TIP MNC Acquisition, LLC. TIP MNC Acquisition, LLC owns 73.56% of MNC Holdings, LP, which owns 100% of MNC Intermediate Holdings, LLC, which owns 100% of MNC Parent, LLC, which in turn owns 100% of Reliant Transportation Group, LLC. Exhibit 2 is an organization structure chart reflecting this ownership chain and related affiliates.

Reliant's upstream ownership forms part of a broader transportation investment platform affiliated with Tiger Infrastructure, a private equity infrastructure investment firm founded in 2010 that is focused on growth equity investments across transportation, digital infrastructure, and energy transition sectors in North America and Europe. In January 2025, the STB approved Tiger Infrastructure's indirect acquisition of control of seven interstate motor carriers of passengers through the Tiger Infrastructure Investment Entities and through the following intermediate holding companies: MNC Holdings, LP, MNC Intermediate Holdings, LLC, MNC Parent, LLC, and MNC Transportation, LLC (referred to as Minnesota Borrower, LLC in Tiger Infrastructure's acquisition of control application in MCF-21127). *See TIP Minnesota Coaches Acquisition LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP – Acquisition of Control – Marschall Line, Inc., et al.*, STB Docket No. MCF-21127 (STB served Jan. 8, 2025). After that decision was issued and as part of the post-closing reorganization that was conducted in connection with that prior control transaction, MNC Transportation, LLC was renamed Reliant Transportation Group, LLC and therefore is now referred to as Reliant in this Application. There was no other change in ownership or control of Reliant Transportation Group, LLC after the STB decision in MCF-21127 was issued.

As a result of that post-closing reorganization transaction and a subsequent acquisition of control transaction earlier this year,² Reliant is an indirect owner of nine federally regulated interstate motor carriers of passengers: Marschall Line, LLC; Reliant Motorcoaches, LLC (formerly Minnesota Coaches, Inc.); Rehbein Transit, LLC; Faribault Transportation Service, LLC; Reliant Student Transport, LLC (formerly Voyageur Bus Company, Inc.); Minn-Dakota Coaches, LLC; Ready Bus Company, LLC; Southwest Coaches, Inc.; and Minnesota Motor Bus, Inc. (collectively, the “Affiliated Carriers”).³ Each Affiliated Carrier operates as a separate legal entity and holds its own operating authority issued by the Federal Motor Carrier Safety Administration (“FMCSA”).

Affiliated Regulated Carriers

As described in *TIP Minnesota Coaches Acquisition LLC – Acquisition of Control – Marschall Line, Inc., et al.*, STB Docket No. MCF-21127 (STB served Jan. 8, 2025) and *Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP— Acquisition of Control —Southwest Coaches, Inc. and Minnesota Motor Bus, Inc.*, STB Docket No. MCF-21149 (STB served June 12, 2026), the Affiliated Carriers collectively provide a combination of school transportation services and motorcoach charter services throughout Minnesota and certain neighboring states. The carriers

² *Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP— Acquisition of Control —Southwest Coaches, Inc. and Minnesota Motor Bus, Inc.*, STB Docket No. MCF-21149 (STB served June 12, 2026). These entities were converted into LLCs as part of a post-closing tax reorganization and are hereinafter referred to as Southwest Coaches, LLC and Minnesota Motor Bus, LLC.

³ After *TIP Minnesota Coaches Acquisition LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP – Acquisition of Control – Marschall Line, Inc., et al.*, STB Docket No. MCF-21127 (STB served Jan. 8, 2025) was issued and as part of the post-closing reorganization, the seven acquired motor carriers of passengers in that transaction were converted from corporations to limited liability companies. Additionally, Minnesota Coaches, Inc. was renamed Reliant Motorcoaches, LLC, and Voyageur Bus Company, Inc was renamed Reliant Student Transport, LLC. There were no other changes in ownership or control of Reliant Motorcoaches, LLC (formerly Minnesota Coaches, Inc.) or of Reliant Student Transport, LLC (formerly Voyageur Bus Company, Inc.).

primarily operate under long-standing contracts with school districts and institutional customers, as well as charter agreements with universities, tour operators, and other private customers.

Although indirectly owned through common holding companies associated with Tiger Infrastructure, the carriers generally operate in distinct geographic service areas, maintain separate management teams, and retain separate operating authorities, terminals, fleets, and customer relationships.

The structure of the ownership platform was designed to preserve the independent operations of the carrier subsidiaries and is not intended to result in the consolidation of routes, school district contracts, or charter operations among the Affiliated Carriers. The purpose of the common ownership structure is to provide long-term ownership stability, increased access to capital and other resources for fleet modernization and safety investments, and continuity of experienced local management, rather than operational integration. The proposed acquisition of Safe-Way Bus and Safe-Way Wisconsin would add two additional carriers to this existing group of motor carriers of passengers that similarly provide school transportation and charter services and that operate in geographic areas distinct from many of the Affiliated Carriers or otherwise serve different school district and other customer bases.

i. *Marschall Line, LLC*

Marschall Line has its principal place of business at 5119 212th Street West, Farmington, MN 55024. Marschall Line operates solely as a provider of school bus transportation services and does not engage in motorcoach operations. Its services consist of regular route general and special education transportation for school districts, as well as school bus charter services supporting extracurricular activities and special events. While Marschall Line occasionally conducts charter trips that cross state lines into Wisconsin or other neighboring states, these interstate movements

are incidental and limited when compared to the company's predominantly intrastate operations within Minnesota.

Marschall Line operates from a terminal located in Farmington, Minnesota and conducts business under its legal name as well as the assumed name Mid-County Bus Company. Its fleet consists of Type A, Type C, and Type III school buses, totaling approximately 110 power units.⁴ The company employs approximately 118 drivers and primarily serves two Dakota County school districts: the Farmington School District and the Rosemount-Apple Valley-Eagan School District. Marschall Line holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 132385) and interstate operating authority from the FMCSA (MC No. 736524; U.S. DOT No. 859554). It currently maintains a "Satisfactory" safety rating from the FMCSA.

ii. *Reliant Motorcoaches, LLC*

Reliant Motorcoaches has its principal place of business at 425 East 31st Street, Hastings, MN 55033. Reliant Motorcoaches (operating in its name and through the assumed names (DBAs) Hasting Bus Company, Big River Bus, and Big River Tours) provides school bus transportation services and motorcoach services on a charter and contract basis, but does not operate regularly scheduled motorcoach routes. Reliant Motorcoaches conducts general and special education transportation for school districts on a regular schedule and also provides charter services for school-related activities using a mixed fleet that includes school buses and motorcoaches. Interstate trips are performed on occasion, primarily into Wisconsin, and remain ancillary to its core intrastate operations.

⁴ A Type III vehicle is a van or similar vehicle qualified for use in transporting students.

In addition to school transportation, Reliant Motorcoaches offers charter and contract motorcoach services to universities, athletic programs, and other institutional or private customers, as well as event-specific charters for weddings, conventions, and similar activities. These services are concentrated largely in the Minneapolis–St. Paul metropolitan area and the broader Twin Cities region. Approximately 57% of the company’s revenue is derived from school bus operations, with the remaining 43% attributable to motorcoach services.

Reliant Motorcoaches operates a fleet of approximately 196 power units, including Type A, Type C, and Type III school buses and motorcoaches. The company employs approximately 174 drivers and maintains two operating terminals: one in Hastings, Minnesota (Dakota County), which supports both school bus and motorcoach operations, and a second facility in Denmark Township, Minnesota (Washington County), which is used almost exclusively for school bus operations. Reliant Motorcoaches primarily provides school transportation for the Hastings School District and South Washington County Schools, serving a range of communities including Hastings, Cottage Grove, Newport, St. Paul Park, Woodbury, Afton, Denmark, and Grey Cloud Island Townships.

Most of Reliant Motorcoaches’ revenue is generated through intrastate, non-regulated school bus operations. Within the company’s motorcoach business, roughly half of motorcoach mileage is travelled within Minnesota. Out-of-state motorcoach mileage is concentrated primarily in nearby states, including Wisconsin and Iowa, with more limited operations in Illinois and Missouri and occasional longer-distance trips driven by customer demand. Reliant Motorcoaches holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 131838, through its DBA Hastings Bus Company) and interstate operating

authority from the FMCSA (MC No. 208035; U.S. DOT No. 311081). The company maintains a “Satisfactory” safety rating from the FMCSA.

iii. *Rehbein Transit, LLC*

Rehbein Transit has its principal place of business at 6298 Hodgson Road, Circle Pines, MN 55014. Rehbein Transit operates exclusively as a school bus transportation provider and does not conduct any motorcoach services. Its operations consist of regular-route general and special education transportation for school districts, together with limited school bus charter services supporting extracurricular and special activities. Interstate operations are rare and limited to occasional charter trips into Wisconsin or other neighboring states, with the overwhelming majority of service conducted within Minnesota.

Rehbein Transit operates its fleet from a terminal in Circle Pines, Minnesota and utilizes Type A, Type C, and Type III school buses, totaling approximately 97 power units. The company employs approximately 91 drivers and primarily serves the Centennial School District (Independent School District No. 12) in Anoka County, Minnesota, covering the communities of Lexington, Centerville, and Circle Pines, as well as parts of Blaine and Lino Lakes.

Rehbein Transit holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 377138) and interstate operating authority from the FMCSA (MC No. 796426; U.S. DOT No. 2332736). It currently holds a “Satisfactory” safety rating from the FMCSA.

iv. *Faribault Transportation Service, LLC*

Faribault Transportation Service, LLC (“FTS”) has its principal place of business at 2615 1st Ave. NW, Faribault, MN 55021. FTS operates exclusively as a provider of school bus transportation services and does not offer motorcoach services. Its operations include regular-route general and special education transportation, as well as school bus charter services for extracurricular activities and special events. Interstate service occurs only occasionally, typically involving charter trips into Wisconsin or other nearby states, and is minimal relative to the company’s intrastate operations within Minnesota.

FTS operates from facilities in Faribault and Nerstrand, Minnesota, with the Nerstrand location used primarily for indoor bus storage. The company’s primary customer is Faribault Public Schools in Rice County, Minnesota, which includes the City of Faribault and surrounding communities. FTS operates a fleet of approximately 66 Type A, Type C, and Type III school buses and employs approximately 88 drivers.

The company holds intrastate operating authority from the Minnesota Department of Transportation (MnDOT No. 383558) and interstate operating authority from the FMCSA (MC No. 1067017; U.S. DOT No. 3342279). FTS has not yet received a formal safety rating from the FMCSA.

v. *Reliant Student Transport, LLC*

Reliant Student Transport has its principal place of business at 3941 East Calvary Road, Duluth, MN 55803. Reliant Student Transport provides school bus transportation services and motorcoach services on a charter basis, but does not operate scheduled motorcoach routes. Its

school transportation services include general and special education routes and charter operations supporting school-related activities, using both school buses and motorcoaches. Interstate operations are limited and occur primarily in connection with selected school-related activities involving neighboring states, most commonly Wisconsin.

Reliant Student Transport also provides motorcoach charter and contract services for universities, athletic programs, and other institutional or private customers, as well as event-specific charter work in the greater Duluth area. More than 70% of the company's revenue is derived from school bus operations, with motorcoach services accounting for the remaining portion.

Reliant Student Transport operates fleet assets from terminals in Duluth and Rice Lake, Minnesota, both located in St. Louis County. Its fleet includes Type A, Type C, and Type III school buses, along with motorcoaches that are owned by Lake Superior Motorcoaches, Inc., an affiliated non-carrier entity. Reliant Student Transport operates approximately 118 power units and employs approximately 125 drivers. The company primarily provides school transportation services for Duluth Public Schools and surrounding communities. Within its motorcoach operations, the majority of mileage is travelled within Minnesota, with additional operations occurring primarily in Wisconsin and, to a lesser extent, Iowa and Illinois. Longer-distance trips occur on occasion in response to customer demand, generally favoring states geographically proximate to Minnesota.

Reliant Student Transport holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 147539) and interstate operating authority from the

FMCSA (MC No. 692906; U.S. DOT No. 2859547). The company maintains a “Satisfactory” safety rating from the FMCSA.

vi. *Minn-Dakota Coaches, LLC*

Minn-Dakota has its principal place of business at 1116 N. Tower Road, Fergus Falls, MN 56537. Minn-Dakota provides school bus transportation services and motorcoach charter services, but does not operate regularly scheduled motorcoach routes. School transportation services include regular-route general and special education transportation, along with school charter services supporting extracurricular activities and special events. Interstate service is limited and typically involves occasional trips into neighboring states, particularly North Dakota, based on school or customer needs.

Minn-Dakota also offers motorcoach charter and contract services for universities, business customers, and private events in the Fergus Falls area. Revenue is generated almost evenly between school bus operations and motorcoach services. The company operates from a terminal in Fergus Falls and maintains a fleet of Type A, Type C, and Type III school buses and motorcoaches, totaling approximately 14 power units. Minn-Dakota employs approximately 34 drivers and primarily serves the Fergus Falls Public Schools in Otter Tail County, Minnesota.

With respect to motorcoach operations, approximately half of total motorcoach mileage is conducted within Minnesota. Interstate mileage is concentrated in nearby states, particularly North Dakota and South Dakota, with more limited operations in Iowa and Wisconsin and occasional longer-distance charter activity. Minn-Dakota holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 134472) and interstate

operating authority from the FMCSA (MC No. 139270; U.S. DOT No. 235385). The company holds a “Satisfactory” safety rating from the FMCSA.

vii. *Ready Bus Company, LLC*

Ready Bus has its principal place of business at 1803 14th Street NW, Rochester, MN 55901. Ready Bus provides school bus transportation services and motorcoach charter services, but does not operate regularly scheduled motorcoach routes. Its services include general and special education transportation, school bus charter services for extracurricular activities, and charter motorcoach services for institutional and private customers. Interstate transportation occurs on a limited basis and generally involves travel between Minnesota and neighboring states, particularly Wisconsin.

Ready Bus also provides motorcoach charter and contract services for universities, athletic programs, and private events throughout Minnesota, Wisconsin, and surrounding states. Approximately 70% of the company’s revenue is derived from motorcoach operations, with the remaining portion generated from school bus services.

The company operates school bus and motorcoach assets from terminals in Rochester and La Crescent, Minnesota, as well as from a terminal in La Crosse, Wisconsin, located on French Island near the Minnesota border. Ready Bus operates a fleet consisting of approximately 59 Type A, Type C, and Type III school buses and motorcoaches and employs approximately 56 drivers. The company primarily provides school transportation services for La Crescent-Hokah Public Schools in Houston County, Minnesota. Most Ready Bus motorcoach mileage is travelled within Minnesota and Wisconsin, with additional regional service in Iowa, Illinois, Missouri, and

Indiana, as well as more limited nationwide charter service driven by customer demand. Ready Bus holds intrastate operating authority issued by the Minnesota Department of Transportation (MnDOT No. 378489) and interstate operating authority from the FMCSA (MC No. 124167; U.S. DOT No. 2466035). It maintains a “Satisfactory” safety rating from the FMCSA.

viii. *Southwest Coaches, LLC*

Southwest Coaches is a Minnesota limited liability company with its principal place of business at 1500 Travis Road, Marshall, MN 56258. Southwest Coaches operates as an interstate motor carrier of passengers and holds interstate operating authority issued by the FMCSA (MC No. 140554; U.S. DOT No. 153686). Southwest Coaches does not have intrastate operating authority from the Minnesota DOT as Applicants believe such authority is not required due to the nature of its operations.

Southwest Coaches provides school transportation service under contract to the Marshall, Minnesota school district, including regular and special education routes and extracurricular trips. The Marshall school district consists of 7 public schools along with 3 non-public schools. The district has approximately 3,000 students and the service area encompasses approximately 162.9 square miles. Southwest Coaches’ school transportation operations involve approximately 25 full-sized school buses, as well as approximately 6 smaller buses and 7 vans used for preschool and special-needs transportation.

Southwest Coaches also provides charter services for educational institutions and universities, private events (including weddings and similar events), and coach travel tours. Southwest Coaches serves customers primarily in Minnesota, North Dakota, and South Dakota,

but operates trips in other states as customer needs require. Approximately 40% of its revenue is derived from interstate trips. Its customer base is comprised of approximately 30% from Marshall School District service, 30% from universities, 35% from tour companies, and 5% from youth groups. Southwest Coaches operates a fleet of 8 motorcoaches and 34 school buses, and has approximately 55 employees, including approximately 45 drivers and 10 other employees.

ix. *Minnesota Motor Bus, LLC*

Minnesota Motor Bus, LLC (“Minnesota Motor Bus”) is a Minnesota limited liability company with its principal place of business at 1115 E 1st St, Fairmont, MN 56031. Minnesota Motor Bus operates as an interstate motor carrier of passengers and holds interstate operating authority issued by the FMCSA (MC No.764429; U.S. DOT No. 209770). Minnesota Motor Bus does not have intrastate operating authority from the Minnesota DOT as Applicants believe such authority is not required due to the nature of its operations. Minnesota Motor Bus primarily provides school transportation service under contract to the Fairmont, Minnesota school district, including general and special education transportation to-and-from school on regular routes, and charter trips for extracurricular activities and special events. The Fairmont Area School District consists of 3 public schools along with 4 non-public schools. The district has approximately 2100 students and encompasses a service area of approximately 175.1 square miles. The contract service that Minnesota Motor Bus provides for the Fairmont Area Public Schools involves running approximately 17 full sized school buses that are used for transporting regular education students to and from school and for extracurricular trips. Minnesota Motor Bus also utilizes approximately 5 smaller buses and 4 vans that transport preschool and special needs students. Minnesota Motor Bus has served the Fairmont school district continually since 1979.

Minnesota Motor Bus also provides charter bus service for university and youth groups for sporting events and similar activities within Minnesota and across state lines, primarily into Iowa and South Dakota. Minnesota Motor Bus does not conduct regularly scheduled motorcoach service in interstate commerce.

Minnesota Motor Bus conducts approximately 40 interstate trips per year, and approximately 10% of its revenue is from interstate operations. Its customer base is comprised of approximately 40% from the Fairmont school district service, approximately 40% from charter service to universities in the Fairmont service area, and approximately 20% from charter service to youth groups in the Fairmont service area. Minnesota Motor Bus operates a fleet that includes 2 motorcoaches and 22 school buses. It operates primarily from its Fairmont, Minnesota terminal and also has terminals in Northrup, Minnesota and Ceylon, Minnesota. Minnesota Motor Bus employs approximately 30 drivers and has approximately 31 total employees.

B. Sellers

Jane Stiles (“Jane”) is an individual. Jane’s principal business address is 6030 Carmen Avenue, Inver Grove Heights, MN 55076. Jane is a U.S. citizen and resident of Minnesota. Jane is not a motor carrier and does not hold individual operating authority. Jane owns 50% of the shares of Safe-Way Bus and serves as its Co-President and Secretary. Jane also owns 50% of the shares of Safe-Way Wisconsin and serves as its Co-President and Secretary.

Thomas Stiles (“Tom”) is an individual and the brother of Jane. Tom’s principal business address is 496 Schommer Drive, Hudson WI 54016. Tom is a U.S. citizen and resident of Wisconsin. Tom is not a motor carrier and does not hold individual operating authority. Tom owns 50% of the shares of Safe-Way Bus and serves as its Co-President and Treasurer. Tom

also owns 50% of the shares of Safe-Way Wisconsin and serves as its Co-President and Treasurer.

Jane and Tom acquired control of Safe-Way Bus and Safe-Way Wisconsin through their respective acquisition of 50% of the shares in each Additional Carrier as a result of the settlement of the estate of their late brother Daniel Stiles on March 28, 2022. Prior to the passing of Daniel Stiles, each of the siblings owned 33% of the shares in each Additional Carrier and neither of them individually held a majority ownership interest in the Additional Carriers. The Stiles siblings obtained their interests in the Additional Carriers from their parents Worth and Mary Stiles who formed, owned and operated the Additional Carriers until their respective passings.

In March 2026, the Sellers filed an Application seeking after-the-fact approval from the Board of their 2022 acquisition of control of Safe-Way Bus and Safe-Way Wisconsin. *See* Verified Application under 49 U.S.C. 14303(a), *Jane Stiles and Thomas Stiles — Acquisition of Control— Safe-Way Bus Co. and Safe-Way Wisconsin, Inc.*, STB Docket No. MCF-21148 (STB filed April 6, 2026)(“Stiles Application”). The Board tentatively approved this application on April 27, 2026, with final approval becoming effective on June 23, 2026 as no opposing comments were filed. *See Jane Stiles and Thomas Stiles — Acquisition of Control— Safe-Way Bus Co. and Safe-Way Wisconsin, Inc.*, STB Docket No. MCF-21148 at *1 (STB served May 6, 2026) (“Stiles Control Approval”).

Subsequent to the Board’s issuance of the decision tentatively approving the after-the-fact control by the Stiles of Safe-Way Bus and Safe-Way Wisconsin, Reliant reached a binding agreement with Sellers to acquire control of the Additional Carriers and are submitting this

Application so that the parties can close on the Proposed Transaction as soon as Board approval is obtained.

C. Additional Motor Carriers To Be Acquired

Safe-Way Bus

Safe-Way Bus is a Minnesota corporation incorporated on February 25, 1970 in Inver Grove Heights, Minnesota. Safe-Way Bus was formed by the parents of Jane Stiles and Tom Stiles, who owned and operated the company as a school bus provider in the Twin Cities area of Minnesota. Eventually ownership was transferred to their three children (Jane, Tom and Dan Stiles). In March 2022, Jane and Tom became the co-owners of Safe-Way Bus through the Transaction described above. Jane serves as the Co-President and Secretary. Tom serves as the Co-President and Treasurer.

Safe-Way Bus has its principal place of business at 6030 Carmen Avenue, Inver Grove Heights, MN 55076. Safe-Way Bus is authorized to operate as an interstate motor carrier of passengers subject to the jurisdiction of the FMCSA pursuant to authority issued in Docket No. MC-362288; U.S. DOT No. 813377. Safe-Way Bus also has intrastate operating authority as a motor carrier of passengers from the Minnesota DOT pursuant to Minnesota DOT # 142460.

Safe-Way Bus provides school transportation service under contract to two school districts in the Twin Cities, Minnesota area: Inver Grove Heights Public Schools district ISD 199, and South St. Paul Public Schools district / SSD 6. Safe-Way Bus also provided school transportation service under contract to the St. Paul Public Schools district ISD 625 until June 2023.

The Inver Grove Heights Public Schools district consists of approximately 5 public schools. The district has approximately 3,500 students and the service area encompasses

approximately 30 sq. miles. The contract service that Safe-Way Bus provides for the Inver Grove Heights Public Schools district involves approximately 23 full-sized school buses that are used for transporting regular education students to and from school and conducting extracurricular trips.

The South St. Paul Public Schools district consists of approximately 5 public schools. The district has approximately 3,100 students and the service area encompasses approximately 6 sq. miles. The contract service that Safe-Way Bus provides for the South St. Paul Public Schools district involves approximately 7 full-sized school buses that are used for transporting regular education students to and from school and conducting extracurricular trips. Safe-Way Bus also utilizes approximately 7 smaller buses transport preschool and special-needs students.

Safe-Way Bus also provides school transportation services under contract to the Hudson, Wisconsin public school district. The Hudson Public Schools district consists of approximately 8 public schools and 1 private school. The district has approximately 5,300 students and the service area encompasses approximately 77 sq. miles. The contract service that Safe-Way Bus provides for the Hudson Public Schools District involves approximately 42 full-sized school buses that are used for transporting regular education students to and from school and conducting extra-curricular trips. Safe-Way also utilizes approximately 12 smaller buses and 4 vans/SUVs to transport pre-K and special needs students.

Safe-Way Bus also provides after-school trips as part of its contracts with the relevant school districts in the Twin Cities area. On limited occasions, these services involve transportation across state lines into neighboring states including Wisconsin. Safe-Way Bus also provides charter bus service for university and youth groups, transporting them to sporting events and similar activities within the state of Minnesota and across state lines, primarily into

Wisconsin. Safe-Way Bus does not conduct regularly scheduled motorcoach service in interstate commerce.

In the 12-month period prior to March 2026, Safe-Way Bus conducted approximately 334 interstate trips and approximately 2.11 percent of its overall revenue is derived from these interstate trips. The Safe-Way Bus terminal in Inver Grove Heights, Minnesota has a fleet of approximately 51 school buses. It operates its student transportation services out of its terminal in Inver Grove Heights, Minnesota. It has approximately 50 employees, including 45 drivers and 5 other employees. The Hudson, Wisconsin terminal has approximately 64 employees, including 58 drivers and 6 other employees.

Safe-Way Wisconsin

Safe-Way Wisconsin is a Wisconsin corporation incorporated on May 15, 2006, with a subsequent name change effective as of May 30, 2006, and has its principal business address at 270 LaGranduer Road in Somerset, Wisconsin 54025. At the time of its incorporation in 2006, Safe-Way Wisconsin was owned equally by siblings, Daniel, Jane and Thomas Stiles. Daniel Stiles passed away in 2021 and his estate was settled in March 2022. At that time, Jane and Tom Stiles became the co-owners of Safe-Way Wisconsin. Jane serves as the Co-President and Secretary. Tom serves as the Co-President and Treasurer.

Safe-Way Wisconsin is authorized to operate as an interstate motor carrier of passengers subject to the jurisdiction of the FMCSA pursuant to authority issued in Docket No. MC-1451781; U.S. DOT No. 3923185. Safe-Way Wisconsin also has intrastate operating authority from the Wisconsin DOT to operate as a common carrier of passengers pursuant to PC221.

Safe-Way Wisconsin is a school transportation operator, providing general and special education transportation to and from school on regular routes under contract to the Somerset

Public Schools district in Somerset, Wisconsin and the Unity School district in Balsam Lake, Wisconsin. The Somerset Public Schools district consists of 3 public schools and 1 non-public school. The district has approximately 1500 students and encompasses a service area of approximately 95 sq. miles. The contract service that Safe-Way Wisconsin provides for the Somerset Public Schools district involves running approximately 19 full sized school buses that are used for transporting regular education students to and from school and for extracurricular trips. The Unity School District consists of 3 public schools in the towns of Balsam Lake, Milltown and Centuria, Wisconsin. The district has approximately 945 students and encompasses a service area of approximately 140 sq. miles. The contract service that Safe-Way Wisconsin provides for the Unity Public Schools district involves running approximately 15 full-sized full sized school buses that are used for transporting regular education students to and from school and for extracurricular trips.

Safe-Way Wisconsin also utilizes approximately 1 smaller bus and 3 vans that transport preschool and special needs students within the Unity Public School district. Safe-Way Wisconsin employs approximately 19 school bus drivers and has 22 total employees at the Somerset terminal. Safe-Way Wisconsin employs approximately 18 school bus drivers and has 21 total employees at the Balsam Lake terminal. Safe-Way Wisconsin has serviced the Somerset Public Schools district continually since 2006 and the Unity School District since 2023.

Safe-Way Wisconsin also provides after-school trips as part of its contract with Somerset Public Schools and the Unity School District for extracurricular activities and other special events within Wisconsin. On limited occasions, these services involve transportation across state lines into neighboring states including Minnesota. Safe-Way Wisconsin also provides charter bus service for university and youth groups, transporting them to sporting events and similar

activities within the state of Wisconsin and across state lines, primarily into Minnesota. Safe-Way Wisconsin does not conduct regularly scheduled motorcoach service in interstate commerce.

Safe-Way Wisconsin conducts approximately 111 interstate trips per year between both the Somerset and Balsam Lake terminals, which is minimal in comparison to its overall intrastate school transportation operations. Approximately 2.01% of its overall revenue is from interstate operations. It operates from its terminals in Somerset WI and Balsam Lake, WI which are managed by Vicky Java (General Manager).

II. Description of Operating Authorities (49 C.F.R. § 1182.2(a)(2))

The federal motor carrier operating authorities for providing interstate passenger service issued by the FMCSA to Safe-Way Bus and Safe-Way Wisconsin are reflected in the SAFER profiles attached in Exhibit 1. Safe-Way Bus and Safe-Way Wisconsin have obtained and will continue to maintain these FMCSA operating authorities.

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

Under the Proposed Transaction, Reliant Transportation Group, LLC will acquire 100% of the issued and outstanding equity interests of Safe-Way Bus and Safe-Way Wisconsin from Jane M. Stiles and Thomas W. Stiles pursuant to a Membership Interest Purchase Agreement dated August 31, 2026.⁵ Exhibit 3 depicts the ownership chain and affiliated entities once the proposed transaction is consummated. Following closing, Applicants will obtain control of both Additional Carriers, and the Additional Carriers will continue to operate under their existing FMCSA operating authorities.

⁵ Pursuant to a planned tax reorganization that is scheduled to take place prior to closing, the actual sale of the equity interests in Safe-Way Bus and Safe-Way Wisconsin will be conducted through holding companies ultimately controlled by the selling shareholders Jane and Tom Stiles.

The Proposed Transaction is not designed to result in material operational changes. Safe-Way Bus and Safe-Way Wisconsin will continue to provide substantially the same services to their customers following closing as they currently provide, including school transportation services under contract and charter transportation services. Applicants have no current plans to discontinue service, materially modify routes, close terminals, or reduce headcount as a result of the Proposed Transaction.

The territory primarily serviced by Safe-Way Bus and Safe-Way Wisconsin do not overlap, as they are located approximately 30 miles apart in different states. Safe-Way Bus provides service out of its Inver Grove Heights terminal in the Twin Cities region of Minnesota and its Hudson, Wisconsin terminal. Safe-Way Wisconsin provides service out of its terminal in Somerset, Wisconsin and from a terminal in Balsam Lake, Wisconsin.

Safe-Way Wisconsin's main competitors for student transportation services include Kobussen Buses LTD and Go-Riteway Transportation Group. Safe-Way Bus' main competitors for student transportation services in the greater Twin Cities area and in the Hudson, Wisconsin area include First Student Transportation, Schmitt & Sons Transportation, Transit Team, Voigt's School Service Inc., Billie Bus Transportation and American Student Transportation. There are approximately 5 other direct competitors in each of the service areas, and the competitive landscape has not materially changed since the Transaction in 2022. Both Safe-Way Wisconsin and Safe-Way Bus generally face competition from national, regional and local bus providers operating within their respective service areas. In addition, both companies face considerable competition for transportation services from other modes of transportation including ride sharing services and local bus service operated by transit agencies.

IV. Federally Regulated Carrier Affiliates and Intercompany Structure (49 C.F.R. § 1182.2(a)(4))

Immediately following consummation of the Proposed Transaction, Reliant will directly control Safe-Way Bus and Safe-Way Wisconsin. Reliant is indirectly owned and controlled by TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP through MNC Parent, LLC, MNC Intermediate Holdings, LLC, and MNC Holdings, LP, as described above. A structure chart depicting the post-reorganization ownership chain and affiliated entities is attached as Exhibit 2.

As reflected in *TIP Minnesota Coaches Acquisition LLC – Acquisition of Control – Marshall Line, Inc., et al.*, STB Docket No. MCF-21127 (STB served Jan. 8, 2025) and *Reliant Transportation Group, LLC, TIP MNC Acquisition, LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP— Acquisition of Control —Southwest Coaches, Inc. and Minnesota Motor Bus, Inc.*, STB Docket No. MCF-21149 (STB served June 12, 2026), the upstream ownership consists of non-carrier holding companies and investment entities ultimately controlled by entities affiliated with Tiger Infrastructure. The Proposed Transaction would add Safe-Way Bus and Safe-Way Wisconsin to that investment platform. Other than the Additional Carriers, no additional federally regulated interstate passenger motor carriers are being acquired through the Proposed Transaction.

V. Jurisdictional Statement — Revenues (49 C.F.R. § 1182.2(a)(5))

The Board has jurisdiction over the Proposed Transaction pursuant to 49 U.S.C. § 14303 because the Proposed Transaction will result in common control of more than one interstate motor carrier of passengers subject to the Board’s jurisdiction. The involved motor carriers of

passengers have aggregate gross operating revenues in excess of \$2,000,000 during the twelve-month period preceding the date of this Application.

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

Under 49 C.F.R. § 1105.6(c)(1)(ii), “transactions involving corporate changes (such as a change in the ownership or the operator, or the issuance of securities or reorganization) including grants of authority to hold position as an officer or director” are exempt from the Board’s environmental reporting requirements. The Proposed Transaction involves only a change in control of passenger motor carriers and is not intended to result in any operational changes. Accordingly, the Proposed Transaction is exempt from the Board’s environmental reporting requirements.

Regardless, Applicants do not anticipate that the Proposed Transaction will have a significant effect on the quality of the human environment or the conservation of energy resources. See, e.g., *EQT Infrastructure V Collect EUR SCSp et al. – Acquisition of Control – First Student, Inc. et al.*, STB Docket No. MCF 21093 at *4 (STB served May 21, 2021).

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

The Board “shall approve and authorize a transaction” when it finds 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 and Competitive Considerations

The Proposed Transaction will not adversely affect the adequacy of transportation to the public, nor will it result in any material reduction in competition among interstate motor carriers.

Safe-Way Bus and Safe-Way Wisconsin will continue to operate as separate legal entities, providing substantially the same school transportation and charter services that they provide today, under existing contracts, operating authorities, and management structures. Applicants do not intend to consolidate routes, modify existing service patterns, discontinue service, or redirect equipment or personnel as a result of the Proposed Transaction.

Additionally, the services provided by Safe-Way Bus and Safe-Way Wisconsin do not materially overlap with Reliant's existing Affiliated Carriers. The Affiliated Carriers operate primarily in distinct, localized geographic service areas within Minnesota, serve different school districts and institutional customers, and conduct operations pursuant to separate contracts, terminals, fleets, and operating authorities. School transportation services, which constitute a significant portion of operations for many of the Affiliated Carriers, are inherently contract-specific and district-based, with routes designed exclusively to serve discrete school districts under long-term contractual arrangements. As a result, these routes are not transferable or interchangeable across carriers and do not compete directly with one another.

Safe-Way Bus and Safe-Way Wisconsin each provide school transportation service under contract to different school districts. Safe-Way Bus serves two school districts in the Twin Cities, Minnesota area: Inver Grove Heights Public Schools district ISD 199, and South St. Paul Public Schools district / SSD 6, while Safe-Way Wisconsin serves Somerset Public Schools district in Somerset, Wisconsin and the Unity School district in Balsam Lake, Wisconsin. Those school districts are in different service areas approximately 30 miles apart in different states. Safe-Way Bus also serves the Hudson School district in Hudson, Wisconsin. There is no overlap in the school district service areas served by Safe-Way Bus and Safe-Way Wisconsin. None of Reliant's Affiliated Carriers serve these school districts, nor do they operate school

transportation routes in those communities. Furthermore, both carriers face substantial competition for student transportation services from other bus providers (both national, local and regional) and from numerous other modes of transportation. Accordingly, the Transaction has not reduced competition in any relevant geographic market and has not impaired the adequacy of transportation to the public.

Similarly, to the extent that multiple carriers under common ownership provide motorcoach charter services, those services are customer-driven, irregular, and geographically unique, rather than route-based or scheduled. Charter trips are performed pursuant to individual customer requests and vary by destination, duration, and frequency. The Affiliated Carriers' charter operations are concentrated in different regions of Minnesota, such as the Twin Cities metropolitan area, southeastern Minnesota, northern Minnesota, or western Minnesota, and are typically marketed and performed through longstanding local customer relationships. The interstate charter trips conducted by the Affiliated Carriers are conducted from terminals in different areas and therefore service different customer bases. Safe-Way Bus and Safe-Way Wisconsin only provide occasional trips across state lines, their charter activities rely on separate customer bases, and do not involve the operation of regularly scheduled routes that could be consolidated or eliminated as a result of common ownership.

Moreover, each carrier will continue to maintain separate operating authorities, terminals, fleets, safety programs, and management teams. The common ownership structure is designed to preserve the independent operation of each carrier, while providing access to long-term capital and financial stability. It is not intended to facilitate operational integration or the coordination of pricing or service offerings.

Finally, even within the limited markets in which Applicants' carriers operate, they face substantial competition from a wide range of other transportation providers, including local and regional bus operators, national charter providers, and alternative modes of transportation such as private motor vehicles, airlines, and intercity rail. Customers—particularly school districts and institutional clients—typically select providers through competitive procurement processes or negotiated contracts and retain the ability to change providers upon contract expiration. Accordingly, the Proposed Transaction will not foreclose competition or impair customer choice.

For these reasons, the Proposed Transaction will preserve the adequacy of transportation services, will not result in any anticompetitive consolidation of routes or services, and is fully consistent with the public interest standard under 49 U.S.C. § 14303(b).

B. Total Fixed Charges

Applicants anticipate financing the cost of the Proposed Transaction with a combination of current available funds and equity capital. Applicants do not expect that any resulting fixed charges will adversely affect the Additional Carriers' ability to continue to provide safe and quality transportation service, given the stability of their contractual school transportation operations and continuing charter operations.

First, each of the Additional Carriers has a very stable revenue stream from contracts with school districts, universities, and other institutional entities, which should be more than adequate to service existing and anticipated future debt.

Second, the Proposed Transaction will enable the Additional Carriers to maintain future financial stability through access to considerable funds from the Tiger Infrastructure Investment Entities and their affiliates.

C. Employee Interests

The Proposed Transaction is not expected to have any material adverse effect on employees or labor conditions. Applicants have no current plans for employee layoffs or staffing reductions and do not anticipate adverse changes to wages, benefits, or working conditions as a result of the Proposed Transaction.

The Board has previously found that approval of transactions involving acquisitions of control of motor carriers of passengers is consistent with the public interest where, as here, there are no competitive issues and no adverse impact on transportation, employees, or fixed charges.

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

Applicants hereby certify that Safe-Way Wisconsin and Safe-Way Bus are fit, willing, and able to conduct safe operations in interstate commerce. Safe-Way Wisconsin obtained a New Entrant Safety Audit Pass from the FMCSA on April 14, 2023 but does not have a safety rating. Safe-Way Bus holds a “Satisfactory” safety rating from the FMCSA dated August 1, 2023.

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

Applicants hereby certify that Safe-Way Wisconsin and Safe-Way Bus have the requisite insurance coverage under 49 U.S.C. § 13906. Each maintains bodily injury and property damage insurance coverage of at least \$5,000,000 and has filed its respective Form BMC-91X with the FMCSA reflecting this coverage.

X. Certification of Domicile (49 C.F.R. § 1182.2(a)(10))

Applicants certify that neither Safe-Way Wisconsin nor Safe-Way Bus nor Applicants are domiciled in Mexico or owned or controlled by persons domiciled in Mexico.

CONCLUSION

For the foregoing reasons, Applicants respectfully request that the Board grant authorization under 49 U.S.C. § 14303(a) for Applicants' acquisition of control of Safe-Way Bus and Safe-Way Wisconsin.

Respectfully submitted,

/s/ Edward Fishman

Edward Fishman
Hogan Lovells Cadwalader US LLP
Columbia Square
555 Thirteenth Street, NW
Washington, DC 20004-1109
Phone: (202) 637-3692
Email: edward.fishman@hlc.com

VERIFICATION

I, Tom Nightingale, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning TIP MNC Acquisition, LLC and the Proposed Transaction 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.

Dated:

By:  Signed by:
Tom Nightingale
86B4FCDB7E2A4BB...

Name: Tom Nightingale

Date: August 31, 2026

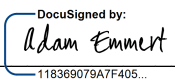
Title: Chief Executive Officer
TIP MNC Acquisition, LLC

VERIFICATION

I, Adam Emmert, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning TIP MN Investments LP and the Proposed Transaction 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.

Dated:

By: Tiger Infrastructure Associates GP IV LP, its general partner

By:  _____
118369079A7F405...

Name: Adam Emmert

Date: August 31, 2026

Title: Authorized Representative

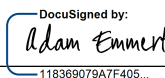
TIP MN Investments LP

VERIFICATION

I, Adam Emmert, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning Tiger Infrastructure Partners Fund IV AIV LP and the Proposed Transaction 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.

Dated:

By: Tiger Infrastructure Associates GP IV LP, its general partner

By:  118369079A7F405...

Name: Adam Emmert

Date: August 31, 2026

Title: Authorized Representative

Tiger Infrastructure Partners Fund IV AIV LP

VERIFICATION

I, Tom Nightingale, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning Reliant Transportation Group, LLC and the Proposed Transaction 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.

Dated:

By:  Signed by:
Tom Nightingale
86B4FCDB7E2A4BB...

Name: Tom Nightingale

Date: August 31, 2026

Title: Chief Executive Officer

Reliant Transportation Group, LLC

VERIFICATION

I, Jane Stiles, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning Safe-Way Bus Co. and Safe-Way Wisconsin, Inc. is true and correct. 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.

Dated:

By:  _____
DocuSigned by:
Jane Stiles
271223BA4400463...

Name: Jane Stiles

Date: August 31, 2026

Title: CEO _____

Safe-Way Bus Co. and Safe-Way Wisconsin, Inc.

VERIFICATION

I, Thomas Stiles, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application concerning Safe-Way Bus Co. and Safe-Way Wisconsin, Inc. is true and correct. 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.

Dated:

By:  _____
Signed by:
Tom Stiles
F7B3925F62C9401...

Name: Thomas Stiles
Date: August 31, 2026

Title: President _____

Safe-Way Bus Co. and Safe-Way Wisconsin, Inc.

EXHIBIT 1

Schedule of Federal Operating Authorities (FMCSA SAFER Profiles)

☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value:

Company Snapshot

SAFE-WAY BUS COMPANY

USDOT Number: 813377

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 **08/23/2026**.

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>	813377	<u>State Carrier ID Number:</u>													
<u>MCS-150 Form Date:</u>	05/20/2025	<u>MCS-150 Mileage (Year):</u>	165,000 (2024)												
OPERATING AUTHORITY INFORMATION															
<u>Operating Authority Status:</u>	NOT AUTHORIZED *Please Note: NOT AUTHORIZED does not apply to Private or Intrastate operations. For Licensing and Insurance details click here .														
<u>MC/MX/FF Number(s):</u>	MC-362288														
COMPANY INFORMATION															
<u>Legal Name:</u>	SAFE-WAY BUS COMPANY														
<u>DBA Name:</u>															
<u>Physical Address:</u>	6030 CARMEN AVE INVER GROVE HEIGHTS, MN 55075														
<u>Phone:</u>	(651) 451-1375														
<u>Mailing Address:</u>	6030 CARMEN AVE INVER GROVE HEIGHTS, MN 55075														
<u>DUNS Number:</u>	0 - -														
<u>Power Units:</u>	51	<u>Non-CMV Units:</u>	0												
		<u>Drivers:</u>	45												
<u>Operation Classification:</u>															
<table><tbody><tr><td>X Auth. For Hire</td><td>X 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>X Priv. Pass. (Business)</td><td>Fed. Gov't</td><td></td></tr></tbody></table>				X Auth. For Hire	X Priv. Pass.(Non-business)	State Gov't	Exempt For Hire	Migrant	Local Gov't	Private(Property)	U.S. Mail	Indian Nation	X Priv. Pass. (Business)	Fed. Gov't	
X Auth. For Hire	X Priv. Pass.(Non-business)	State Gov't													
Exempt For Hire	Migrant	Local Gov't													
Private(Property)	U.S. Mail	Indian Nation													
X Priv. Pass. (Business)	Fed. Gov't														
<u>Carrier Operation:</u>															
<table><tbody><tr><td>X Interstate</td><td>Intrastate Only (HM)</td><td>Intrastate Only (Non-HM)</td></tr></tbody></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: **08/23/2026**

Total Inspections: **2**

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	1	2	0	0
Out of Service	0	0	0	0
Out of Service %	0%	0%	%	0%
Nat'l Average % as of DATE 07/31/2026*	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: **08/23/2026**

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: **08/23/2026**

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: 08/23/2026

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

<u>Crashes:</u>				
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: **08/23/2026**

Review Information:

Rating Date:	05/09/2013	Review Date:	05/06/2013
Rating:	Satisfactory	Type:	Compliance Review

☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value:

Company Snapshot

SAFE-WAY WISCONSIN INC

USDOT Number: 3923185

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.

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Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
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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>	3923185	<u>State Carrier ID Number:</u>	
<u>MCS-150 Form Date:</u>	03/17/2026	<u>MCS-150 Mileage (Year):</u>	318,295 (2025)
OPERATING AUTHORITY INFORMATION			
<u>Operating Authority Status:</u>	AUTHORIZED FOR: Motor Carrier of Passengers For Licensing and Insurance details click here .		
<u>MC/MX/FF Number(s):</u>	MC-1451781		
COMPANY INFORMATION			
<u>Legal Name:</u>	SAFE-WAY WISCONSIN INC		
<u>DBA Name:</u>	SAFE-WAY BUS COMPANY - WISC		
<u>Physical Address:</u>	270 LAGRAN DUER SOMERSET, WI 54025		
<u>Phone:</u>	(715) 247-2090		
<u>Mailing Address:</u>	270 LAGRAN DUER SOMERSET, WI 54025		
<u>DUNS Number:</u>	0 - -		
<u>Power Units:</u>	38	<u>Non-CMV Units:</u>	0
		<u>Drivers:</u>	38
<u>Operation Classification:</u>			
☒ Auth. For Hire Exempt For Hire Private(Property) ☒ Priv. Pass. (Business) ☒ Priv. Pass.(Non-business) Migrant U.S. Mail Fed. Gov't State Gov't Local Gov't Indian Nation			
<u>Carrier Operation:</u>			
☒ 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: **08/23/2026**

Total Inspections: **2**
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.

<u>Inspections:</u>				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	0	2	0	0
Out of Service	0	0	0	0
Out of Service %	%	0%	%	0%
Nat'l Average % as of DATE 07/31/2026*	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: **08/23/2026**

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

<u>Crashes:</u>				
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: **08/23/2026**

Total inspections: **0**

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

<u>Inspections:</u>		
Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: 08/23/2026

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

<u>Crashes:</u>				
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: **08/23/2026**

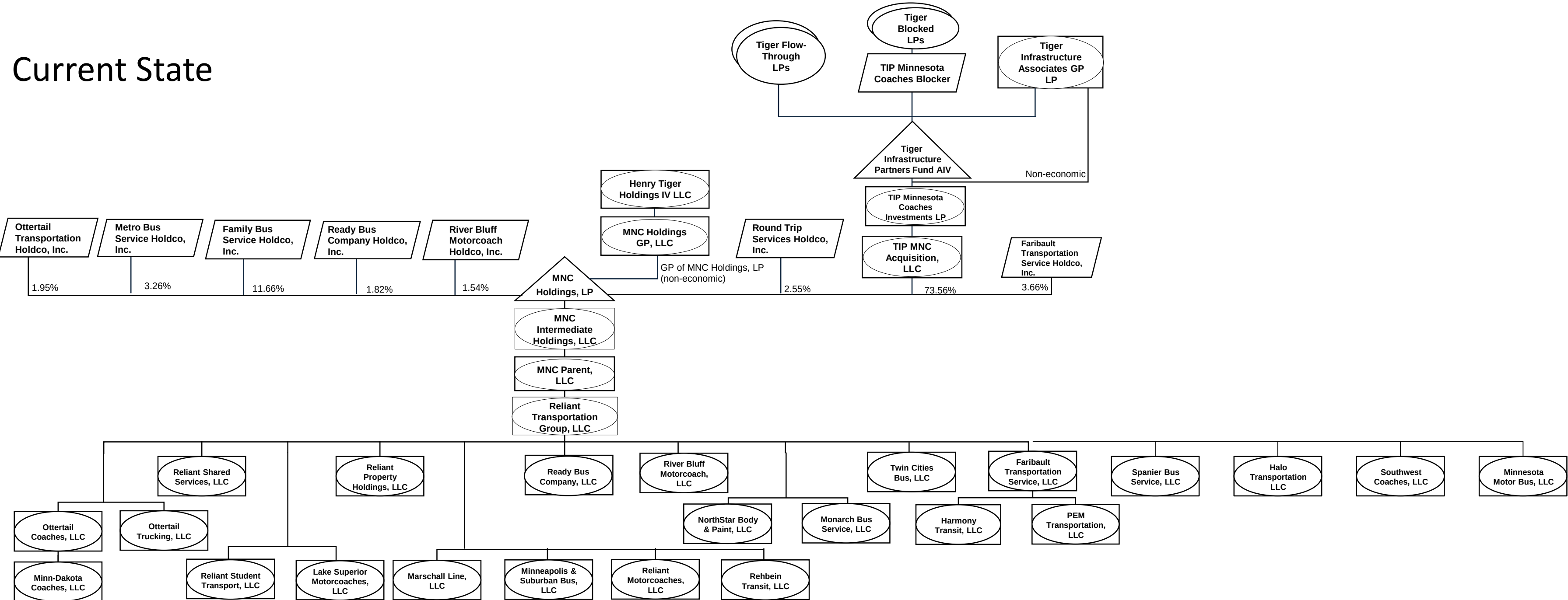
Review Information:

Rating Date:	None	Review Date:	None
Rating:	None	Type:	None

EXHIBIT 2

Current Organizational Structure Chart

Current State

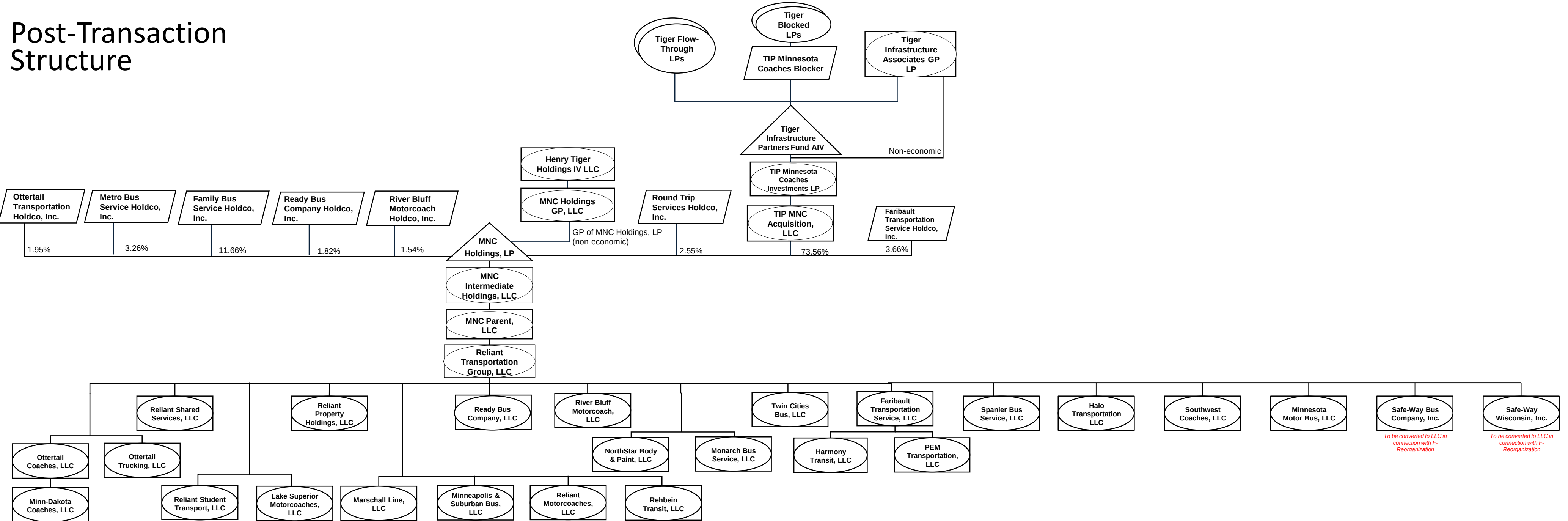


*** All entities are 100% owned unless indicated otherwise**

EXHIBIT 3

Organizational Structure Chart After Proposed Transaction

Post-Transaction Structure



* All entities are 100% owned unless indicated otherwise

CERTIFICATE OF SERVICE

I certify that I have, on this 31st day of August 2026 pursuant to 49 C.F.R. § 1182.3 and 15 U.S.C. § 18a(c)(6), caused to be served a copy of the foregoing Application on the following parties by first class mail:

Director of Operations
Antitrust Division
U.S. Department of Justice
950 Pennsylvania Ave. N.W.
Room 3335
Washington, D.C. 20530

Premarmer Notification Office
Bureau of Competition
United States Federal Trade Commission
600 Pennsylvania Avenue, NW
Room 303
Washington, DC 20580

Federal Motor Carrier Safety Administration
Office of Registration & Safety Information
Chief, Registration, Licensing & Insurance Division
1200 New Jersey Ave. SE
Mail Stop W65-331
Washington, DC 20590

Minnesota Department of Transportation
Office of Freight and Commercial Vehicle Operations
395 John Ireland Boulevard, MS 420
St. Paul, MN 55155-1800

Wisconsin Department of Transportation
Motor Carrier Services
P.O. Box 7979
Madison WI 53707-7979

/s/ Edward Fishman

Edward Fishman
Attorney for Applicants