

Before the
SURFACE TRANSPORTATION BOARD

ENTERED
Office of Chief Counsel
September 23, 2026
Part of
Public Record

Docket No. MCF 21154

FIRST STUDENT, INC.
—ACQUISITION OF CONTROL—
AUTUMN TRANSPORTATION INC. AND AMBASSADOR WHEELCHAIR SERVICES,
INC.

**SUPPLEMENT TO APPLICATION
UNDER 49 U.S.C. § 14303**

On August 4, 2026, First Student, Inc. (“First Student” or “Applicant”) filed an application pursuant to 49 U.S.C. § 14303 seeking authority to acquire control of Autumn Transportation Inc. (“Autumn”) and Ambassador Wheelchair Services, Inc. (“Ambassador” and, together with Autumn, the “Target Carriers”). First Student supplemented the application on August 18, 2026. On September 2, 2026, the Surface Transportation Board (the “Board”) issued a decision finding that additional information was required before the application could be considered complete. The Board directed First Student and any joining applicants to provide supplemental information describing the competitive conditions in the geographic area served by the Target Carriers and explaining how the proposed transaction would affect competition for the regulated transportation services provided by the parties. This supplement is submitted in response to the Board’s September 2, 2026 Decision.¹

¹ The EQT Entities’ separate joinder filing, submitted contemporaneously with this supplement, responds to the Board’s directive that the EQT Entities join the Application and provide information required under 49 C.F.R. Part 1182. This supplement is limited to the additional competitive conditions information requested by the Board and includes an updated organizational structure and affiliate charts of Applicant.

For an arrangement such as the proposed transaction in which multiple passenger carriers would be under the control of a single entity, the law requires the Board to assess the effect on competition in the market and the impact on the public interest. As a general matter, the Board (as did its predecessor, the Interstate Commerce Commission) has consistently found that proposed “common control” arrangements in the bus industry (however accomplished) are not anti-competitive. In large measure, that conclusion rests on the finding that as a result of ease of entry into the market, the passenger motor carrier industry is characterized by healthy intramodal competition, healthy competition between bus services, and healthy competition with other modes of transportation; all such modes constitute the “relevant market.” *See GLI Acquisition Co. – Purchase – Trailways Lines, Inc.*, 4 I.C.C.2d 591, 598-602 (1988).

On those occasions in which the Board has been asked to assess the “public interest” and “competition” issues involving proposed acquisitions which will result in the ownership of multiple bus carriers by entities, it has consistently approved applications of this type. The Board has found that acquisitions contemplating the common control of numerous passenger carriers can result in better overall service for the public without any lessening of the benefits of healthy competition. *See e.g., Stagecoach Group PLC and Coach USA, Inc., et al. - Acquisition of Control – New Today Bus Corp., et al.*, STB Docket No. MCF-21030 (served January 30, 2009); *Sureride Charter Inc. d/b/a Sundiego Charter Co. d/b/a SunExpress Charter Co. - Acquisition of Control - McClintock Enterprises, Inc. d/b/a Goldfield Stage & Co.*, STB Docket No. MCF 21077 (served Nov. 2, 2017); *National Express Transit Corporation—Acquisition of Control—Fox Bus Lines, Inc.*, STB Docket No. MCF 21086 (served Sept. 27, 2019); *National Express LLC—Acquisition of Control—White Plains Bus Company, Inc.*, STB Docket No. MCF 21065 (served Dec. 23, 2015). In *National Express LLC—Acquisition of Control—White Plains Bus Company, Inc.*, the Board

approved the acquisition of a school transportation provider where the target would “continue to operate” following the transaction, but “within the National Express corporate family.” The Board further found that there was little overlap in service areas or customer bases and that the transaction would not adversely affect competition or the public interest.

This general framework strongly reflects the specifically applicable competitive conditions in Connecticut, where student and passenger ground transportation is a fragmented, low-barrier market with no dominant supplier. Competition is expected to continue increasing as transportation contracts come up for bid and rebid, customers regularly evaluate and reevaluate service providers, and new competitors enter the market. As described below, the proposed transaction will maintain this highly competitive market.

A. Autumn Transportation Inc.

Autumn is a home-to-school and special education transportation contractor operating approximately 300 vehicles against roughly 250 to 260 daily routes in the Greater Hartford area—the City of Hartford and surrounding towns including Wethersfield, Newington, Rocky Hill, Glastonbury, Windsor—with limited additional work extending into the Farmington Valley and Storrs. Its customers include the Hartford Board of Education, Wethersfield Board of Education, and Capital Region Education Council (CREC).

Within Autumn’s primary Connecticut service areas for its yellow-bus operations, customers have access to numerous competing transportation providers. Those providers include DATTCO, Inc., Specialty Transportation, Inc. (recently acquired by Van Pool Transportation LLC), M&J Bus, Inc., B and B Transportation, Inc., Winkle Bus Company, Inc., Smyth Bus Co., Beacon Mobility, Haven Transportation, Sky Transportation, LLC and New Britain Transportation Co., among others. Student Transportation of America and Durham School Services are also

positioned to compete for contracts from nearby operating locations. None of the foregoing competitors are affiliated with First Student.

First Student's Connecticut customers consist of school transportation contracts with West Hartford, New Haven, Bethel, Bolton, Easton-Redding-Region 9, Montville/Killingly, Lisbon, Watertown, Weston, Norwich, and Bozrah, many of which are located outside Autumn's primary Greater Hartford service area. First Student and Autumn serve distinct customer bases in Connecticut, with the only overlap among the customers served by each company being CREC (referenced above), where First Student operates as a direct contractor and Autumn subcontracts to another provider with a contract with CREC, so the parties have not bid directly against each other for CREC work.

The presence of numerous transportation providers and active bidding dynamics in the Connecticut student transportation market confirms the competitive nature of the market. Approximately 1,152 pipeline buses are up for rebid by June 2027, with an additional 664 scheduled for rebid by June 2028.² As a result, approximately 46% of the pipeline will be subject to competitive bidding within the next two years. Self-supply is a real and present competitive alternative; approximately nine districts self-operate roughly 300 vehicles, and the Regional Education Service Centers ACES and EASTCONN operate in-house fleets of approximately 160 and approximately 135 vehicles, respectively. Autumn holds roughly 298 of roughly 3,948 pipeline buses (approximately 7.5 percent).

Recent competitive procurements demonstrate that school transportation contracts are regularly awarded to providers other than the incumbent operator. For example, in 2024, Farmington (Hartford) awarded its transportation contract to Specialty Transportation, Inc.,

² "Pipeline" refers to transportation business expected to become available for competitive bidding through upcoming contract expirations, rebids, and new service opportunities.

replacing incumbent provider M&J Bus, Inc. In 2025 and 2026, respectively, Greenwich (Fairfield) and Bristol (Hartford) each selected DATTCO, Inc. through competitive procurements, replacing the incumbent transportation provider. Likewise, in 2026, Waterbury's special education transportation routes (New Haven) were awarded to Sky Transportation, replacing incumbent provider Ambassador. These examples illustrate that school districts routinely evaluate competing bids and are willing to transition transportation services to new providers.

Finally, there is no current, direct competition between Autumn and Applicant (or Applicant's affiliates) for the infrequently requested interstate routes performed by Autumn (less than 1% of Autumn's revenue), which arise only from time to time based on the transportation needs of individual school districts and other customers.

B. Ambassador Wheelchair Services, Inc.

Ambassador is a van-based operation providing out-of-district special education, McKinney-Vento student transportation, and Non-Emergency Medical Transportation (NEMT) services for the broker Medical Transportation Management, Inc. (MTM), with a service territory spanning Hartford, Tolland, Middlesex, and Fairfield counties. Its customers include the City of Hartford, East Hartford Board of Education, Newton Public Schools, Regional School District 8, South Windsor Public Schools, the Town of Wethersfield, MTM, the City of Waterbury, and the City of Bristol.

Ambassador's main competitors included Hartford HealthCare, Trinity Health, Ace Taxi, M7, Comfort Care Transportation, Valley Cab, and the Greater Hartford Transit District. First Student does not currently compete with Ambassador. None of the foregoing competitors are affiliated with First Student. In fact, First Student's Connecticut operations consist exclusively of

home-to-school yellow bus services and do not serve any of Ambassador's special education districts or provide NEMT or related services in the state.

Competition in Ambassador's markets is strong, with numerous transportation providers actively competing for customer demand and new entrants able to enter the market with relative ease. Barriers to entry in Ambassador's industry are especially thin; no terminals, no Type C fleet, and no CDL-heavy hiring are required. A Connecticut STV endorsement and a van suffice to enter the market. In the Hartford region alone, roughly two dozen operators run fewer than approximately sixty vehicles each. NEMT volume is allocated by brokers such as MTM and Veyo rather than won through traditional bidding, and pricing pressure is intense—the Target Carriers report no MTM rate increase in more than two years because requesting an increase typically loses the work to a lower-cost vendor.

Similar to Autumn, Ambassador's interstate operations are limited and infrequently performed (less than 1% of Ambassador's revenue), and there is no direct competition between Ambassador and Applicant (or Applicant's affiliates) with respect to these routes.

C. First Student Affiliate Chart

Applicant submits an amended affiliate chart, attached as Exhibit A, which includes additional information regarding its affiliates operating in Connecticut and neighboring states. The amended chart supplements the affiliate information previously provided and specifically identifies whether affiliates operating in the region conduct business in Connecticut or compete with Autumn or Ambassador. As reflected in the affiliate chart, most of First Student's affiliate entities do not currently conduct operations in Connecticut. TTC Bus Corp., although a Connecticut entity, does not presently provide transportation services or operate any routes in the state and solely holds vehicles registered in Connecticut. The affiliate chart further demonstrates

that neither Autumn nor Ambassador competes with any First Student affiliate in Connecticut, as the affiliates either do not operate in Connecticut, do not provide the services offered by the Target Carriers, or do not operate any Connecticut routes. The First Student affiliates likewise do not compete with the Target Carriers' limited interstate transportation services originating in Connecticut. As additional context, First Student, Inc. serves as the primary contracting entity for its Connecticut contracts.

Additionally, Applicant submits as Exhibit B an updated intercorporate structure chart, which replaces Exhibit A to the August 4, 2026 Application and reflects the First Student corporate structure as required under 49 C.F.R. § 1182.2(a)(4).

CONCLUSION

For the reasons set forth in the August 4, 2026 Application and supplemented herein, the proposed transaction is consistent with the public interest, will not adversely affect competition, and should be approved. Autumn and Ambassador compete in a fragmented market served by numerous national, regional, and local providers. First Student's existing Connecticut operations do not significantly overlap with those of either Target Carrier in any service segment or geographic area. The competitive bidding environment, the low barriers to entry in the van and special education segments, the presence of multiple credible alternative carriers in every district and service area served by the Target Carriers, and the demonstrated willingness of school districts to switch providers or self-operate ensure that the transaction will not diminish competition or adversely affect the public interest. Moreover, because the proposed transaction is a stock acquisition through which First Student will acquire control of Autumn and Ambassador, the Target Carriers will continue operating as separate entities after closing, maintaining their existing operations, operating authorities, and contractual obligations. First Student also anticipates

offering employment to substantially all of the Target Carriers' existing employees, which will help ensure continuity of operations and service for customers. Accordingly, the proposed transaction is consistent with the public interest and should be approved.

Respectfully submitted,

/s/ Alan Abes

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Attorneys for Applicant

September 22, 2026

VERIFICATION OF FIRST STUDENT, INC.

I, Michael L. Petrucci, Secretary, Senior Vice President & General Counsel for First Student, Inc., verify under penalty of perjury under the laws of the United States of America, that all of the information in this Supplement to Application concerning Applicant First Student, Inc. and the Proposed Transaction is true and correct. Further, I certify that I am qualified and authorized on behalf of Applicant First Student, Inc. to submit this verification and file this Supplement to Application. I know that willful misrepresentation 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.



Date: 9.22.2025

VERIFICATION OF AUTUMN TRANSPORTATION INC.

I, Salvatore Marotta, President for Autumn Transportation Inc., verify under penalty of perjury under the laws of the United States of America, that all of the information in this Supplement to Application concerning Autumn Transportation Inc. and the Proposed Transaction is true and correct. Further, I certify that I am qualified and authorized on behalf of Autumn Transportation Inc., to submit this verification and file this Supplement to Application. I know that willful misrepresentation 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.

A handwritten signature in blue ink, reading "Salvatore Marotta", is written over a horizontal line.

Date: 9-22-26

VERIFICATION OF AMBASSADOR WHEELCHAIR SERVICES, INC.

I, Rosario Fazzina, President for Ambassador Wheelchair Services, Inc., verify under penalty of perjury under the laws of the United States of America, that all of the information in this Supplement to Application concerning Ambassador Wheelchair Services, Inc. and the Proposed Transaction is true and correct. Further, I certify that I am qualified and authorized on behalf of Ambassador Wheelchair Services, Inc., to submit this verification and file this Supplement to Application. I know that willful misrepresentation 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.



Date: 9-22-26

CERTIFICATE OF SERVICE

I certify that I have, on this 23rd day of September 2026, pursuant to 49 C.F.R. § 1182.3(a), served a copy of the foregoing document on the following regulatory bodies or entities by first-class mail:

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

Connecticut Department of Transportation
Office of the Commissioner
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Connecticut Department of Public Health
Office of Emergency Medical Services
410 Capitol Avenue
P.O. Box 340308
Hartford, CT 06134-0308

/s/ Alan Abes

Alan Abes
Attorney for Applicant

CERTIFICATE OF SERVICE

I certify that I have, on this 23rd day of September 2026, pursuant to 49 C.F.R. § 1104.12, served a copy of the foregoing document to the following legal counsel of Autumn Transportation Inc. and Ambassador Wheelchair Services, Inc. by electronic mail:

Jacobs Walker Rice & Barry, LLC
146 Main St, Manchester, CT 06042
Michael Rice
(860) 646-0121
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/s/ Alan Abes

Alan Abes
Attorney for Applicant

EXHIBIT A
FIRST STUDENT, INC. – SUMMARY OF AFFILIATES

Entity / Description	State of Formation	USDOT No.	MC No.	Carrier Operation	Carrier Safety Rating - FMCSA
Total Transportation Corp. Total Transportation Corp. is a holding company for a group of affiliated transportation services providers, identified below, that operate primarily in the New York City tri-state region. Total Transportation Corp. and its operating subsidiaries provide student transportation services under contract with the New York City Department of Education, as well as transportation services for the New York City Department of Correction and the New York City Department of Homeless Services.	NY	—	—	—	—
L&M Bus Corp. L&M Bus Corp. is a subsidiary of Total Transportation Corp. that provides home-to-school student transportation services in the New York City tri-state region. This entity performs Special Education and Pre-K Routes for NYC Department of Education and Pre-K Routes for Nassau County, Long Island. It does not operate any routes that enter Connecticut.	NY	3022041	—	Intrastate Only (Non-HM)	None
Maggie's Paratransit Corp. Maggie's Paratransit Corp. is a subsidiary of Total Transportation Corp. that provides paratransit transportation services in the New York City tri-state region. This entity performs Paratransit Routes for the Metropolitan Transit Authority via the MTA Access-A-Ride Program. It does not operate any routes that enter Connecticut.	NY	3008736	—	Intrastate Only (Non-HM)	None
Mat Bus Corp (NY) Mat Bus Corp (NY) is a subsidiary of Total Transportation Corp. that provides transportation services in the tri-state region. This entity performs Home-to-School Transportation in the Westchester Area. It has previously operated a small number of routes that enter Connecticut but does not currently operate any such routes.	NY	2936819	—	Intrastate Only (Non-HM)	None
Mat Bus Corp (PA) Mat Bus Corp (PA) is a subsidiary of Total Transportation Corp. that provides transportation services in Pennsylvania. This entity performs Home-to-School Transportation in the Philadelphia Area. It does not operate any routes that enter Connecticut.	PA	2643668	MC-1496027	Interstate	None
MPC Bus Corp (NJ) MPC Bus Corp (NJ) is a subsidiary of Total Transportation Corp. that provides transportation services in New Jersey. This entity performs Paratransit Routes for Union County New Jersey and the New Jersey Transit Authority via the Access Link Program. It does not operate any routes that enter Connecticut.	NJ	2967228	—	Intrastate Only (Non-HM)	None
Quality Transportation Corp Quality Transportation Corp is a subsidiary of Total Transportation Corp. that provides transportation services in the New York City tri-state region. This entity performs General Education Routes for NYC Department of Education. It does not operate any routes that enter Connecticut.	NY	3022037	—	Intrastate Only (Non-HM)	None

Entity / Description	State of Formation	USDOT No.	MC No.	Carrier Operation	Carrier Safety Rating - FMCSA
Total Transit Corp Total Transit Corp is a subsidiary of Total Transportation Corp. that operates a paratransit contract in Philadelphia, Pennsylvania. This entity performs Paratransit Routes for the Southeastern Pennsylvania Transportation Authority via the SEPTA Access Program. It does not operate any routes that enter Connecticut.	PA	—	—	—	—
TTC Bus Corp TTC Bus Corp is a subsidiary of Total Transportation Corp. that has operated bus services in Connecticut. Currently, this entity does not operate any transportation service contracts. The entity owns vehicles registered in the state of Connecticut.	CT	3881271	—	Intrastate Only (Non-HM)	None
Cook-Illinois Corp. Cook-Illinois Corp. is a holding company for a group of affiliated transportation services providers, identified below, that operate throughout the State of Illinois. Cook-Illinois Corp. and its operating subsidiaries provide home-to-school student transportation and related services. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
Kickert School Bus Line, Inc. Kickert School Bus Line, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
Kickert Bus Lines, Inc. Kickert Bus Lines, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	279326	MC-181785	Interstate	Satisfactory
Liberty School Bus Company, Inc. Liberty School Bus Company, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago metropolitan area. For DOT and operating authority purposes, Liberty School Bus is the trade name under which American School Bus Company, LLC conducts operations. This entity does not conduct operations in Connecticut.	IL	540653	MC-200028	Intrastate Only (Non-HM)	None
American School Bus Company, LLC American School Bus Company, LLC is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago metropolitan area and conducts operations under the trade name Liberty School Bus. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
North Shore Transit, Inc. North Shore Transit, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	1257235	MC-496466	Interstate	Conditional

Entity / Description	State of Formation	USDOT No.	MC No.	Carrier Operation	Carrier Safety Rating - FMCSA
Richlee Vans, Inc. Richlee Vans, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	539932	MC-181199	Intrastate Only (Non-HM)	None
Warning Charter Service, Inc. Warning Charter Service, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
Westway Coach, Inc. Westway Coach, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	281714	MC-181195	Intrastate Only (Non-HM)	None
Indian Head Transit Company, Inc. Indian Head Transit Company, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
Chicago School Transit, Inc. Chicago School Transit, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	—	—	—	—
Alpha School Bus Company, Inc. Alpha School Bus Company, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	284336	MC-181207	Intrastate Only (Non-HM)	None
Cook County School Bus, Inc. Cook County School Bus, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	281691	MC-181203	Interstate	Satisfactory
Crawford Bus Service, Inc. Crawford Bus Service, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	284333	MC-181197	Intrastate Only (Non-HM)	None
Grand Prairie Transit, Inc. Grand Prairie Transit, Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	—	—	—	—

Entity / Description	State of Formation	USDOT No.	MC No.	Carrier Operation	Carrier Safety Rating - FMCSA
Illinois School Bus Co., Inc. Illinois School Bus Co., Inc. is a subsidiary of Cook-Illinois Corp. that provides home-to-school student transportation services in the Chicago, Illinois area. This entity does not conduct operations in Connecticut.	IL	76786	MC-43194	Interstate	Satisfactory
Continental Air Transport–Chicago School Transit Joint Venture, LLC Continental Air Transport–Chicago School Transit Joint Venture, LLC provides airport shuttle transportation services in the Chicago metropolitan area. This entity does not conduct operations in Connecticut.	IL	2313842	MC-789919	Interstate	Satisfactory
Apple Bus Company Apple Bus Company is a transportation services provider of home-to-school student transportation, operating predominantly in Missouri, South Dakota, North Dakota, Nebraska, Alaska, and Louisiana. This entity does not conduct operations in Connecticut.	MO	1061395	—	Interstate	Satisfactory
Penny Transportation Inc. Penny Transportation, Inc. is a transportation services provider of home-to-school student transportation in the state of New York. This entity performs Pre-K Routes for NYC Department of Education. It does not operate any routes that enter Connecticut.	NY	3589863	MC-1215554	Intrastate Only (Non-HM)	None
Smart Pick Inc. Smart Pick, Inc. is a transportation services provider of home-to-school student transportation in the state of New York. This entity performs Pre-K Routes for NYC Department of Education. It does not operate any routes that enter Connecticut.	NY	1776821	MC-648278	Intrastate Only (Non-HM)	None
Safety Bus Service, Inc. Safety Bus Service, Inc. is a transportation services provider of home-to-school student transportation, operating throughout the state of New Jersey. This entity does not conduct operations in Connecticut.	NJ	17147	MC-42183	Interstate	Satisfactory
Safety Tours, Inc. Safety Tours, Inc. is a transportation services provider of charter transportation services, operating throughout the state of New Jersey. This entity does not conduct operations in Connecticut.	NJ	—	—	—	—
First Mile Square, LLC First Mile Square LLC is a transportation services provider of home-to-school student transportation, operating primarily in Upstate New York, with a concentration in Westchester County. This entity Performs Home-to-School Transportation in the South Westchester Area. It has previously operated a small number of routes that enter Connecticut, but does not currently operate any such routes.	NY	2533565	MC-880722	Interstate	None
Pride Transportation Services, Inc. Provides home-to-school student transportation services in the New York City tri-state region. This entity performs Special Education and General Education Routes for NYC Department	NY	3388111	—	Intrastate Only (Non-HM)	None

Entity / Description	State of Formation	USDOT No.	MC No.	Carrier Operation	Carrier Safety Rating - FMCSA
of Education. It previously operated routes that travel from one of the five boroughs of NYC to Connecticut but does not currently operate any such routes.					
GVC II, Inc. GVC provides paratransit transportation services in the New York City tri-state region. This entity performs Paratransit Routes for the Metropolitan Transit Authority via the MTA Access-A-Ride Program. It does not operate any routes that enter Connecticut.	NY	3078502	—	Intrastate Only (Non-HM)	None
Bella Bus Corp. Provides adult handicapped and homeless transportation services in the New York City tri-state region. It does not operate any routes that enter Connecticut.	NY	2996378	—	Intrastate Only (Non-HM)	None

EXHIBIT B
**AMENDED CURRENT ENTITY CHART FOR FIRST STUDENT,
ITS AFFILIATES AND ULTIMATE PARENT COMPANIES**

(See attached)

The diagram illustrates the hierarchy of legal forms in Germany, categorized by the type of relationship governing them. The categories are represented by horizontal lines of different colors and styles:

- Managerial relationship** (Orange solid line)
- Legal Ownership** (Orange solid line)
- German General Partner relationship** (Black dashed line)
- General Partner relationship** (Blue dashed line)
- Limited Partnership relationship** (Green dashed line)
- German Managing Limited relationship** (Green solid line)



