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April 7, 2026
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Public Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

IN THE MATTER OF

TBL GROUP, INC.

-- ACQUISITION OF CONTROL --

CHICAGO CLASSIC COACH, LLC

DOCKET NO. MCF 21144

**VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a) OF TBL GROUP, INC.,
FOR APPROVAL OF THE ACQUISITION OF CONTROL OF
CHICAGO CLASSIC COACH, LLC**

TBL Group, Inc. ("Applicant") respectfully submits this application under 49 U.S.C. § 14303 and Surface Transportation Board ("STB" or "Board") regulations at 49 C.F.R. Part 1182 (this "Application") for approval of the transaction more fully described herein ("Contemplated Transaction"). The Contemplated Transaction entails the acquisition of control by Applicant of the member interests in or the primary assets of Chicago Classic Coach, LLC, an Illinois limited liability company ("Classic"), through (i) Applicant's formation of a subsidiary entity (a "TBL Newco"), which will acquire and operate substantially all of the motor carrier assets of Classic, or (ii) Applicant's direct acquisition of the Classic limited liability company.¹

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April 7, 2026
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¹ On August 25, 2025, Applicant filed an application with the Board under docket number MCF 21138, *TBL Group, Inc. – Acquisition of Control – BTM Coaches, Inc.*, seeking authority to acquire control of BTM Coaches, Inc., and approval of that application become effective on November 8, 2025. The Contemplated Transaction herein is wholly unrelated to the transaction which is the subject of that application.

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

A. Applicant. Applicant is a Texas corporation, headquartered at 15734 Aldine Westfield Road, Houston, Texas 77032. The authorized signature on behalf of Applicant is set forth in the Verification of Applicant in Section XIII of this Application. Applicant is not a federally-regulated carrier, and does not have a U.S. Department of Transportation Number (“USDOT No.”), Federal Motor Carrier Safety Administration Docket Number (“FMCSA Docket No.”),³ or a safety rating assigned by U.S. Department of Transportation (“Safety Rating”).⁴ Applicant controls ten (10) other affiliated entities (“Applicant’s Affiliates”).

B. Applicant’s Affiliates. Applicant’s Affiliates are:

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

² This Application is organized to follow the elements set forth in the applicable rules of the Board at 49 C.F.R. § 1182.2(a).

³ An FMCSA Docket No. is the reference number assigned to a motor carrier by the Federal Motor Carrier Safety Administration for interstate motor carrier authority.

⁴ Certain of the motor carriers have not been rated by FMCSA or USDOT. If a carrier has not been rated, the Safety Rating is denoted as None.

10. Echo Nevada, LLC (“Echo Nevada”).

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

1. GBJ. GBJ is a Texas corporation doing business as “Echo AFC Transportation,” “AFC Transportation,” and “Echo AFC Medical Transport,” primarily providing charter and contract shuttle services for companies, employers, non-profits, schools, and tour operators, and transit and paratransit services for other transportation authorities. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to GBJ, are set forth on the Summary Table attached hereto as Exhibit A (the “Summary Table”). The geographic service area of GBJ is primarily within the metropolitan area of Houston, Texas, and it also provides interstate charter passenger transportation service. The approximate number and types of vehicles utilized by GBJ, as well as its approximate number of drivers,⁵ are also set forth on the Summary Table. GBJ also holds intrastate passenger authority in the state of Texas under certificate no. 005959762C.

2. Echo Tours. Echo Tours is a Texas limited partnership doing business as “Echo Transportation,” primarily providing charter and contract shuttle services for companies, non-profits, schools, and tour operators. The business address, along with

⁵ The numbers of vehicles and drivers reflected in the Company Snapshot of the Federal Motor Carrier Safety Administration’s Safety and Fitness Electronic Records (SAFER) System is dependent on information submitted by the applicable motor carriers on form MCS-150 (Motor Carrier Identification Report), which is required to be categorically updated biennially and only required to reflect vehicles subject to Uniform Carrier Registration; however, carriers can include intrastate vehicles and drivers that are not required to be included. Accordingly, the number of vehicles and drivers reflected in the Company Snapshot may not be the same as the number of vehicles and drivers in use by a carrier at a given point in time. Additionally, the numbers of vehicles and drivers for a carrier will fluctuate from time to time.

USDOT No., FMCSA Docket No., and Safety Rating assigned to Echo Tours are set forth on the Summary Table. The geographic service area of Echo Tours is primarily the metropolitan area of Dallas, Texas, and Echo Tours also provides interstate charter passenger transportation service. The approximate number and types of vehicles utilized by Echo Tours, and its approximate number of drivers, are set forth on the Summary Table. Echo Tours also holds intrastate passenger authority in the state of Texas under certificate no. 006620250C. Echo Tours is wholly owned by ET&C (described below).

3. Echo East. Echo East is a Texas limited liability company doing business as “Echo East Coast Transportation,” primarily providing passenger contract shuttle and charter passenger services. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to Echo East, are set forth on the Summary Table. The geographic service area of Echo East is primarily the metropolitan area of Jacksonville, Florida, and its primary service offerings are interstate and intrastate contract and charter motor carrier passenger service. The approximate number and types of vehicles utilized by Echo East, as well as its approximate number of drivers, are set forth on the Summary Table. While Echo East is controlled by Applicant, Mike Sobol, an employee of Echo East, holds a minority membership interest (14%) in Echo East. Echo East also holds intrastate passenger authority in the state of Texas under certificate no. 009946405C (although such authority is not necessary based on its current operations).

4. Echo Windy. Echo Windy is a Texas limited liability company, doing business as “Echo Windy City Transportation.” The business address, along with USDOT No., FMCSA Docket No., and Safety Rating (if any) assigned to Echo Windy are set forth on the Summary Table. The approximate number and types of vehicles utilized by Echo

Windy, as well as its approximate number of drivers, are set forth on the Summary Table. The geographic service area of Echo Windy is primarily the metropolitan area of Chicago, Illinois, and its primary service offering is intrastate motorcoach, limousine and premium car passenger charter service. Echo Windy can also provide interstate passenger motorcoach, limousine and premium car passenger services. While Echo Windy is controlled by Applicant, employees George Jacobs and Kathleen Kahne hold minority membership interests (14.77% and 1.97%, respectively) in Echo Windy.

5. Reston. Reston is a Virginia corporation. The business address, along with USDOT No., FMCSA Docket No., and Safety Rating assigned to Reston are set forth on the Summary Table. Reston provides limousine, shuttle, and charter passenger service, interstate and intrastate, in the metropolitan area of Washington D.C. The approximate number and types of vehicles utilized by Reston, and its approximate number of drivers, are set forth on the Summary Table. Reston also holds intrastate passenger carrier authorities issued by the Maryland Public Service Commission, the Virginia Department of Motor Vehicles, and the Washington Metropolitan Area Transit Commission.

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

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

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

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

3. ET&C. ET&C is a Texas limited liability company that serves as an intermediate holding company of all the partnership interests in Echo Tours and is wholly owned by Applicant. ET&C is headquartered at 15734 Aldine Westfield Rd., in Houston, Texas. ET&C is a direct subsidiary of Applicant. ET&C is not a motor carrier of

passengers, has no other purpose or operation other than serving as an intermediate holding company, and has no USDOT No., FMCSA Docket No., or Safety Rating.

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

E. Classic. Classic is an Illinois limited liability company formed in 2006. Classic is a provider of traditional charter motor coach services such as group travel to events, airports, and other facilities; school and team travel; tour travel; and shuttle services for events and meetings. Classic's headquarters is located at 401 E. Prospect Ave., Suite 113, Mt. Prospect, IL 60056. The geographic service area of Classic (the "Classic Service Area") is primarily the Chicago, Illinois metropolitan area, commonly referenced as Chicagoland, encompassing the city of Chicago, its surrounding suburbs, and extending into parts of northeast Illinois, northwest Indiana, and southeast Wisconsin. The USDOT No. assigned to Classic is 1457682, and the FMCSA Docket No. assigned to Classic is MC-550760. Classic has a Safety Rating of Satisfactory. In its operations, Classic utilizes 22 motor coaches while employing approximately 29 drivers.

The sole member of Classic is RSC Classic LLC, a Nevada limited liability company ("RSC"). The membership interest in RSC are held by its three (3) members: (i) the Robert N. Iwamoto Jr. Revocable Trust, David Goya, Trustee (33.33334% membership interest); (ii) ISR Management Inc, a Nevada corporation, 100% owned by the RSI Irrevocable Separate Property Trust, Robert Scott Iwamoto, Trustee (33.33333% membership interest); and (iii) IQC Management LLC, a Nevada limited liability company controlled by Chad Q. Iwamoto (the remaining 33.33333% membership interest). The ultimate equity control of Classic is held by

members the Iwamoto family, all of whom are residents of the United States of America. The persons and/or entities having control of Classic do not have any ownership interest in any other passenger motor carrier holding interstate motor carrier authority. Tom DiNardo serves as the Chief Executive Officer of Classic, and his authorized signature on behalf of Classic is set forth in the Verification of Classic in Section XIII of this Application.

F. Description of the Contemplated Transaction (49 C.F.R. § 1182.2(a)(3)). The event triggering the Board's jurisdiction is the Contemplated Transaction through which TBL will acquire control of all of the business assets and/or membership interest of Classic, the effect of which will be Classic (or its assets) becoming an interstate motor carrier under the control of Applicant. As such, the Board's jurisdiction is invoked by 49 U.S.C. § 14303(a)(5), as the Contemplated Transaction involves "acquisition of control of a carrier [*i.e.*, Classic or the assets of Classic] by a person that is not a carrier but that controls any number of carriers [*i.e.*, Applicant]." We note that 49 U.S.C. § 14303(f) states "a carrier or a corporation participating in or resulting from a transaction approved by the Board under this Section may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority." Thus, the granting of this Application by the Board will avoid any potential need for state or local approval.

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

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

All of the outstanding equity stock of Applicant is owned, held and controlled by John V. Ferrari (50%) and Sonny El-Lahham (50%) (collectively, the "Shareholders"). Both Shareholders

are individual U.S. citizens and residents of the state of Texas. Neither Shareholder controls any interstate passenger motor carriers other than those described in this Application. A chart depicting the intercorporate structure of Applicant is set forth on Exhibit B attached hereto. Neither Shareholder has interstate passenger motor carrier authority, a USDOT No., nor a USDOT Safety Rating. Additionally, none of the aforementioned persons or entities control any regulated interstate passenger carriers other than as set forth in this Application.

As stated in Footnote 1 on the first page of this Application, Applicant's application to acquire BTM Coaches, Inc. ("BTM Coaches"), has been approved; however, the transaction contemplated by the application (the "BTM Transaction") has not yet closed, and it is possible that the BTM Transaction may not close.

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

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

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

Approval of this Application and consummation of the Contemplated Transaction will not have any negative effect on the quality of the human environment and the conservation of energy resources. The Contemplated Transaction is merely a change in control of a carrier that already provides diverse passenger transportation services. No significant operational changes are anticipated at the current time and, therefore, no environmental impact is expected.⁶

⁶ The Board has found similar transactions to be categorically excluded from environmental review under 49 C.F.R. § 1105.6(c). *See, e.g., All Aboard America! Holdings, Inc. – Acquisition of Control – Lux Bus America Co.*, STB Finance Docket No. MCF 21082, at 5 (STB served Sept. 21, 2018). Section 1105.6(c) categorically excludes Section 14303 transactions that do not implicate operational changes that exceed certain specified thresholds.

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

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

A. Adequacy of Transportation Services. The Contemplated Transaction is not expected to have any detrimental impact on the adequacy of transportation services available to the traveling public in the Classic Service Area. Applicant expects that the services available to the public will continue as they are, and will likely increase as additional demand for such services is anticipated. For the foreseeable future, the services currently provided by Classic will continue to be provided after the Contemplated Transaction either (i) by the TLB Newco in the event of an asset acquisition, or (ii) by Classic in the event the Classic entity is acquired by Applicant. The addition of the Classic operations to the holdings of Applicant is consistent with the practices within the passenger motor carrier industry of strong, well-managed transportation organizations adapting their corporate structure to operate several different passenger carriers within similar service markets, but in different geographic areas. The Contemplated Transaction will bring the Classic assets under the control of Applicant, which is experienced in the same market segments served by Classic, being charter motor coach services such group travel to events, airports, and other facilities; school and team travel; tour travel; and shuttle services for events and meetings. Such market segments have their own service characteristics, and the Contemplated Transaction, combined with the passenger carrier management capacity of Applicant, are expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived

from economies of scale within the Applicant's Affiliates, all of which will help to ensure the provision of adequate service to the public.

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

B. Fixed Charges. The Contemplated Transaction will increase fixed charges, in the form of interest expense, because funds will be borrowed to assist in the financing of the Contemplated Transaction. However, such an increase will not impact the provision of transportation services to the public.⁷

C. Employee Interests. It is the intention of Applicant to continue the existing operations of Classic, and that Applicant under either acquisition scenario will offer employment to substantially all current employees of Classic without any negative changes in compensation levels and/or benefits, although staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel. It is contemplated that substantially all management personnel will remain with the business after the closing of the Contemplated Transaction.

D. Competition and the Public Interest. The law requires the Board to assess competition in the market and the impact on the public interest as affected by approving an

⁷ The Board has approved transactions that use debt financing in the past, despite some increase to interest expense. See, e.g., *Variant Equity I, LP, and Project Kemwood Acquisition, LLC – Acquisition of Control – Coach USA Administration, Inc.*, and Coach USA, Inc., STB Docket No. 21084, at 4 (served February 15, 2019), and *Sureride Charter Inc. – Acquisition of Control – McClintock Enterprises, Inc., D/B/A Goldfield State & Co.*, STB Docket No. 21077, at 3 (served November 2, 2017).

arrangement in which multiple passenger carriers are under the control of a single entity. In making such analysis, the Board (as did its predecessor, the Interstate Commerce Commission) has consistently found that proposed “common control” arrangements (however accomplished) are inherently not anti-competitive. In large measure, that conclusion rests on the finding that because of the ease of entry into the market, the passenger motor carrier industry is characterized by healthy intra-modal competition as well as healthy competition between bus service, on the one hand, and, on the other, other modes of transportation, all of which constitute the “relevant market.” *GLI Acquisition Co – Purchase – Trailways Lines, Inc.*, 4 I.C.C. 2d 591, 598-602 (1988).

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

The demand for passenger surface transportation in the Classic Service Area is strong and is expected to remain strong in the foreseeable future. Chicagoland has a population of more than 9.5 million people, and is a hub of major activities, events, conventions, large meetings, sporting

events, entertainment venues, and airports, all of which explain much of the strength of the demand for passenger surface transportation. While demand for charter motor carrier services is strong, there is significant competition in Classic Service Area for the service offerings of Classic. Classic competes directly with many other charter bus service providers within the Classic Service Area, including providers such as Aries Charter Transportation Inc.; Bestway Charter Transportation Inc.; Chicago Motor Coach, Inc.; Ideal Charter LLC; Infinity Transportation Management, LLC; K & G Coach Line Inc.; Olson Transportation; Pontarelli Group Charters, Inc.; and United Bus Chicago. In addition to direct competition with other charter service providers, there is an ever increasing number of national and regional charter bus brokerage companies (companies that “arrange” transportation and charter services) that are competitors of all the charter service providers, companies such as Bus Bank, Bus Connection, Charter Empire; GoGo Charters, National Charter Bus, Metropolitan Shuttle, OurBus, and US Coachways, to name few. Passenger motor carriers in Chicagoland also compete, at least to some degree, with Chicago’s Metra rail system and Amtrak’s intercity rail service in the area, as well as low-cost scheduled airlines.

The Classic Service Area is geographically dispersed from service areas of the Affiliated Regulated Carriers, with the exception of Echo Windy (see discussion below). There is no overlap in customer bases among the Affiliated Regulated Carriers and Classic. While the geographic service area of Echo Windy is essentially the same as the Classic Service Area, their services offerings include limousine and premium car transportation services for airport transfers, meetings, weddings and events for individuals and smaller groups utilizing premium mini-buses and vans for relatively short distances, while Classic’s primary services will utilize only full-size motor coaches, typically transporting larger groups for similar functions but often over relatively longer distances.

Board approval of this Application will allow the acquisition of control of Classic to be accomplished without the approval of state regulatory authorities, thus relieving the parties of the Contemplated Transaction from potentially burdensome regulatory requirements. See 49 U.S.C. § 14303(f).⁸

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

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

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

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

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

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

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

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

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

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

X. Exempt Transaction under Federal Premerger Notification Laws.

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

XI. Conclusion.

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

XII. Verification.

The verifications of Applicant and Classic are as follow:

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

VERIFICATION

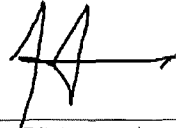
I, John V. Ferrari, Chief Executive Officer of Applicant, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this Application relative to Applicant is true and correct. Further, I certify that I am qualified and authorized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

“Applicant”

TBL Group, Inc.

Dated: February 20, 2025

By:



John V. Ferrari
Chief Executive Officer

VERIFICATION

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

“Classic”

Chicago Classic Coach, LLC

Dated: February 20, 2025

By:



Tom DiNardo
Chief Executive Officer

XIII. Applicant Legal Counsel.

“Applicant”

Andrew K. Light
Gregory A. Ostendorf
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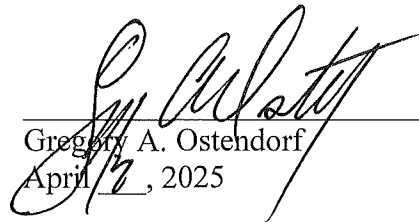
Respectfully,



Andrew K. Light
Gregory A. Ostendorf
Counsel for Applicant

Certificate of Service

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



Gregory A. Ostendorf
April 12, 2025

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

Exhibit B

[See Attached]

TBL Group, Inc.

Structure Chart

