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May 25, 2016

Chief, Section Administration
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20024
Tel: 202-245-0245
VIA FEDERAL EXPRESS



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ENTERED
Office of Proceedings
May 26, 2016
Part of
Public Record

**Re: Prisoner Transportation Services, LLC / U.S. Corrections, LLC d/b/a USC
Verified Application under 49 U.S.C. § 14303**

To Whom It May Concern:

Enclosed please find on original and ten copies of Prisoner Transportation Services, LLC's and U.S. Corrections, LLC's Verified Control Application pursuant to 49 U.S.C. § 14303.

Also enclosed in our firm's check number 8411 in the amount of \$2,100 representing full payment of the filing fee.

Please contact the undersigned or my associate Jeffrey Cox at 703-573-0700 should you have any questions. Thank you for your attention to this matter.

Sincerely,

Henry E. Seaton

FEE RECEIVED
May 26, 2016
SURFACE
TRANSPORTATION BOARD

FILED
May 26, 2016
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.



STB Docket No. MCF - 21067-0

PRISONER TRANSPORTATION SERVICES, LLC
-- Control --
U.S. CORRECTIONS, LLC d/b/a USC

VERIFIED APPLICATION UNDER 49 U.S.C. §14303

KENT WOOD
ALAN SIELBECK
ROBERT DOWNS
LISA KYLE
PRISONER TRANSPORTATION SERVICES, LLC

And

DUSTIN BALDWIN
STEVE JACQUES
ASHLEY JACQUES
U.S. CORRECTIONS, LLC d/b/a USC

By Their Attorney

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Date Filed: 5/25/ 2016

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.

STB Docket No. MCF-210670

PRISONER TRANSPORTATION SERVICES, LLC
-- Control --
U.S. CORRECTIONS, LLC d/b/a USC

VERIFIED APPLICATION UNDER 49 U.S.C. §14303

I. Introduction and Summary

Pursuant to 49 U.S.C. § 14303(a)(3) and the Surface Transportation Board's ("Board") Rules at 49 C.F.R. Part 1182.2, this Verified Application is filed by Prisoner Transportation Services, LLC, a Tennessee limited liability company, for the purposes of acquiring common control of a motor passenger carrier regulated by the Board and the Federal Motor Carrier Safety Administration ("FMCSA"). This carrier is U.S. Corrections, LLC ("USC").

Prisoner Transportation Services, LLC ("PTSL") is headquartered in Whites Creek, Tennessee and, pursuant to a similar application granted by the Board in November 2015, owns and operates two interstate motor carriers PTS of America, LLC ("PTS") and Brevard Extraditions, Inc. d/b/a US Prisoner Transport ("USPT").

PTSL, through its affiliates, provides a specialized type of for hire interstate passenger carriage service. As their names suggest these entities transport incarcerated prisoners, including convicts, parole jumpers, and individuals under criminal indictment which have escaped to foreign jurisdictions for state and local prisons, correctional facilities and sheriff's departments. Common control of PTS and USPT was approved by the Board in Docket No. MCF-21064.

USC is engaged in the same specialized for hire interstate passenger carriage business. USC is a limited liability company formed in North Carolina. USC's principal place of business

is located at 15720 Brixham Hill, Ave. Suite 300, Charlotte, North Carolina 28277. USC possesses contract passenger carriage authority from the FMCSA under DOT No.: 2515080 / MC-872586.

At present controlling interest of PTSL is distributed as follows: Alan Sielbeck 38.5%, Kent Wood 31.5%, Robert Downs 24% and Lisa Kyle 6%.

At present controlling interest of USC is distributed as follows: Steve Jacques 50%; Ashley Jacques 25% and Dustin Baldwin 25%.

Subject to Board approval, which is necessary for a non-carriage entity like PTSL to take control of USC, the owners of USC would transfer their complete interest in USC to PTSL and receive a shareholder's interest in PTSL in return. The parties executed documents memorializing the merger on or about May 15, 2016, but the merger will not be complete until Board approval is received. Pursuant to the terms, PTSL would acquire all the interest in USC and USC would join PTSL as one of its affiliate carriers along with the carriers listed above. The current owners of USC would retain indirect control of USC and acquire indirect control of the affiliate carriers already under PTSL. The current owners of PTSL would acquire indirect control of USC and retain indirect control of the affiliated entities.

If Board approval is granted USC would join PTSL in providing specialized transportation focused on the recovery and extradition of prisoners from jails and detention facilities in one state and delivery to points of incarceration in interstate commerce under guard, using both air-ex and passenger motor carrier service based upon attractive contract rates. Similar to PTSL's affiliates, USC operates specially equipped van and bus equipment suitable for the transportation of prisoners and complies with the Interstate Transportation of Dangerous

Criminals Act (“ITDCA”) with respect to the training and number of armed guards which must accompany the number of prisoners being transported at any time.

PTSL and USC, as will be explained herein, represent a small but important for-hire alternative to the more expensive yet prevalent extradition services typically rendered on a “one prisoner at a time” extradition model used by state and local officials using their own sheriffs, deputies, prison guards and publicly owned squad cars, vans or other vehicles.

As will be shown herein, the economies of scale permit the ownership of USC by PTSL. Petitioners believe, faster and more efficient extradition of prisoners and more direct economical routings will inure to the benefit of the state and local governments which hire applicants.

The remainder of this Application will present supporting data and argument in the sequence prescribed by the final rules adopted in STB Ex Parte No. 559, *Revisions to Regulations Governing Finance Applications Involving Motor Passenger Carriers*, 3 S.T.B. 658 (1998); see 49 C.F.R. §1182.2(a).

II. Facts and Circumstances

(1) Full identification (including addresses) and authorized signatures of all parties to the proposed transactions:

Prisoner Transportation Services, LLC (“PTSL”), a non carrier, is a Tennessee limited liability company with its principal place of business located at 517 Hickory Hills, Blvd. Whites Creek, Tennessee 37189-9331. It currently operates interstate passenger carriage entities PTS of America, LLC DOT No.: 1106950 / MC-689407 and Brevard Extraditions, Inc. d/b/a US Prisoner Transport DOT No.: 1758570 / MC-643115. The current members of PTSL are Alan Sielbeck, Kent Wood, Robert Downs and Lisa Kyle.

U.S. Corrections, LLC ("USC") is a federally licensed interstate for hire passenger carrier with its principal place of business located at 15720 Brixham Hill, Ave. Suite 300, Charlotte, North Carolina 28277. Its interstate authority is recorded at DOT No.: 2515080 / MC-872586. The current members of USC are Steve Jacques, Ashley Jacques and Dustin Baldwin.

Attached as **Exhibit 1** to this Application are executed verification pages that contain the address of each of the individuals noted above and have been verified in the form required by 49 C.F.R. § 1182.8.

(2) *Copies or descriptions of the pertinent operating authorities of the parties:*

Copies of the FMCA operating authorities for PTSL's affiliated entities PTS of America, LLC, Brevard Extraditions, Inc. d/b/a US Prisoner Transport and U.S. Corrections, LLC are attached to this Application as **Exhibit 2**.

(3) *Description of the structure and purpose of the proposed transaction:*

PTSL is a holding company that already operates two specialized interstate for hire passenger carriers pursuant to previously granted Board approval. PTSL respectfully requests permission to acquire control and ownership of USC which will join the other carriers being operated by PTSL as an affiliate.

The current members of USC will become members of PTSL and PTSL will acquire all of their membership interest in USC and will provide them with a portion of the membership interest of PTSL in return. The Parties have already reached an agreement which has been executed and memorializes these terms.

If this Application is granted and the transfer is complete the combined member and membership interest of PTSL will be as follows: Alan Sielbeck 32.7%, Kent Wood 26.8%, Robert Downs 20.4% Lisa Kyle 5.1%, Steve Jacques 7.5%, Dustin Baldwin 3.75%, Ashley

Jacques 3.75%. The new officers of PTSL would be as follows: Alan Sielbeck, Chairman; Dustin Baldwin, President; Robert Downs, Chief Operating Officer; Kent Wood, Secretary; Lisa Kyle, Vice President; Steve Jacques, Chief Technology Officer; Ashley Jacques, Member all of whom would be members of PTSL, their biographies are attached to this Application as **Exhibit 3**.

The acquisition of USC under PTSL's common control and management would allow PTSL to continue to serve and expand their existing customer base in a more economic, efficient and as described herein, joint line and consolidated operations which would eliminate dead head, result in reduced transit time and costs, and offer a more viable and effective alternative to the maintenance of more expensive extradition alternatives which currently burden state and local governments.

The acquisition would put USC, a small, yet well run and profitable passenger carrier, under the control of PTSL. Together PTSL and its affiliates would continue to specialize in the transportation of prisoners and other detainees being transported under guard in interstate commerce from one place of incarceration to another under authority of state correction officials or lawful extradition orders issued by state and local officials.

This merger would enhance the economies of scale of PTSL's current operations. The transportation of detainees and prisoners is a specialized and expensive business. Carriers involved in this enterprise need customized equipment that require extensive aftermarket enhancements. USC is small compared to other competitors in the marketplace, and this merger is more about the talent and strategic options that USC and its members would bring to PTSL then increasing the size of PTSL's fleet and/or market share.

Under the unified control of PTSL, USC and the other affiliates would continue to provide broad extradition services for individual prisoners under contracts with state and local

authorities. Their respective services are complementary. PTSL's headquarters and operations would remain in Whites Creek, Tennessee and USC would continue to be operated out of North Carolina as an affiliate. As outlined in this section, USC's existing management group would be added to PTSL's management team. Combined efforts would be enhanced with greater access to capital, lower costs of operation and insurance costs, greater management experience and better ability to control costs through consolidation of line haul and pickup and delivery services as explained further herein.

(4) Identification and description of carriers currently affiliated with Applicants; a brief description of their operations; description of current corporate structure:

Under 49 C.F.R. §1182.2(a)(4), Applicants are required to describe the “intercorporate structure” of their corporate family “from top to bottom.” In response to this requirement, PTSL notes that, pursuant to Board approval granted in November 2015, it currently controls as affiliates PTS of America, LLC DOT No.: 1106950 / MC-689407 and Brevard Extraditions, Inc. d/b/a US Prisoner Transport DOT No.: 1758570 / MC-643115. Both are federally licensed motor carriers engaged in the for hire specialized interstate transport of prisoners and other detainees.

If this Application were to be granted, PTSL would assume control of U.S. Corrections, LLC ("USC"). USC is also a federally licensed interstate for hire passenger carrier operating under DOT No.: 2515080 / MC-872586.

As detailed in Section 3 of this Application, assuming approval of the Application by the Board, the current membership of USC would join PTSL as members and officers of an enhanced, and slightly expanded, PTSL.

As noted earlier, PTSL is headquartered in Tennessee and both PTSL and USC are engaged in similar operations and provide customized service in interstate transportation of

passengers for hire. In compliance with the ITDCA, each carrier provides specially designed vehicles with qualified drivers and armed guards for interstate transportation of prisoners and other individuals being detained under state and local warrant for extradition at the direction of state and local law enforcement officials with whom they contract.

PTSL, under its affiliates, currently operates 33 vehicles including 3 passenger buses; 4 specially designed transporters suitable for the transportation of as many as 25 inmates and 4 guards; and 26, 15 passenger vans suitable for the transportation of up to 12 inmates and up to qualified 2 drivers or guards.

PTSL currently has contracts or relationships with approximately 800 government agencies including state corrections departments, county sheriffs and local counties to transport prisoners or detainees being extradited from one prison or jail in one state to another state pursuant to lawful court process.

USC offers a similar ITDCA service, but on a much smaller scale. USC operates 12 vans that can hold up to 14 passengers and has contracts with approximately 25 governmental entities for the extradition of prisoners and detainees on an as-needed basis in interstate commerce.

Pictures of a sample of these uniquely configured vehicles used by Applicants are attached as **Exhibit 4**.

Method of Operation. The motor carrier interstate passenger services offered by PTSL and USC are identical in that their transportation rates are contractually determined and predicated on a price per mile per detainee basis. Applicants' operating model is distinctly different from the extradition methods typically employed by federal, state and local officials. Typically, the federal marshal service or state and local officials must send one or more

correctional officer in a patrol car or other suitable government owned vehicle over to recover and return each detainee, a costly and time consuming measure.

PTSL currently, within the time constraints for extradition established by state and local government, can design irregular route pickup and delivery of multiple detainees with one vehicle, economically transporting as many as 25 prisoners with 4 guards. (Using its transporters and/or buses,).

USC's fleet of fifteen passenger vans will augment the services PTSL already provides, offering an enhanced degree of operational range and flexibility.

Both PTSL's and USC's services are arranged in strict compliance with U.S. DOT hours of service and both have arrangements with jails located throughout the continental U.S. where detainees and prisoners are housed in transit.

This transaction is primarily about acquiring the talent and operational experience of USC's management, but the merger, if approved by the Board, would also boost the strength of PTSL's fleet. This will enhance the economics of scale by coordinating pickups and deliveries of the combined PTSL and USC fleets and transferring detainees at centrally located jails to reduce transmit times and deadhead miles.

For illustration purposes, Applicants are attaching hereto as **Exhibit 5** examples of typical movements made by each showing graphically the pickup and delivery points of detainees and the locations of incarceration provided in transit.

(5) *Jurisdictional Statement:*

Under 49 U.S.C. §14303(a)(5), prior Board approval is required for “[a]cquisition of control of a carrier by a person that is not a carrier but that controls any number of carriers. As previously described PTSL is not a federally licensed motor carrier but, pursuant to a subsequent

order of this Board, controls two FMCSA registered passenger carriers operating in interstate commerce. PTSL files this application to acquire the control of USC which is also a FMCSA registered passenger carrier operating in interstate commerce.

The “small transaction” exemption of §14303(g) does not apply here. That exemption applies only if the “aggregate gross operating revenues” of all of the involved carriers “were not more than \$2,000,000 during a period of 12 consecutive months ending not more than 6 months before the date of the agreement of the parties”; *Id.* Under 49 C.F.R. §1182.2(a)(5), this calculation must include revenues derived from “all transportation sources” whether regulated or not. It is hereby certified that the aggregate gross operating revenues of PTSL did exceed \$2 million for the year 2015.

(6) *Statement as to environmental and energy-conservation impacts:*

For various reasons the way that prisoners are transported by state and local governments, and to a lesser degree by the Federal government, is very inefficient in both time and resources. Transporting prisoners in small groups consumes larger amounts of fuel. It is expensive, labor intensive and uses fuel for local governments to maintain a fleet of vehicles for their own interstate prisoner transport needs.

As will be shown in the following section, combing USC's operations to that of the already existing operations of PTSL would result in less miles traveled and higher passenger per mile rates which would reduce fuel consumption thus enhancing energy conservation. It would also reduce traffic and the hours law enforcement personnel spend transporting prisoners, freeing said personnel for more productive law enforcement duties . Therefore the approval of this Application will not significantly affect the quality of the human environment and conserve energy resources.

(7) *Information to demonstrate that the proposed transaction is consistent with the public interest:*

Discussion under this heading will begin by addressing the three specific approval criteria set forth in 49 U.S.C. §14303(b), *i.e.*, the effect of the proposed Acquisition on the adequacy of transportation service to the public; the total fixed charges resulting from that transaction; and the interests of affected carrier employees. The ensuing discussion will focus on a public-interest factor which Applicants submit is at least equally important, *i.e.*, the minimal impact of the proposed transaction on competition in any passenger service sector.

(a) Adequacy of Transportation Services. Applicants submit that approval and consummation of the proposed acquisition would have no significant impact on the adequacy of transportation services to the public. By combining the pickup and delivery schedules of both companies, detainees scheduled for pickup can be booked more expeditiously on the nearest available bus or transporter, regardless if the vehicle is operated by one of PTSL's existing affiliates or USC.

In addition, USC brings with it a higher degree of operational skill and experience in a unique and specialized marketplace. This is reflected by USC's leadership team becoming high ranking members of PTSL's leadership team if this Application is approved by the Board. USC has developed a custom designed specialized software that PTSL intends to use across its affiliates that will significantly increase the organizations efficiency and effectiveness.

As previously noted, due to the nature of the specialized transportation business, both entities must undertake extensive aftermarket customization of their vehicles. Therefore, it is time intensive and expensive to increase the size of a fleet in this type of business. This merger,

if approved, would improve PTSL's fleet and provide it with more flexibility that could be immediately deployed.

PTSL currently transports an average of 400 prisoners per week and USC transports approximately 100 prisoners per week. Each carrier operates a mini hub operation, not unlike commercial airlines. Routes are planned so that prisoners confined overnight at participating jails may be reconsolidated the next day and transferred for delivery on other vehicles for delivery to the same or nearby correctional facilities.

For example, PTSL affiliates makes extensive use of the Mississippi County, Missouri Jail where it has a contract to house and feed as many as 50 prisoners per night in transit. Prisoners being extradited pursuant to PTSL's contracts may be picked up by PTSL affiliated equipment and brought to Mississippi County and, after an overnight stay, be reloaded onto a transporter or bus for delivery to their final destinations without the necessity of multiple vehicles traversing the last miles. Attached hereto as **Exhibit 5** is a one week analysis of the operations of both PTSL's affiliates which demonstrates their potential combined use of the Mississippi County facility and this mini hub system, and the ability to effect cost savings.

We believe this analysis shows the giving effect of the consolidation which is sought, the proposed benefit of the requested common control and the positive effect upon fuel consumption and the economy.

In this regard, it is to be noted that the benefits of consolidation, which common control would remit, result in more efficient and timely transportation with reduced fuel consumption and less denigration of the economy. These more efficient combined services can be provided while maintaining the chain of custody requirements for detainees under the ITDCA. From time of pickup to time of delivery, each detainee will be either in an approved governmental

confinement facility or under constant monitoring during transit by private guards retained by Applicants.

The competitive effect of the proposed merger on competitors will be discussed herein, but it is important that the Board recognize that the proposed common control has only a “drop in the bucket” effect on the size and scope of the number of prisoner extraditions which are performed in interstate commerce during any year. The U.S. Marshal Service, for example, at public expense, typically retrieves 260,000 detainees per year. and to the best knowledge of the Applicants, does so on a prisoner-by-prisoner basis, utilizing a one-to-one prisoner to detainee ratio.

As shown above, Applicants believe they could enhance the operation of the two carriers by implementing vehicle sharing arrangements to ensure maximum use and efficient operation of equipment; by providing coordinated driver training and safety management and load sharing arrangements through interlining of detainees at points of common service; by centralizing various management support functions including jail housing arrangements; by centralizing various management support functions including vehicle licensing, legal affairs, accounting, human resources, purchasing environmental compliance and the unique logical software that USC has developed. The Board has recognized such factors as positive evidence with regard to the “service adequacy test,” for motor passenger carriers under §14303(b). See e.g., STB Docket No. MC-F-20924, *Global Passenger Services, L.L.C. – Control – Bortner Bus Company et al.* (served July 17, 1998) (“*Bortner*”), slip op. at 5.

(b) Fixed Charges. PTSL believes that assuming control of USC would generate greater economies of scale as set forth above, which would further reduce the variety of unit costs now being incurred to operate these carriers under separate ownership. In its earlier action,

the Board has already recognized that regular route pickup and delivery in route services PTSL is providing through its affiliates has inherent operating efficiencies over a single one-by-one detainee retrieval system otherwise employed by a majority of correctional facilities and jails at a local, state and federal level. Allowing this Application will increase these efficiencies and further reduce charges.

The combined operations, if the Board approves, would consist of a total of 45 vehicles of various size and would improve Applicants' combined recovery system while giving the combined program access to financing more favorable than they currently enjoy. In addition to better interest rates, a traditional meaning of "fixed charges," the combined carriers should be able to enhance their volume purchasing power, thereby reducing insurance premiums and achieving deeper volume discounts for equipment and fuel. See *Bortner*, supra, slip op. at 5.

(c) Employee Interests. Applicants consider it reasonable to expect that the economies and efficiencies of USC joining its operations with PTSL's affiliates would directly benefit the employees by maintaining job security and retaining or expanding the volume of available work. Consistent with the hours of service requirements of the FMCSA and the prisoner/guard requirements imposed by the ITDCA, depending upon the number of detainees transported at any one time and the use, on occasion, of sleeper berth operations, as many as 4 employees may be required for a single vehicle. All guards and driver employees are housed at motels during mandatory rest breaks while detainees are incarcerated at local jails. Employees may be away from home base for 7 or 8 days.

By combining operations PTSL and USC believe that greater opportunity will exist to schedule shorter tours of duty for employees resulting in more home time. For those reasons,

PTSL and USC believe the proposed acquisition would have only a positive impact on employee interests.

(d) Competition and the Public Interest. As will be seen, approval of the instant Application would be unlikely to exert any negative anticompetitive impact on any portion of the passenger transportation industry. This is true for several fundamental reasons:

(1) Prisoner extradition services are a unique segment of the marketplace. Unlike traditional regularly scheduled bus service or special and charter operations, the for-hire segment which applies to PTSL's and USC's unique services is atypical and involves special economic and competitive factors.

(A) The vast majority of prisoners and detainees which are transported in interstate commerce, whether by air or ground, are transported by U.S. Marshals, state law enforcement officers, sheriffs, deputies, or local police officers. All told, the combined operation of PTSL, its affiliates, and USC would transport 25,000 prisoners and detainees per year, less than 5% of the population being transported.

(B) Applicants' existing competitors ability to compete would not be adversely affected. Prisoner extradition services are provided based upon open competition among qualified service providers for contracts of 1 to 3 years in duration.

(2) Existing Private Competitors. To Applicants' knowledge there are at least 18 existing licensed, authorized and insured for-hire interstate passenger carriers which compete with Applicants that are scattered throughout the country and include, but are not limited to: TransCor, LLC, North West Shuttle, Texas Prisoner Transport, Global Prisoner Services, G4S, GEO Group, Inc. / GEO Transport, Inc., BlackTalon, Advantage Extradition, California

Extradition Services, In-Custody Transport, All Pro & Security - Global Extradition and Transport.

The granting of this Application will not affect the ability of these existing competitors to bid with PTSL and USC, if they were allowed to merge, for these contracts in the free, competitive bidding process. In any event, all extradition services are up for grabs at the end of each contract term. The business is open for free competition, not only by other for-hire carriers but by the customers themselves – the governmental bodies that have the ever-present ability to resume direct operations and their transit of detainees if the anticipated benefits of “outsourcing does not pan out.”

3. The Emerging Market Analysis. The law allows the FMCSA to limit entry into charter or special operations only if the entrant is a public agency. See 49 U.S.C. §13902(b)(2). Clearly, the extradition of detainees utilizing qualified third party providers such as Applicants can and should be seen as a public/private partnership which utilizes qualified carriers such as PTSL and USC to perform an economic and consolidation service which cannot be rendered efficiently if every state and local jurisdiction is otherwise left to continue to route detainees on a one-by-one basis.

In the absence of entry barriers, there is nothing to preclude existing carriers from expanding their routes, rates and services, nor to keep well capitalized new entrants from entering this emerging new market at any time. In this context, PTSL and USC submit that the National Transportation Policy militates strongly in favor of granting this Application. 49 U.S.C. §13101(a)(2) which applies to the transportation of passengers as well as property, provides that in overseeing transportation by motor carriers, the Secretary should promote competitive and efficient transportation *inter alia* in order to (1) promote efficiency in the motor

carrier transportation system (which the combined operations of Applicants would accomplish); (2) meet the needs of "passengers" which the more expeditious rendition of detainees would accomplish; (3) allow a variety and quality of price options to meet changing demands (which enhanced consolidation operations would permit); (4) allow the most productive use of equipment and energy resources (which combined operations would allow); (5) enable efficient and well managed carriers to attract capital and maintain fair wages and working conditions (see §7(b) above); (6) provide and maintain service to small communities (which for-hire service to county jails permits); (7) provide and maintain competitively privately owned motor carrier system (which the common control of Applicants allows).

In the unique market segment in which Applicants compete, the efficiencies which result from the common control they seek would clearly be consistent with the National Transportation Policy and enhance their ability to attract additional business in their primary service area, but they are certainly not dominant market players in the larger marketplace for the for-hire transportation of passengers.

The combined annual revenue of PTSL and USC if they were allowed to consolidate would be approximately \$16 million. The current annual revenue of PTSL is \$13.5 million and USC's current annual revenue is \$2.5. The merger of PTSL and USC would not unduly increase PTSL's market share. The primary reason for the filing of this Application is to acquire UCS's operational, managerial and logistical assets. There are many different facets to the prisoner transportation industry which at first glance may appear to be small, but is quite substantial comprising governmental and non-governmental participants. For instance TransCor is an affiliate of Corrections Corp. of America ("CCA"), one of the largest private corrections managers in the U.S., and transports all of the prisoners under the care of CCA to its various

facilities. In 2015 CCA reported taking in \$1.79 billion in revenue. TransCor's website indicates that it alone has transported 1.2 million prisoners and detainees throughout the United States since its founding in the 1990s.

GEO Group, Inc., another corrections manager, has a subsidiary named GEO Transport, Inc. that has a fleet comprising of 239 prisoner / detainee vehicles registered with the FMCSA in the U.S. alone. GEO group also operates secure aircraft. Similar to PTSL GEO's clients are state, local and the federal government. Unlike PTSL, GEO operates at a much larger scale. Its parent corporation reported earnings for the first quarter of 2016 at \$510.2 million. PTSL's annual revenue of \$16 million would be a footnote on GEO's balance sheet.

The U.S. Marshals Service through its Justice Prisoner and Alien Transport System transports 260,000 prisoner/detainees per year. If the Applications were allowed to combine they would, at the peak of performance (25,000 moves), transport approximately less than 10% per of the prisoners / detainees that the Marshall's services transports in one year.

Allowing the merger of the applications would promote greater efficiency in the transportation of prisoner / detainee industry and would not affect the competitiveness of the industry which is sizable and robust.

(8) Certification of the U.S. Department of Transportation safety fitness rating of each motor carrier involved in the application, whether that carrier is a party to the transaction or is affiliated with a party to the transaction:

Pursuant to a previous application granted by the Board in November 2015, PTSL operates two FMCSA licensed motor carriers involved in the interstate transportation of passengers for hire which are:

1) PTS of America, LLC DOT No.: 1106950 / MC-689407. PTS of America, LLC has a Satisfactory safety rating as of the date of this Application.

2) Brevard Extraditions, Inc. d/b/a US Prisoner Transport DOT No.: 1758570 / MC-643115 has a Conditional safety rating as of the date of this Application.

As requested in this Application, if the Board approves U.S. Corrections, LLC ("USC"), also a federally licensed interstate for hire passenger carrier operating under DOT No.: 2515080 / MC-872586, would become an affiliate of PTSL along with the other named entities. As of the date of the filing of this Application PTSL has a Satisfactory safety rating.

(9) Certification by the parties acquiring operating rights through the transaction that they have sufficient insurance coverage under 49 U.S.C. §§ 13906(a) and (d) for the services they intend to provide:

Applicants certify that appropriate insurance is in place.

(10) Statement as to Mexican domicile, ownership or control:

USC is owned by citizens of the United States, PTSL is a United States formed in, operating in and headquartered in the United States. All of PTSL's citizens are U.S. citizens. Therefore, no party that would acquire or control operating rights through the transactions encompassed by this Application is either domiciled in Mexico or owned or controlled by persons of that country.

(11) Certification under 21 U.S.C. §853a by any individual transferee of operating rights:

Inapplicable, as USC's FMCSA authority would not be transferred to an individual in connection with any transaction encompassed by this Application.

III. Conclusion and Prayer for Relief

For all the reasons stated in this Application, the undersigned parties hereby respectfully requests the Board to grant approval for Prisoner Transport Services, LLC to assume ownership and control over the interstate passenger carriage authority of U.S. Corrections, LLC.

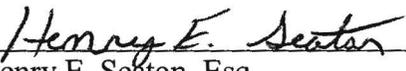
Respectfully submitted,

KENT WOOD
ALAN SIELBECK
ROBERT DOWNS
LISA KYLE
PRISONER TRANSPORT SERVICES, LLC

And

DUSTIN BALDWIN
STEVE JACQUES
ASHLEY JACQUES
U.S. CORRECTIONS, LLC d/b/a USC

By Their Attorneys


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Filed: 5/25/2016

Exhibits:

- 1 Signature and Certification Pages
- 2 FMCSA Operating Authorities
- 3 Biographies of Officers & Members
- 4 Pictures of Vehicles
- 5 Illustrated Examples of Typical Movements

CERTIFICATE OF SERVICE

I hereby certify that I have caused copies of this Application, including all Exhibits, to be served this date upon each of the following via first-class mail, properly addressed and with postage prepaid:

Via Federal Express

Chief, Section of Administration
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20024
Tel: 202-245-0245

Via U.S. Mail/Postage Prepaid

Chief, Licensing & Insurance Division
U.S. Department of Transportation
Office of Motor Carriers-HIA 30
400 Virginia Ave., S.W., STE 600
Washington, D.C. 20004

Dated at Washington, D.C. this 25 day of May, 2016.



Henry E. Seaton, Esq.
Law Office of Seaton & Husk, L.P.
2240 Gallows Road
Vienna, VA 22182
Tel: 703-573-0700
Fax: 703-573-9786
Email: heseaton@aol.com

EXHIBIT 1

SIGNATURE AND CERTIFICATION
(Prisoner Transport Services, LLC)

Alan Sielbeck
517 Hickory Hills Blvd.
Whites Creek, Tennessee 37189

SIGNATURE AND CERTIFICATION

I, Alan Sielbeck [name] Chairman/Member [title],

verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application 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.



Signature

5/23/2016

Date

SIGNATURE AND CERTIFICATION
(U.S. Corrections, LLC)

Dustin Baldwin
535 Cooper Commerce Blvd. STE 300
Apopka, Florida 32703

SIGNATURE AND CERTIFICATION

I, Dustin J Baldwin [name] President [title],

verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application 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.


Signature

20160523
Date

SIGNATURE AND CERTIFICATION
(Prisoner Transport Services, LLC)

Robert Downs
517 Hickory Hills Blvd.
Whites Creek, Tennessee 37189

SIGNATURE AND CERTIFICATION

I, ROBERT DOWNS [name] CHIEF OPERATIONS OFFICER [title],
verify under penalty of perjury, under the laws of the United States of America, that all
information supplied in connection with this application 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.

RD
Signature

5/24/16
Date

SIGNATURE AND CERTIFICATION
(Prisoner Transport Services, LLC)

Kent Wood
517 Hickory Hills Blvd.
Whites Creek, Tennessee 37189

SIGNATURE AND CERTIFICATION

I, Kent D. Wood [name] Secretary [title],

verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application 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.

Kent D. Wood
Signature

5/24/16
Date

SIGNATURE AND CERTIFICATION
(Prisoner Transport Services, LLC)

Lisa Kyle
517 Hickory Hills Blvd.
Whites Creek, Tennessee 37189

SIGNATURE AND CERTIFICATION

I, Lisa Kyle [name] Vice President [title],

verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application 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.

Lisa Kyle
Signature

5/24/16
Date

SIGNATURE AND CERTIFICATION
(U.S. Corrections, LLC)

Steve Jacques
535 Cooper Commerce Blvd. STE 300
Apopka, Florida 32703

SIGNATURE AND CERTIFICATION

I, Steve Jacques [name] CTO [title],

verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application 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.

Signature



5/23/2016

Date

SIGNATURE AND CERTIFICATION
(U.S. Corrections, LLC)

Ashley Jacques
535 Cooper Commerce Blvd. STE 300
Apopka, Florida 32703

SIGNATURE AND CERTIFICATION

I, Ashley Jacques [name] Member [title],
verify under penalty of perjury, under the laws of the United States of America, that all
information supplied in connection with this application 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.



Signature

5/23/2016

Date

EXHIBIT 2



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE
April 23, 2010

CERTIFICATE

MC-689407-C
PTS OF AMERICA LLC
D/B/A PTS
NASHVILLE, TN

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier of passengers, in charter and special operations, by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 387); the designation of agents upon whom process may be served (49 CFR 366); and schedules (49 CFR 374.305). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

Jeffrey L. Secrist, Chief
Information Technology Operations Division

NOTE: Applicant is a nonrecipient of governmental financial assistance.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

CPN



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.,
Washington, DC 20590

SERVICE DATE
April 28, 2010

CERTIFICATE
MC-643115-C
BREVARD EXTRADITIONS INC
D/B/A U S PRISONER TRANSPORT
PALM BAY, FL

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier of passengers, in charter and special operations, by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 387); the designation of agents upon whom process may be served (49 CFR 366); and schedules (49 CFR 374.305). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

Jeffrey L. Secrist, Chief
Information Technology Operations Division

NOTE: Applicant is a nonrecipient of governmental financial assistance.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

CPN



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE
August 13, 2014

PERMIT
MC-872586-P
U.S. DOT No. 2515080
US CORRECTIONS LLC
D/B/A USC
CHARLOTTE, NC

This Permit is evidence of the carrier's authority to engage in transportation as a **contract carrier of passengers** by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 387); the designation of agents upon whom process may be served (49 CFR 366); and tariffs or schedules (49 CFR 1312). Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

Service must be performed under a continuing agreement with one or more persons.

A handwritten signature in black ink, appearing to read "Jeffrey L. Secrist".

Jeffrey L. Secrist, Chief
Information Technology Operations Division

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

PPO

EXHIBIT 3

Alan Sielbeck
6543 Murray Lane
Brentwood, TN 37027

Education:

BS in Business Murray State University 1974
Certified Public Accountant (Illinois and Tennessee)

Work History:

Tom Smith & Associates
Certified Public Accountants
Nashville, TN 1974-1976

The Mathews Company
Real Estate Development
Chief Financial Officer
Nashville, TN 1976-1990

AC Service /
Service Experts (NYSE: SVE)
Heating and Air Conditioning service companies (IPO 1996)
Chairman and Chief Executive Officer
1990-2000

PTS, LLC
Private Prisoner Transportation
Nashville, TN
Managing Member
2001 - Present

Mr. Sielbeck has been active in the acquisition and management of multiple service related businesses. In addition to prisoner transportation, he has acquired and managed ambulance services, heating and air conditioning services, medical waste services, information technology and print management companies, and legal staffing services.

Dustin Baldwin
522 S Hunt Club Blvd #402
Apopka, FL 32703
dustin.baldwin@uscorrections.org
(704)-705-1425

Citizenship: US

Clearance: Active Secret

SKILLS SUMMARY: A results oriented motivating leader with demonstrated success in building cohesive multi-cultural teams in dynamic and challenging environments reinforcing personal commitment and pride in America's security matters. Employs analytical approach to problem solving ensuring all aspects are effectively evaluated prior to conclusion. Integrity, loyalty and confidentiality are above reproach with a proven track record of measured effectiveness in positions of trust. Demonstrated success through; effective time management, meeting and exceeding standards, well adept flexibility in unique surroundings and swift decision making under stressful conditions. Possesses strong interpersonal skills with unified colleagues and sustains a healthy balance between self-management and self-evaluation.

WORK EXPERIENCE:

U.S. CORRECTIONS, LLC

May 2014 – Present

Executive Director/Partner

Fugitive and Warrants Unit – Orlando, FL

- Manages the supervision of 60+ officers and administrative staff; role modeling and facilitating a cohesive teamwork atmosphere while enforcing established standards, policies and procedures.
- Recruits quality personnel and oversees employee; training, performance, planning and reporting.
- Develops and implements essential business practices and manages organizational policies and procedures in accordance with all applicable regulatory guidelines and laws.
- Directly manages company finances, invoicing, insurances, recruiting and training, human resources, payroll services, business development and quality assurance, internal affairs and investigations, legal matters that should arise, and any state or federal compliance programs as required by the industry.
- Collaborates with business partners and fosters close community relationships while cultivating effective partnerships between local, state and federal law enforcement organizations.
- Develops and implements special projects designed to improve procedures, entailing significant synchronization and negotiation with higher, parallel, and subordinate organizations.
- Plans, creates, coordinates and presents business procurement and marketing materials to clients via government bid submission, personal meeting, social media, seminars, and law enforcement conferences.
- Implements and supervises internal and external investigations within the company's operations, coordinating with local, state, or federal law enforcement agencies to gather pertinent information required in order to obtain a cause, effect, and identify proper measures to apply risk management moving forward.
- Coordinates with legal counsel and assists in the preparation and interpretation of complex legal documents, motions, briefs, interrogatories, responses, agreements and miscellaneous legal memoranda on behalf of the company's legal affairs.

UNITED STATES MARINE CORPS RESERVES

November 2004 – Present

Staff Sergeant – Supervisor/Manager

Combat Logistics Battalion 451 – Orlando, FL

- Directly supervises the professional development of 58 security personnel; shaping and overseeing a cooperative teamwork atmosphere successfully building and maintaining high performance teams.
- Enforces policies and procedures ensuring security procedures, post orders, personnel and equipment are maintained accordingly to facilitate effective security practices.
- Develops, directs, conducts and evaluates training for emergency procedures, ensuring security personnel are prepared for any contingency.
- Identifies, evaluates, and inculcates lessons learned throughout the organization in support of international security force objectives pertinent to the overall operation.
- Collectively with high-level U.S. Military officials provides expert leadership to safeguard the Iraq and Afghanistan people; fosters close community relations, manages employee engagement and cultivates close partnerships between international coalitions while deployed to Southwest Asia in support of U.S. Combat operations.

Edward Jones Investments

May 2013 – May 2014

Financial Advisor/Branch Office Manager – St Petersburg, FL

- Managed and implemented effective financial plans for individual and business clients facilitating effective strategic short-term and long-term goals.
- Planned, developed and provided influential financial management practices to hundreds of clients and potential customers detailing benefits of effective financial plans.
- Fostered close community relationships and cultivated partnerships between local, state and federal financial organizations.
- Planned, coordinated and conducted reviews and needs assessments of individual and business accounts identifying profitability adjustments to enhance client portfolios.
- Conducted analytical research of client financial statements and securities to determine the best value for earnings reports and corporate filings.
- Employed a proactive approach of enforcement of strict ethics of rapidly evolving FINRA and SEC regulations and banking policies to enhance client financial security.

Lockheed Martin Corporation

September 2012 – May 2013

Financial Analyst – Mission, Systems, and Training – Manassas, VA

- Conducted quality assurance financial cost analyses with American, Spanish, and Brazilian organizations determining that appropriate budgets were communicated and adhered to.
- Created and implanted numerous cost control systems that led to an organizational cost savings of more than \$5 Million annually.
- Liaised with multi-national program managers establishing budget constraints and schedules ensuring financial tasks were performed and maintained appropriately.
- Analyzed and prepared reports using numerous databases to enable prompt payment and consistent cash flow as applicable.

ACCOMPLISHMENTS:

Operation Enduring Freedom – Helmand Province, Afghanistan
Sergeant – Security Team Leader/Supervisor

April 2010 – August 2011

- Deployed to Southwest Asia in support of U.S. Military Combat operations.
- Planned, coordinated, and effectively accomplished more than 100 Personal Security Detail (PSD) missions for both American and foreign dignitary's traveling throughout Afghanistan.
- Effectively planned, coordinated and led more than 100 Quick Reaction Force (QRF) missions ensuring the safe passage of hundreds of U.S. and joint coalition forces personnel.
- Instrumental in leading U.S. Security Forces in the successful capture and transportation of Enemy Combatants throughout the theater of operation.
- Gathered and effectively analyzed counter-intelligence enemy data, defined patterns, and successfully led missions to effectively discover and naturalize more than 50 Improvised Explosive Devices (IED's) throughout Afghanistan.
- Planned, coordinated and conducted numerous leadership training courses for more than 100 U.S. Security forces personnel while enduring unique hostile combat operations.
- Remained vigilant and proactively refined and rehearsed emergency plans for heightened security threat conditions in a rapidly evolving operational environment.

Operation Iraqi Freedom – Al Anbar Province, Iraq
Lance Corporal – Squad Leader/Supervisor

June 2006 – June 2007

- Deployed to Southwest Asia in support of U.S. Military Combat operations.
- Successfully partnered with third county nationals ensuring life essential logistical support was provided to Joint Task Force personnel.
- Organized and successfully led more than 50 security missions ensuring the safety and security of all personnel.
- Directed and conducted searches, apprehensions and safe transportation of more than 300 enemy combatants.
- Planned, coordinated and conducted security training for more than 1000 U.S. Security and Iraqi Military Forces during unique hostile combat operations.
- Successfully completed sustainment operations while deployed to Southwest Asia in support of U.S. Combat operations during Operation Enduring Freedom in Iraq.

CERTIFICATIONS AND TRAINING

Civilian: Secret Security Clearance (Adjudicated 2/20/2013), SAP Certified, COBRA Certified, Control Account Management (CAM) Training, Proficient in web-based applications, computer systems and programs (Microsoft Office; Outlook, Word, Excel and PowerPoint).

Military: 1st Degree Black Belt Marine Corps Martial Arts Program, Staff Non-Commissioned Officer Leadership Course, Sergeant's Leadership Course, Corporal's Leadership Course Instructor, Advanced Combat Water Survival, Convoy Leadership Course, Staff NCO Distance Leadership Course.

- Graduated in the top 10% from Basic and Advanced Leadership Training Academy's.

AWARDS

Military: Individual Certificate of Accommodation (x3), Meritorious Mast, Meritorious Promotion, Letter of Appreciation (x2), 3-Year Good Conduct Medal (x3), Navy Unit Citation (x2), Expert Rifle badge (5th Award), Distinguished shooter and Company High Shooter award out of 350 Marines.

Civilian: Lockheed Martin SPOT Award, Lockheed Martin YEA Award

Academic: President's List (x4), Dean's List (x3), Honors Graduate

EDUCATION

University of Florida, Gainesville, FL 2009-2012
Bachelor of Science in Business Administration-Finance Degree
Minor: Real Estate
Grade Point Average: 3.57
Graduation: August 14, 2012

Brevard Community College, Melbourne, FL 2007-2009
Associate's Degree in Business w/ Honors
Grade Point Average: 3.98

Personal and Professional References

Available upon request

Robert Downs

4150 Dow Rd Suite 1, Melbourne, FL
321-725-5570

Experience

US Prisoner Transport

2006 - Present

President /Chief Operations Officer

- Responsible for the daily operations and management.
- Work closely with clients to provide safe, secure, timely and professional extraditions.
- Provide a secure and stable place of employment for an average of 40 employees.

US Extraditions

2004 - 2006

Vice President /Owner

- Responsible for the daily operations including but not limited to customer development, transportation management, employee scheduling, human resource, training, fleet maintenance.
- Dissolved partnership

Mid Florida Security Group

2001 -2004

Logistics Manger

- Transportation logistics assignments to include scheduling and planning routes and trips for extraditions, and contacting various law enforcement and corrections agencies across the U.S. to obtain new accounts

Education:

- Law Enforcement Academy, Indian River Community College, FL 2001

Kent D. Wood

- B.S. Finance, McIntire School of Commerce, University of Virginia.
- MBA, Owen Graduate School of Management, Vanderbilt University
- Co-Founder, PTS of America, LLC, ImageQuest, LLC, CBx Law, LLC
- Nashville City Paper Entrepreneur of the Year
- Nashville Business Journal "40 Under 40"
- Certified Public Accountant
- TN State Chair Young Presidents' Organization
- Alumni Council Vanderbilt's Owen Graduate School of Management
- Rocketown Board of Directors
- West End Community Church

Lisa Kyle

4150 Dow Rd Suite 1, Melbourne, FL
321-725-5570

Experience

US Prisoner Transport

2006 - Present

Vice President /Chief Financial Operator

- Responsible for the daily financial operations
- DOT Drug Consortium Management
- Accounts Payable/Receivable
- Contract Renewals
- Employee Time Tracking/Payroll
- Maintain Driver List for USDOT
- Maintain Licensing for State, County, and USDOT

Education:

- Associates of Arts, General Education, Brevard Community College, 2005.
- University of Central Florida, Chemistry, 2006
- Florida Licensed Real Estate Associate

Steven Jacques M.C.P, M.C.P+I, M.C.S.E, A+, N+, M.O.U.S, C.C.N.A

- Microsoft Certified Systems Engineer
- Microsoft Internet Specialist
- Microsoft Certified Professional
- Diploma in Systems Analysis
- Diploma in Police Procedures, Tactics and Surveillance
- Founder of Torus Systems LLC
- 7 Years Law Enforcement
- Certified Criminal Investigator
- Advanced Driving Certification and Response
- Certified Driving Instructor
- Certified in DNA collection
- Level 3 Criminal Interviewer
- Most internet technology languages and standards, example, PHP, SQL, JAVA.

Ash Jacques

522 S Hunt Club Blvd
Apopka, FL 32703

Education:

Advanced Vocational Certificate of Education - Double Award
in Information Computer Technology – 2002

National Vocational Qualification – Level 6
in Information Computer Technology - 2006

Work History

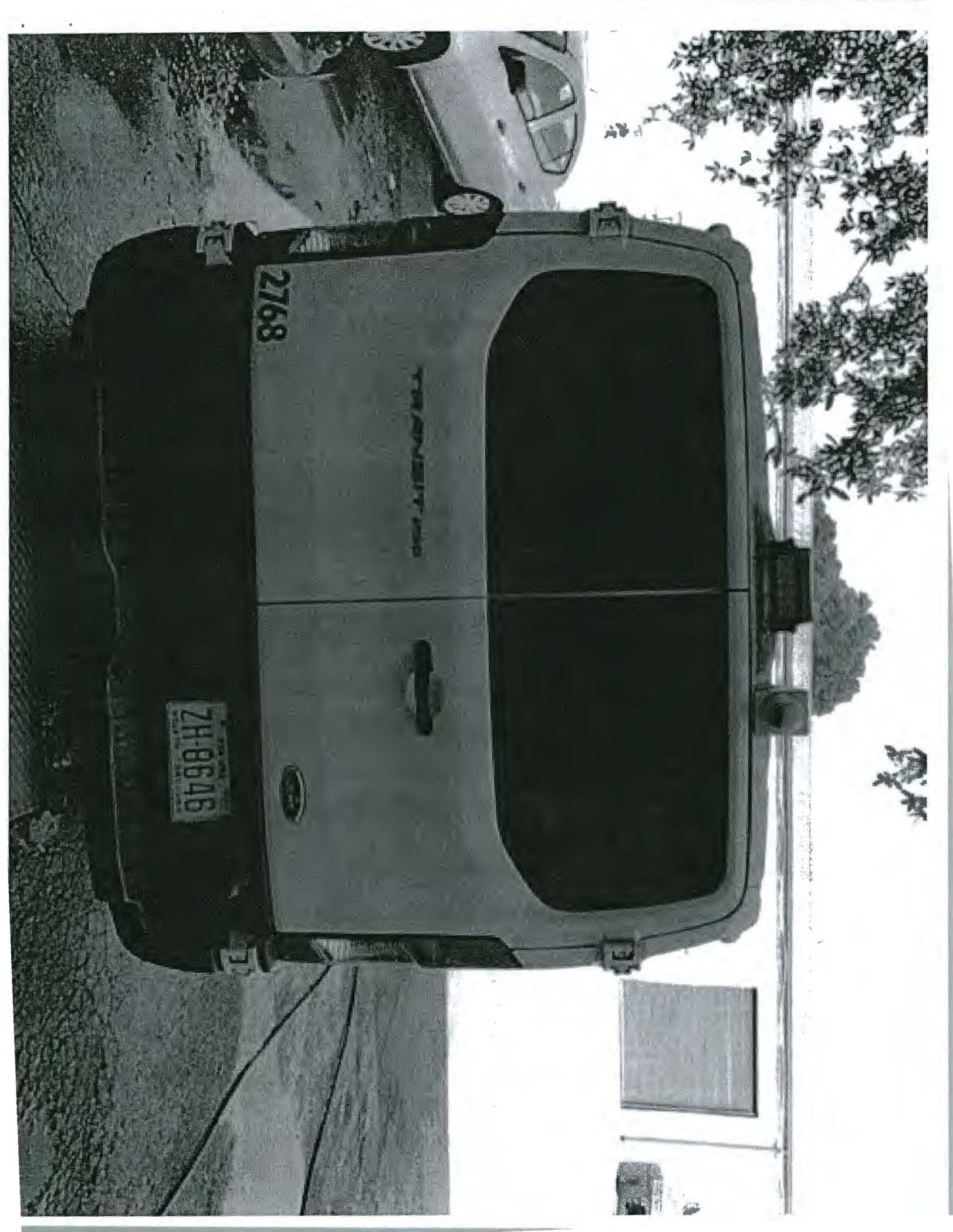
United States Marine Corps Reserve
Infantry / Motor Transportation / Military Police
Sergeant
2006 - Present

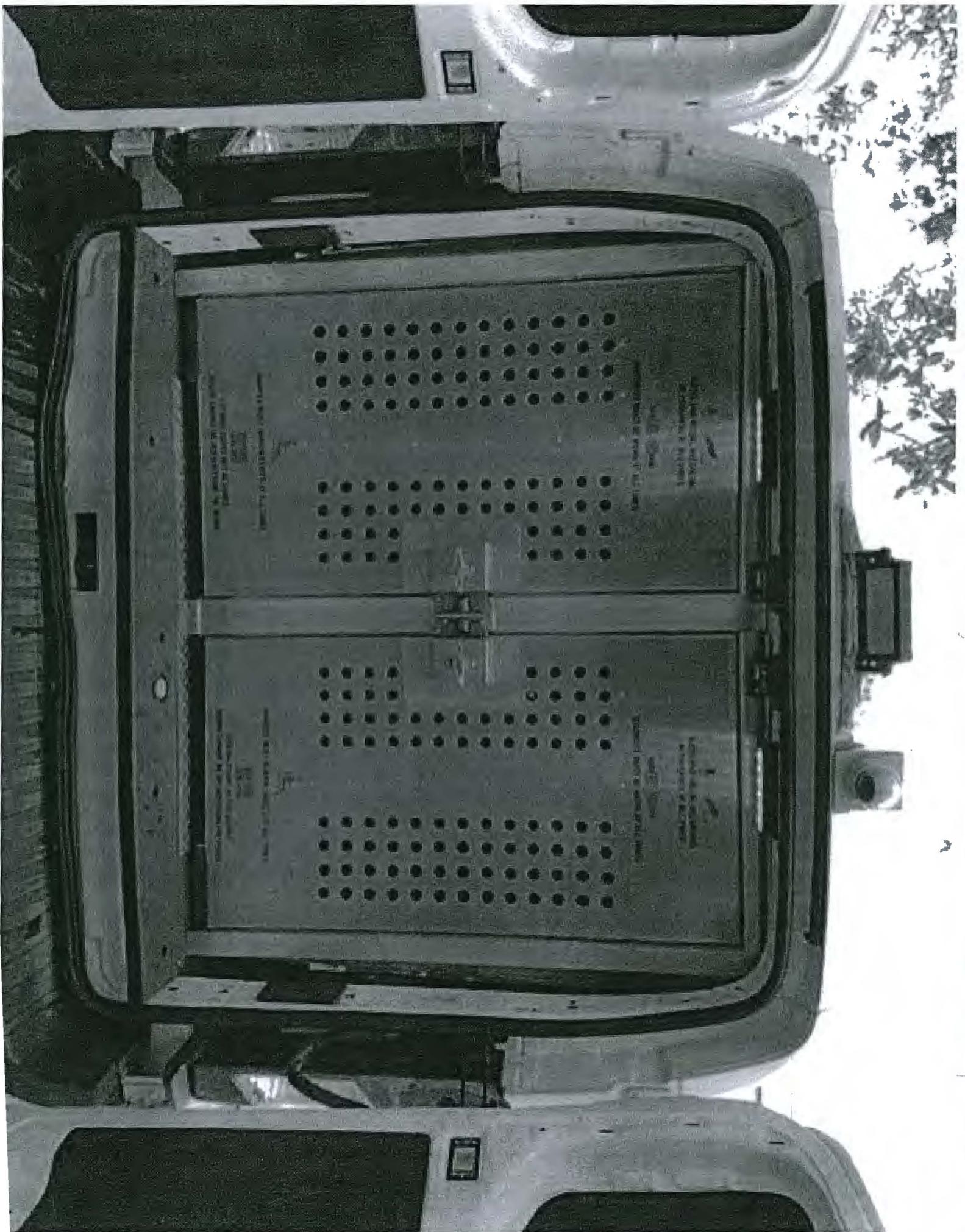
U.S. Corrections LLC
Private Corrections – Transportation
Charlotte, NC / Apopka, FL
Founding Partner / Director of Operations
2014 – Present

USG7 LLC
Private Prisoner Transportation
Lakeland, FL
Sergeant – Operations
2009-2014

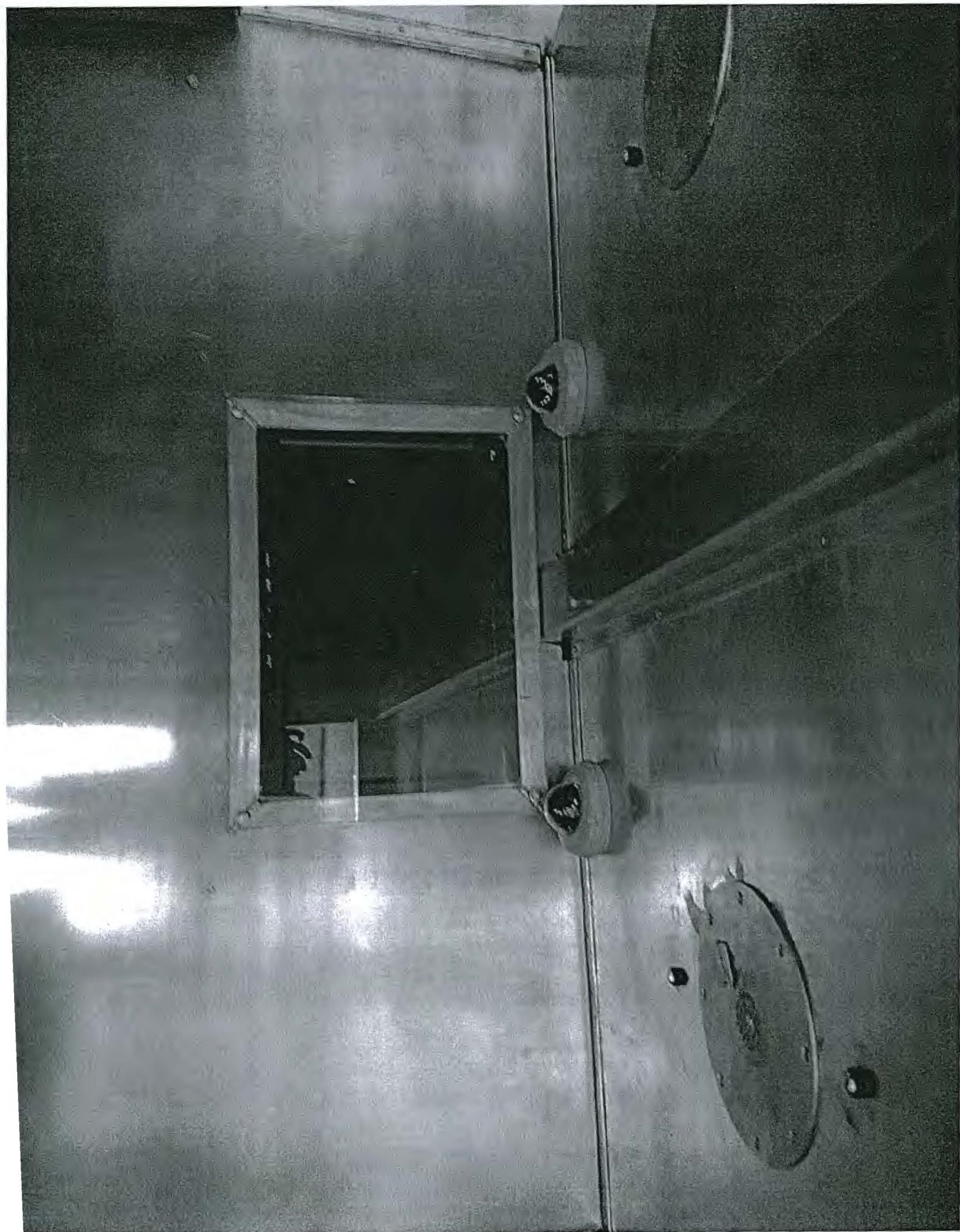
Statewide Prisoner Transport LLC
Orlando, FL
Corporal - Field Training Officer
2007-2009

EXHIBIT 4











MAES









EXHIBIT 5

PTS - USPT		MILES	PU/DO
WHITES CREEK, TN-BILLINGS, MT		1,625	REST
BILLINGS, MT	P/U	0	1
BOISE, ID	P/U	616	1
LINCOLN, NE		1,176	REST
JONESBORO, GA	D/O	1,015	-1
TAMPA, FL	D/O	440	-1
BUSHNELL, FL		58	REST
BUSHNELL, FL - WHITES CREEK, TN		662	0
TOTAL MILES DRIVEN		5,592	

USC		MILES	PU/DO
APOPKA, FL-CARLSBAD, NM		1,560	REST
TUCSON, AZ	P/U	482	1
SALT LAKE CITY, UT	P/U	769	1
CHEYENNE, WY		438	REST
ATLANTA, GA	D/O	1,435	-1
DOUGLAS, GA		210	REST
W.PALM BEACH, FL		406	-1
W. PALM BEACH, FL-APOPKA, FL		182	0
TOTAL MILES DRIVEN		5,482	

PTS - USPT/USC COMBINED		MILES	
NASHVILLE, TN-BILLINGS, MT		1625	REST
BILLINGS, MT	P/U	0	1
BOISE, ID	P/U	616	1
SALT LAKE CITY, UT	P/U	339	1
FLAGSTAFF, AZ		524	REST
TUCSON, AZ	P/U	265	1
LITTLE ROCK, AR		1283	REST
LITTLE ROCK, AR-NASHVILLE, TN		354	0
TOTAL MILES DRIVEN		5006	

PTS - USPT/USC COMBINED		MILES	
APOPKA, WHITES CREEK, TN		700	4
ATLANTA, GA	D/O	254	-1
JONESBORO, GA	D/O	22	-1
TAMPA, FL	D/O	440	-1
SEBRING, FL		95	REST
W. PALM BEACH, F	D/O	124	-1
W. PALM BEACH, FL-APOPKA, FL		182	0
TOTAL MILES DRIVEN		1817	

TOTAL MILES IF RUN SEPARATE	11,074
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TOTAL MILES RUN COMBINED	6,823
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COMBINED TOTAL MILES SAVED	4,251
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