

**PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120**

Public Meeting held March 12, 2026

Commissioners Present:

Stephen M. DeFrank, Chairman
Kimberly Barrow, Vice Chair
Kathryn L. Zerfuss
John F. Coleman, Jr.
Ralph V. Yanora

Application of Safe travel transportation LLC

A-2025-3058159
A-6428369

OPINION AND ORDER

BY THE COMMISSION:

Before the Pennsylvania Public Utility Commission (Commission) for consideration and disposition is a Petition for Reconsideration from Staff Action (Petition), filed by Safe travel transportation LLC (Applicant or Safe) on November 26, 2025, relative to the above-captioned proceeding.¹ The Secretarial Letter to which the Petition refers was issued on November 18, 2025 (*November 2025*

¹ According to the Pennsylvania Department of State, the Applicant's registered legal name is "Safe travel transportation LLC."

Secretarial Letter).² No Answer to the Petition has been filed. For the reasons that follow, we shall deny the Petition, consistent with this Opinion and Order.

I. History of Proceeding

On October 27, 2025, Safe filed an Application for Motor Common Carrier of Persons in Paratransit Service (Application) with the Commission.³ In its Application, Safe requested authority to operate and transport people in Lancaster County.⁴ Application at 1, 3. Included with the Application was an undated Statement of Financial Position (Balance Sheet), wherein the Applicant: (1) indicated balances of: (a) \$8,000 in cash; (b) \$7,500 in other current assets, with the word “vehicle” typed to the immediate right of the balance amount; (c) \$250 in motor vehicle equipment; and (d) \$1,500 in office equipment; and (2) typed the word “none” for current and long-term liabilities. *Id.* at 8. No Protests were filed to the Application.

On October 29, 2025, the Commission’s Bureau of Technical Utility Services (TUS) issued a Data Request (Data Request), wherein TUS notified Safe that additional information was required within ten (10) working days of the date on the letter, in order for TUS to proceed with the Application. Further, the Data Request instructed Safe that its responses include a signed verification with an original signature, pursuant to 52 Pa. Code § 1.36, and supplied a sample Verification. Data Request at 1. Moreover,

² Because the Petition challenges the action taken in the *November 2025 Secretarial Letter* and was filed within twenty (20) days of the issuance of the *November 2025 Secretarial Letter*, we shall regard the Petition as a Petition for Reconsideration from Staff Action, pursuant to 52 Pa. Code § 5.44(a).

³ We note that the Verification of Application included in Safe’s Application was signed by “Ayman Ahmed,” identified as the owner and sole member of Safe. Application at 2, 4.

⁴ We note that in response to Question No. 6 in the Verified Statement of Applicant included with the Application, Safe indicated that it intends to use a 2014 Toyota Prius with a mileage of 205,785. *See* Application at 6, ¶ 6.

the Data Request set forth several specific questions pertaining to providing: (1) a list of the brokers that Safe intends to operate with, and evidence of their authority to provide such services in Pennsylvania, including their Certificate of Public Convenience (Certificate) number; (2) an adequate answer to Question No. 4 in the Verified Statement of Applicant, regarding a detailed description of Safe's facilities, record maintenance plan, and communication network;⁵ (3) an adequate answer to several questions in the Verified Statement of Applicant, pertaining to: (a) evidence of compliance with provisions 52 Pa Code §§ 29.503-29.505 (related to the number of drivers to be employed, driver age restrictions, the frequency of driver license checks, the frequency of driver criminal record checks, and the conduct of drug/alcohol tests); (b) a list of the vehicles Safe plans to use in providing its service, by year, make, model, seating capacity, mileage, and Vehicle Identification Number (VIN), and why the number of vehicles Safe plans to use is appropriate; (c) evidence of a vehicle maintenance and a safety program; and (d) evidence of quotes sought for commercial auto insurance coverage;⁶ (4) a revised and compliant Statement of Financial Position (Balance Sheet) that is less than six months and is limited to relevant assets and debts held by Safe; and (5) supporting documentation, including, *inter alia*, copies of: (a) bank statements supporting the exact amounts reported on the Balance Sheet; and (b) vehicle registrations as proof of ownership for any and all vehicles held by Safe. *Id.* at 2-4.

⁵ We note that the Data Request explicitly directed Safe to provide a response to Question No. 4 in the Verified Statement of Applicant that does not overlap with Safe's response to Question No. 5 in the Verified Statement of Applicant. *See* Data Request at 2, ¶ 2.

⁶ We note that the specific questions pertain to Question Nos. 5-8 in the Verified Statement of Applicant. *See* Application at 6-7, ¶¶ 5-8.

On November 12, 2025, Safe filed an untimely response to TUS' Data Request (Reply to Data Request).⁷ In its Reply to Data Request, the Applicant provided, *inter alia*: (1) a Revised Application for Motor Common Carrier of Persons in Paratransit Service (Revised Application), with several supplemental attachments in response to several questions in the Verified Statement of Applicant;⁸ (2) a Statement of Financial Position (Balance Sheet) as of November 10, 2025⁹ (Balance Sheet as of 11/10/25), indicating balances of: (a) \$9,500 in cash; (b) \$10,500 in motor vehicle equipment;¹⁰ (c) \$415 in other tangible equipment;¹¹ and (d) \$4,498 in total current liabilities;¹² (3) a three-page document entitled "Commercial Auto Insurance Quote," from "Progressive," underwritten by "United Financial Casualty Company," for "Safe Travels Transportation LLC," for the policy period November 7, 2025 through May 7, 2026 (Progressive Quote);¹³ (4) a single-page of account activity from a financial institution for "SAFE TRAVEL TRANSPORTATION LLC" (Account Activity Statement), printed

⁷ As noted, *supra*, on October 29, 2025, TUS issued the Data Request, wherein it notified Safe that additional information was required within ten (10) working days of the date on the letter (*i.e.*, on or before November 8, 2025). However, November 8, 2025, was a Saturday. Therefore, a response to the Data Request was due no later than Monday, November 10, 2025.

⁸ We note that in its Reply to Data Request, the Applicant included copies of pages 5-8 of its Revised Application. *See* Reply to Data Request at 24-27.

⁹ *See* Reply to Data Request at 9.

¹⁰ The total motor vehicle equipment balance was comprised of: (1) \$5,500 for a "2012 Dodge Caravan (wheelchair accessible van);" and (2) \$5,000 for a "2014 Toyota prius." [$\$5,500 + \$5,000 = \$10,500$]. *See* Reply to Data Request at 20.

¹¹ The total other tangible equipment balance was comprised of: (1) \$33 for "CPR kits;" (2) \$64 for "fire extinguishers;" and (3) \$318 for "cameras for the vehicles." [$\$33 + \$64 + \$318 = \415]. *See* Reply to Data Request at 20.

¹² The total current liabilities balance is comprised of: (1) \$3,898 identified as "auto Insurance (324.84 a month);" and (2) \$600 identified as "tracking devices (50\$ a month)." [$\$3,898 + \$600 = \$4,498$]. *See* Reply to Data Request at 21.

¹³ *See* Reply to Data Request at 28-30.

November 8, 2025, indicating an available balance of \$9,500.00;¹⁴ (5) a “Non-Federal Direct Deposit Enrollment Request Form” from a financial institution, for customer “SAFE TRAVEL TRANSPORTATION LLC;”¹⁵ and (6) three “STATEMENT OF ACCOUNT” documents from a financial institution, for “SAFE TRAVEL TRANSPORTATION LLC” for the statement periods: (a) August 1, 2025 through August 31, 2025, indicating an ending balance of \$23,792.53; (b) September 1, 2025 through September 30, 2025, indicating an ending balance of \$15,671.52; and (c) October 1, 2025 through October 31, 2025, indicating an ending balance of \$51,478.54.¹⁶ Reply to Data Request at 1-47.

In response to the Data Request, the Applicant noted, in pertinent part, that Safe does not have “large formal financial statements at this time” and has “included bank statements from [Safe’s] active [Non-Emergency Medical Transportation (NEMT)] business in New Hampshire – not as financials for the Pennsylvania entity, but simply to support [Safe’s] credibility and show that [Safe is] not starting from nothing.” Further, the Applicant provided the names of three brokers, adding that Safe intends to secure a contract with one or more brokers once Safe is granted a Certificate. Reply to Data Request at 10.

In response to the specific question in the Data Request regarding a detailed description of Safe’s facilities, record maintenance plan, and communication network, the Applicant noted Safe’s physical address and averred that its office is equipped with a computer, printer/scanner, and locked storage for physical files and records. Further, the Applicant noted that Safe will initially operate with “one or two vehicles, which will be

¹⁴ See Reply to Data Request at 16.

¹⁵ See Reply to Data Request at 17.

¹⁶ See Reply to Data Request at 31-47. We note that the “STATEMENT OF ACCOUNT” documents are addressed to “SAFE TRAVEL TRANSPORTATION LLC” in “SPRINGFIELD VT.” See *Id.* at 31, 37, 43.

parked at the residential property[.]” The Applicant continued that if demand increases, Safe intends to relocate “to a larger commercial facility to accommodate additional vehicles and staff[.]” Moreover, the Applicant noted that Safe will store digital and hard copy records, including driver files, vehicle maintenance logs, and insurance documents, in compliance with Commission Regulations. Furthermore, the Applicant noted that Safe will: (a) manage transportation requests and trip assignments through a broker platform and application; and (b) use GPS devices to monitor vehicle locations and ensure timely service. Additionally, the Applicant noted that Safe’s drivers will be equipped with mobile phones to receive trip details and maintain continuous communication during service hours. Reply to Data Request at 7.

In response to the specific questions in the Data Request regarding hiring standards, the Applicant averred that Safe intends to “begin with 2 to 3 drivers[,] which is appropriate for the limited-service area [Safe] will be covering initially[,] which will be conducted in partnership with transportation brokers.” Reply to Data Request at 11 (emphasis omitted). The Applicant continued:

[Safe’s] trip volume will depend on broker assignments and available trips[.] This number allows [Safe] to manage operations efficiently while maintaining high standards of safety and reliability. As demand grows, [Safe] will consider hiring additional drivers to meet service needs.

Id. Further, the Applicant submitted that Safe will hire drivers who: (1) are at least 21 years of age; (2) possess a valid Pennsylvania driver’s license; (3) have a clean driving record for the past three years; (4) possess customer service skills and a professional demeanor; and (5) pass a pre-employment drug and alcohol test. *Id.*

The Applicant also represented that Safe’s driver training program will require drivers to complete: (1) a defensive driving course through “Improv Driving School, a nationally recognized online provider approved by DMVs and insurance

companies;” (2) CPR and first aid certification through “NewLife CPR, which offers interactive training with printable certificates and wallet cards;” and (3) “Passenger Assistance, Safety and Sensitivity (PASS) Certification from the Community Transportation Association of America (CTAA)” which covers ADA regulations, emergency procedures, and sensitivity training for transporting special needs passengers. Reply to Data Request at 11-12 (emphasis omitted).

Regarding criminal background checks and driver’s license checks, the Applicant noted that Safe will use “Checkr (<https://checkr.com>).” According to the Applicant, Checkr will provide Safe with (1) “AI-powered screenings with fast turnaround times and compliance tools that help [Safe] make informed hiring decisions while reducing risks;” and (2) a driving record service to: (a) verify the status of driver’s licenses and motor vehicle records; and (b) ensure that drivers meet their safety standards. Reply to Data Request at 11-12.

The Applicant also noted that Safe enforces a zero-tolerance policy on alcohol and drug use, to maintain and ensure safety and professionalism. Specifically, the Applicant noted that Safe drivers: (1) must pass a drug and alcohol screening conducted by a certified third-party provider; (2) are subject to random drug and alcohol testing administered by an independent testing service; (3) are not permitted to consume alcohol or use impairing substances within eight hours of their shift; and (4) must disclose to management if they are taking prescription medications that may impair their ability to operate a vehicle, and a medical clearance may be required. The Applicant further noted that any violation of Safe’s drug and alcohol policy will result in disciplinary action, including termination, and Safe reserves the right to report violations to regulatory authorities. Reply to Data Request at 12.

Regarding vehicle equipment standards, the Applicant noted that Safe maintains a proactive and structured vehicle maintenance program, to ensure that all

vehicles remain safe, reliable, and in compliance with 67 Pa. Code, Chapter 175. Specifically, the Applicant noted that Safe will: (1) conduct daily, pre-trip/pre-shift inspections using standardized checklists that cover: (a) brakes, tires, lights, mirrors, and windshields; (b) fluid levels; (c) seat belts, horns, and dashboard warning lights; and (d) emergency equipment, including a first aid kit, seat belt cutter, fire extinguisher, flashlight, and reflective triangles;¹⁷ (2) conduct monthly preventative vehicle maintenance that includes: (a) oil and filter changes; (b) battery and charging system checks; (c) tire rotation and pressure adjustments; and (d) brake pad and rotor inspection; (3) report and address any defects before the vehicle returns to service; (4) complete annual vehicle inspections and emissions testing at licensed Pennsylvania inspection stations; (5) maintain a compliance checklist aligned with 67 Pa. Code, Chapter 175; and (6) log and retain documentation and records for all inspection, repair, and service activities in a digital system, with records available for audit and regulatory review. Reply to Data Request at 14-15.

The Applicant also provided additional information regarding the amounts reported on its Balance Sheet as of 11/10/25. In pertinent part, the Applicant noted that: (1) all listed assets and debts are titled, registered, and “held solely” by Safe; and (2) the Account Activity Statement: (a) is a “bank-generated document” that represents a “business bank account” that was recently opened, and a formal monthly statement is not yet available; and (b) “serves as proof of available funds to support the launch and operation of the business.” Reply to Data Request at 19.

The Applicant also provided additional information pertaining to the vehicles that Safe plans to use in providing its service. Specifically, the Applicant noted that Safe intends to use: (1) a 2014 Toyota Prius with a seating capacity of 5 and a

¹⁷ We note that in the Reply to Data Request, the Applicant included a copy of Safe’s “Daily Pre-Trip Inspection” checklist. *See* Reply to Data Request at 23.

mileage of 270,589;¹⁸ and (2) a 2012 Dodge Caravan with a seating capacity of 6 and a mileage of 137,653.¹⁹ Reply to Data Request at 7, ¶ 6.

Regarding vehicle insurance, the Applicant stated that Safe’s current insurance agency in New Hampshire writes commercial insurance policies for operations in Pennsylvania. Further, the Applicant averred that Safe is “currently in the process of obtaining a quote” from the insurance agency to ensure that Safe “meet[s] the required premium obligations for Pennsylvania” and for Safe’s intended broker. Moreover, the Applicant noted that it included the Progressive Quote to demonstrate that Safe received an insurance quote from Progressive.²⁰ Reply to Data Request at 8.

Finally, regarding vehicle title and registration status, the Applicant stated, in pertinent part, as follows:

[Safe] confirm[s] that the two vehicles listed in [the] [A]pplication are titled to [Safe]. At this time, they are not yet registered because the Pennsylvania DMV requires an active insurance policy to complete registration.

* * *

[Safe is] fully committed to registering both vehicles and activating insurance coverage as soon as certification is granted and contracts are in place.

* * *

[Safe is] fully committed to registering the vehicles and activating insurance coverage as soon as certification is

¹⁸ As previously noted, in response to Question No. 6 in the Verified Statement of Applicant included with the Application, Safe indicated that it intends to use a 2014 Toyota Prius with a seating capacity of 5 and a mileage of 205,785. *See* Application at 6, ¶ 6.

¹⁹ We note that the VIN was provided for each vehicle.

²⁰ *See* Reply to Data Request at 28-30.

granted. This approach ensures compliance while aligning with operational readiness and insurance requirements.

[Safe is] committed to providing proof of registration within two weeks from the issuance of the certificate.

Reply to Data Request at 18.

On November 18, 2025, the Commission issued the *November 2025 Secretarial Letter*, wherein it dismissed the Application. In pertinent part, the *November 2025 Secretarial Letter* stated, as follows:

- **Failure to establish fitness to operate:**

On October 29, 2025, the [A]pplicant was issued [the Data Request] seeking an acceptable description of the proposed operating area, evidence that the [A]pplicant's intended transportation brokers were certificated to operate within the Commonwealth, evidence of compliant policies/procedures for hiring/retention and vehicle maintenance, information about the number of intended drivers/their suitability for the proposed operating area, evidence of insurance quotes, and verifiable evidence to substantiate the financial position stated in the [A]pplication. The [A]pplicant was notified of the issues to address and was provided with relevant citations to review and with examples of acceptable evidence to support its financial position.

* * *

In its [Reply to Data Request], the [A]pplicant provided suitable revisions to address the Commission's concerns related to brokers, territory, maintenance, and finances. However, absent from the [A]pplicant's response was evidence of an acceptable driver hiring/retention policy which satisfied the requirements of 52 Pa. Code § 29.504 – 29.505.

For these reasons[,] the [A]pplication is DISMISSED and DENIED[.]

November 2025 Secretarial Letter at 1 (emphasis in original).

Additionally, the *November 2025 Secretarial Letter* informed Safe that, if it disagreed with the Commission's determination, then it may submit a Petition for Reconsideration from Staff Action with the Commission's Secretary within twenty (20) days of the date of the *November 2025 Secretarial Letter*. Further, the *November 2025 Secretarial Letter* outlined instructions regarding the form and content of such a Petition for Reconsideration from Staff Action, including references to the inclusion of relevant documentation and a signed verification statement, as set forth in 52 Pa. Code §§ 1.31 and 5.44. *November 2025 Secretarial Letter* at 2.

As noted, *supra*, on November 26, 2025, Safe timely filed the instant Petition. No response to the Petition has been filed.

II. Discussion

A. Legal Standards

Petitions for Reconsideration from Staff Action are governed by the Commission's Rules of Administrative Practice and Procedure, 52 Pa. Code § 5.44(a), which provides the following:

Actions taken by staff, other than a presiding officer, under authority delegated by the Commission, will be deemed to be the final action of the Commission unless reconsideration is sought from the Commission within 20 days after service of notice of the action, unless a different time period is specified in this chapter or in the act.

52 Pa. Code § 5.44(a).

When evaluating appeals from a Commission staff action, under 52 Pa. Code §§ 5.44, the applicable legal standard is that the moving party has the burden of proof. *See, e.g., Application of Airquest*, Docket No. A-2015-2493073 (Order entered December 8, 2016) (*Application of Airquest*) (request for reconsideration of Secretarial Letter denying application for failure to comply with conditions); *Application of Department of Transportation (Norfolk)*, Docket No. A-2018-3003795 (Order entered November 14, 2019) (request for reconsideration of Secretarial Letter approving application with conditions). In this proceeding, Safe is the party seeking affirmative relief from the Commission. Therefore, Safe is the party with the burden of proof.

In order to make the determination whether granting a certificate is necessary or proper for the service, accommodation, convenience or safety of the public, the Commission's Regulations, at 52 Pa. Code §§ 3.381-85, and the Commission's Policy Statement, at 52 Pa. Code § 41.14, establish the evidentiary guidelines and criteria to be

examined by the Commission when considering whether to grant or deny an application for authority.

The Commission's Policy Statement at 52 Pa. Code § 41.14 provides as follows:

§ 41.14. Evidentiary criteria used to decide motor common carrier applications – statement of policy.

An applicant seeking motor common carrier authority has the burden of demonstrating that it possesses the technical and financial ability to provide the proposed service. In addition, authority may be withheld if the record demonstrates that the applicant lacks a propensity to operate safely and legally. In evaluating whether a motor carrier applicant can satisfy these fitness standards, the Commission will ordinarily examine the following factors, when applicable:

- (1) Whether an applicant has sufficient capital, equipment, facilities and other resources necessary to serve the territory request.
- (2) Whether an applicant and its employees have sufficient technical expertise and experience to serve the territory requested.
- (3) Whether an applicant has or is able to secure sufficient and continuous insurance coverage for all vehicles to be used or useful in the provision of service to the public.
- (4) Whether an applicant has an appropriate plan to comply with the Commission's driver and vehicle safety regulations and service standards in Chapter 29 (relating to motor carriers of passengers).
- (5) An applicant's record, if any, of compliance with 66 Pa. C.S. (relating to Public Utility Code), this title and the Commission's orders.

(6) Whether an applicant or its drivers have been convicted of a felony crime of moral turpitude and remains subject to supervision by a court or correctional institution.

52 Pa. Code § 41.14.

Finally, pursuant to Section 1103(a) of the Code, 66 Pa.C.S. § 1103(a), an application for a certificate of public convenience should be granted only if the Commission finds that “the granting of such certificate is necessary or proper for the service, accommodation, convenience or safety of the public.” 66 Pa.C.S. § 1103(a).

B. Safe’s Petition

The five-page Petition consists of the following: (1) four paragraphs in response to the *November 2025 Secretarial Letter*; (2) a verification statement signed by “Ayman Ahmed;”²¹ and (3) a three-page document entitled “Comprehensive Driver Hiring, Qualification, Training & Retention Policy” (Petition Attachment). Petition at 1-5.

In response to the *November 2025 Secretarial Letter*, the Applicant submits that Safe has corrected the deficiency identified in the *November 2025 Secretarial Letter*. In this regard, the Applicant avers that the Petition Attachment “includes mandatory driver history checks, criminal background checks, re-check intervals, disqualification standards, and record keeping as required.” Further, the Applicant notes that Safe is committed to “safe and compliant operation” as an NEMT carrier. Moreover, the Applicant requests that the Commission “vacate the denial and approve the

²¹ As previously noted, “Ayman Ahmed” is identified as the owner and sole member of Safe. *See* Application at 2.

[A]pplication.” Finally, the Applicant submits that “[n]o prejudice results from granting reconsideration because [Safe] corrected the only deficiency immediately.” Petition at 1.

As noted, *supra*, the Petition includes an attachment entitled “Comprehensive Driver Hiring, Qualification, Training & Retention Policy.” According to the Applicant, “[t]his comprehensive policy ensures [that Safe] hires, trains, monitors, and retains qualified drivers” in compliance with Commission Regulations at 52 Pa. Code §§ 29.504 (Driver History) and 29.505 (Criminal History). Specifically, the Applicant notes that at a minimum, drivers for Safe must: (1) be at least 21 years old; (2) possess a valid Pennsylvania driver’s license for the appropriate vehicle type; (3) have at least three years of driving experience; (4) pass all required motor vehicle and criminal background checks; (5) be physically able to safely assist passengers; (6) maintain a safe and professional driving record; and (7) be legally authorized to work in the United States. Petition at 3.

The Applicant also states that to satisfy driver history requirements, Safe will conduct several preemployment driver history checks. Specifically, the Applicant notes that Safe will obtain and review: (1) three years of driving records from the Pennsylvania Department of Transportation and any state in which the applicant previously held a driver’s license; and (2) violations, suspensions, and “safety-risk patterns.” Further, the Applicant highlights the following disqualification criteria: (1) more than three moving violations in the past three years; (2) driving under the influence (DUI) or driving while intoxicated “within the past 5-7 years (company standard: 7 years);” (3) “license suspension (excluding administrative) within 3 years;” and (4) any unsafe driving patterns. Moreover, the Applicant avers that Safe will annually obtain and review an updated driving history record for all active drivers, and all driving history reports will be retained for at least two years. Petition at 3 (citing 52 Pa. Code § 29.504).

The Applicant also notes that to satisfy criminal history requirements, Safe will conduct the following preemployment background checks: (1) Pennsylvania State Police criminal background; (2) criminal records from any state lived in during the previous twelve (12) months; (3) sex offender registry; (4) drug and alcohol screening; and (5) “Child Abuse History Clearance (recommended).” Further, the Applicant highlights the following disqualification criteria: (1) any felony involving violence, fraud, theft, or “misuse of a vehicle;” (2) any sexual offense; (3) any conviction indicating a danger to passengers; and (4) “DUI that impacts ability to transport safely.” Moreover, the Applicant represents that Safe will biannually conduct a criminal background check for all active drivers, and all criminal history records will be retained for at least three years. Petition at 3-4 (citing 52 Pa. Code § 29.505).

Further, the Applicant states the following:

5. Driver Training Requirements
 - Defensive driving.
 - Passenger safety procedures.
 - ADA compliance & wheelchair securement.
 - Use of ramps, lifts, and restraints.
 - Incident reporting & emergency procedures.
 - Vehicle inspection procedures.
 - HIPAA basics.
6. Vehicle Maintenance Responsibilities
 - Perform daily pre-trip and post-trip inspections.
 - Report defects immediately.
 - Keep vehicles clean and sanitized.
 - Ensure tie-downs, seatbelts, and safety equipment work properly.
7. Ongoing Monitoring & Retention (52 Pa. Code § 29.505)
 - Annual MVR check.
 - Annual background check.

- Quarterly safety meetings.
- Random ride-alongs (sic).
- Customer feedback review.

8. Performance Standards

- Unsafe driving.
- Lateness.
- Vehicle neglect.
- Customer complaints.
- Policy violations.

9. Drug & Alcohol Policy

[Safe] prohibits [DUI], on-duty alcohol/drug use, or refusal of testing.

- Pre-employment.
- Random.
- Post-accident.
- Reasonable suspicion.

10. Reporting Requirements

- Drivers must report any new traffic violations within 24 hours.
- Drivers must report any arrest or criminal charge within 24 hours.
- Failure to report is grounds for suspension or termination.

11. Records & Compliance

[Safe] will maintain full driver qualification files including driving history reports, criminal background checks, license copies, violation reports, disciplinary records, training documentation, and annual evaluations. Files will be retained for a minimum of 3 years.

Petition at 4-5 (citing 52 Pa. Code § 29.505).

C. Disposition

In considering the instant Petition, we note that we are not required to consider, expressly or at length, each and every contention raised by a party to our proceedings. *University of Pennsylvania v. Pa. PUC*, 485 A.2d 1217 (Pa. Cmwlth. 1984). Any argument that is not specifically addressed herein shall be deemed to have been duly considered and denied without further discussion.

Upon review of the record documents, we will deny the Petition. In analyzing the requirements for an applicant seeking authority to operate as a motor common carrier of persons in paratransit service in the Commonwealth, the applicant must satisfy the standards in Section 1103(a) of the Code, 66 Pa.C.S. § 1103(a), and in the Commission’s Regulations by demonstrating, *inter alia*, that it has the equipment necessary to provide the proposed service. 52 Pa. Code § 41.14. Accordingly, one of the Commission Policy Statement factors we use in evaluating the applicant’s fitness is “[w]hether an applicant has sufficient capital, equipment, facilities and other resources necessary to serve the territory requested.” 52 Pa. Code § 41.14(1).

To summarize, Safe, in its Application, indicated that it intends to use one vehicle, a 2014 Toyota Prius, to conduct its requested service. Application at 6, ¶ 6. TUS, in its Data Request, directed Safe to provide, *inter alia*: (1) an adequate answer to several questions in the Verified Statement of Applicant, including “each portion of” Question No. 6 in the Verified Statement of Applicant;²² and (2) vehicle registrations as proof of ownership for “[a]ny and all claimed vehicles.” Data Request at 2, ¶ 4, 4 (emphasis omitted). In response to TUS’ Data Request, the Applicant, *inter alia*:

²² Question No. 6 in the Verified Statement of Applicant directs the applicant to provide, *inter alia*, the year, make, model, and mileage for *each* vehicle that the applicant plans to use in its business. See Application at 6, ¶6; see also Reply to Data Request at 7, ¶6.

(1) provided a Revised Application, wherein Safe, in response to Question No. 6 in the Verified Statement of Applicant, represented that: (1) it intends to use two vehicles to provide its service, a 2012 Dodge Caravan and a 2014 Toyota Prius;²³ and (2) stated that Safe intends to: (a) register and insure both vehicles “as soon as certification is granted and contracts are in place;” and (b) provide proof of registration after a Certificate has been issued. Reply to Data Request at 7, ¶ 6, 18. Subsequently, in the *November 2025 Secretarial Letter*, TUS denied and dismissed Safe’s Application because Safe failed to establish fitness to operate. *November 2025 Secretarial Letter* at 1.

In its Petition, the Applicant includes additional information to address Safe’s policy for hiring, training, monitoring, and retaining qualified drivers, pursuant to the Commission’s Regulations at 52 Pa. Code §§ 29.504 and 29.505. However, the Applicant provides no evidence of any vehicle registration or vehicle ownership in the name of Safe. Moreover, the Applicant, in its Petition, neither corrects nor clarifies its earlier representation that Safe intends to register and insure both vehicles “as soon as certification is granted and contracts are in place.” *See* Reply to Data Request at 18.

We also note that, based on Safe’s representations in the Application and its Revised Application, there appears to be a discrepancy regarding the odometer reading of the 2014 Toyota Prius of some 65,000 miles.²⁴ Notwithstanding the unlikelihood that the

²³ As previously noted, the Applicant also provided a Balance Sheet as of 11/10/25, indicating, in pertinent part, a balance of \$10,500 in motor vehicle equipment, comprised of: (1) \$5,500 for a 2012 Dodge Caravan; and (2) \$5,000 for a 2014 Toyota Prius. [$\$5,500 + \$5,000 = \$10,500$]. *See* Reply to Data Request at 20.

²⁴ Specifically, in response to Question No. 6 in the Verified Statement of Applicant included in its Application, Safe identified a 2014 Toyota Prius with a mileage of 205,785. *See* Application at 6, ¶6. Subsequently, in response to Question No. 6 in the Verified Statement of Applicant included in its Revised Application, Safe identified two vehicles, including a 2014 Toyota Prius with a mileage of 270,589. *See* Reply to Data Request at 7, ¶ 6. Given our reasonable inference that the 2014 Toyota Prius identified by Safe in its Application is the same 2014 Toyota Prius identified by Safe in its Revised Application, this means the 2014 Toyota Prius was driven an additional 64,804 miles in

2014 Toyota Prius identified by Safe in its Application and in its Revised Application was driven nearly 65,000 miles in just over 2 weeks, the Applicant, to date, has failed to provide any documentation demonstrating that Safe is the registered owner of a vehicle. Thus, we must infer that Safe does not currently own, and does not possess the registration for, a vehicle to provide its requested paratransit service. Therefore, we are unable to conclude that Safe satisfies the fitness standards set forth in our Regulations at 52 Pa. Code § 41.14(1). Indeed, given the absence of any documentation to support that Safe is the owner of any vehicle assets, the Applicant does not demonstrate sufficient evidence to conclude that Safe is operationally able to provide its proposed service.

Accordingly, we find that these factors militate against granting the Petition under the circumstances. We note that, if Safe has details and evidence that demonstrate and satisfy all of the fitness standards in the Commission's Policy Statement at 52 Pa. Code § 41.14 (1)-(6), Safe may file a new application with the Commission, if it so chooses.

III. Conclusion

For the reasons set forth above, we will deny Safe's Petition, consistent with this Opinion and Order; **THEREFORE,**

IT IS ORDERED:

1. That the Petition for Reconsideration from Staff Action, filed by Safe travel transportation LLC, on November 26, 2025, at Docket No. A-2025-3058159, is denied, consistent with this Opinion and Order.

the 16 days after Safe filed its Application. $[205,785 + 64,804 = 270,589]$. For context and illustrative purposes, this means the 2014 Toyota Prius accumulated an average daily mileage of 4,050 miles. $[64,804 \text{ miles} \div 16 \text{ days} = 4,050 \text{ miles per day}]$.

2. That this proceeding, at Docket No. A-2025-3058159, be marked closed.

BY THE COMMISSION,

A handwritten signature in black ink, reading "Matthew L. Homsher". The signature is written in a cursive style with a large, stylized initial "M".

Matthew L. Homsher
Secretary

(SEAL)

ORDER ADOPTED: March 12, 2026

ORDER ENTERED: March 12, 2026