

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Mrfeelstrong, LLC to transport :
persons, by motor vehicles, in paratransit service, :
in wheelchair vans, from points in the counties of :
Chester, Delaware, Montgomery, and the City and : A-2025-3059500
County of Philadelphia, to points in Pennsylvania :
and return :

ORDER REASSIGNING APPLICATION

On December 24, 2025, Mrfeelstrong, LLC (Applicant) filed an Application with the Pennsylvania Public Utility Commission (Commission) to transport persons, by motor vehicles, in paratransit service, restricted to nonemergency medical transportation, from points in the City and County of Philadelphia, to points in Pennsylvania, and return. The Commission caused notice of this Application to be published in the January 31, 2026, *Pennsylvania Bulletin* at, 56 Pa.B. 719, specifying a deadline of February 17, 2026, for filing protests.

On February 17, 2026, Bux-Mont Transportation, Inc., Easton Coach Company, Suburban Transit Network, Inc., and Tri County Transit Service, Inc. (Joint Protestants), filed a Joint Protest to the Application.

By Initial Call-In Telephone Hearing Notice dated February 23, 2026, the Commission scheduled a telephonic hearing on this matter for April 15, 2026, at 10:00 a.m., and assigned the case to me.

On February 27, 2026, Tanya C. Leshko, Esq., counsel for Joint Protestants, filed a Restrictive Amendment on behalf of the Applicant and the Joint Protestants, in which the Joint Protestants agreed to withdraw their Protest to the Application based upon the Restrictive Amendment and its acceptance and approval by the Commission. The Application was amended as follows:

For approval to begin operating as a common carrier for the transportation of persons, by motor vehicles, in paratransit service, in wheelchair vans, from points in the Counties of Chester and Delaware, and the City and County of Philadelphia, to points in Pennsylvania, and return.

Restrictive Amendment ¶ 1. Based upon this Restrictive Amendment and conditioned upon its acceptance and approval by the Commission and any order issued being consistent therewith, Joint Protestants agree to withdraw their respective Protests to the Application as amended, subject to the following two conditions and requirements: (i) in the event that any aspect of this Restrictive Amendment is rejected by the Commission for any reason, the Protests shall be deemed immediately reinstated, this proceeding shall be scheduled for hearing to permit Joint Protestants to present evidence in an on-the-record proceeding in opposition to approval of the Application, and neither the Restrictive Amendment, nor the fact that the parties agreed to submit it to the Commission, shall be used against any party in any subsequent hearing or proceeding; and (ii) in the event that any aspect of this Restrictive Amendment is rejected by the Commission for any reason, the Joint Protestants shall have the right to request reconsideration before the Commission or to appeal before any and all appropriate courts, or both, and in any such proceedings Applicant shall not raise any objections as to party status or standing of the Joint Protestants. See Restrictive Amendment ¶ 2. Joint Protestants desire to remain parties of record so as to receive copies of any orders or other documentation issued by the Commission in this proceeding. *Id.* at ¶ 4.

The Commission's Rules of Practice and Procedure at 52 Pa. Code § 5.235 provide that parties to an application for passenger authority may stipulate as to modifications to proposed motor carrier rights. The stipulation, in the form of a restrictive amendment, must be in writing, explain why the stipulation is in the public interest, be signed by each party to the stipulation and be submitted to the Commission's Secretary for insertion into the document folder. The restrictive amendment is binding on the parties that sign it. While the restrictive amendment is binding on the parties, it is not binding on the Commission if it determines that the restrictive amendment is contrary to the public interest.

In order to find that a restrictive amendment is in the public interest, the Commission must find that adopting the restrictive amendment would serve to protect a legitimate public purpose. The public need for the proposed service is the relevant factor in determining the public interest, while protection of private economic interests and competitive positions is not. *Crown America Corp. v. Pa. Pub. Util. Comm'n*, 463 A.2d 1257 (Pa. Cmwlth. 1983); *Glenside Suburban Radio Cab, Inc. v. Pa. Pub. Util. Comm'n*, 411 A.2d 874 (Pa. Cmwlth. 1980); *Highway Express Lines, Inc. v. Pa. Pub. Util. Comm'n*, 169 A.2d 798 (Pa. Super. 1961).

The Commission has rejected restrictive amendments where the amendment proposed to limit the type, make or color of vehicle used to provide service as contrary to the public interest. *Application of Sean McDonough t/d/b/a Northstar Executive Transportation*, Docket No. A-00118757 (Order entered December 4, 2002); *Application of Yvonne Victoria Kulp t/d/b/a YV Kulp Transportation*, Docket No. A-00119913 (Order entered April 8, 2004); *Application of Gene Leman t/a Bangor Cab*, Docket Nos. A-6410442 and A-2008-2061044 (Order entered September 4, 2009). In these cases, the Commission rejected the restrictive amendments because they would limit the nature and quality of the equipment to be used by the applicant to provide the service, would unduly and unreasonably fragment the operating authority of the applicant and would create enforcement difficulties for the Commission by establishing operating rights that are unrelated to the Commission's statutory and regulatory responsibilities. The Restrictive Amendment submitted by the Applicant and the Joint Protestants does not limit the type, make or color of vehicle used to provide service. In addition, the Restrictive Amendment does not unduly and unreasonably fragment the operating authority of the Applicant, nor does it establish operating rights that are unrelated to the Commission's statutory and regulatory responsibilities

A-2025-3059500 - APPLICATION OF MRFEELSTRONG, LLC TO TRANSPORT, AS A COMMON CARRIER, BY MOTOR VEHICLE, PERSONS IN PARATRANSIT SERVICE FROM POINTS IN CHESTER, DELAWARE, MONTGOMERY, AND THE CITY AND COUNTY OF PHILADELPHIA, TO POINTS IN PENNSYLVANIA AND RETURN.

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