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Office of Chief Counsel
March 6, 2026
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March 6, 2026

VIA ELECTRONIC FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, S.W., Room 1034
Washington, DC 20423-0001

**Re: STB Docket No. MCF-21145
Thomas L. Hey and James A. Hey —Acquisition of Control— Minnesota Motor
Bus, Inc.**

Dear Chief of Case Administration:

Attached for filing in the above-captioned proceeding is a Verified Application for Authorization to Acquire Control pursuant to 49 U.S.C. § 14303(a), dated as of even date herewith. The sum of \$2,900, representing the appropriate fee for this filing, has been tendered electronically via Pay.gov. If you have any questions regarding this filing, please feel free to contact me.

Thank you for your assistance on this matter.

Respectfully submitted,

/s/ Edward Fishman

Counsel for Thomas L. Hey and James A. Hey

FEE RECEIVED
March 6, 2026
SURFACE
TRANSPORTATION BOARD

FILED
March 6, 2026
SURFACE
TRANSPORTATION BOARD

BEFORE THE SURFACE TRANSPORTATION BOARD

STB DOCKET NO. MCF-21145

**THOMAS L. HEY and JAMES A. HEY
— ACQUISITION OF CONTROL —
MINNESOTA MOTOR BUS, INC.**

VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)

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Counsel for Thomas L. Hey and James A. Hey

BEFORE THE SURFACE TRANSPORTATION BOARD

STB DOCKET NO. MCF-21145

**THOMAS L. HEY and JAMES A. HEY
— ACQUISITION OF CONTROL —
MINNESOTA MOTOR BUS, INC.**

VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)

Thomas L. Hey and James A. Hey (collectively, “Applicants”) respectfully submit this application pursuant to 49 U.S.C. § 14303(a) and 49 C.F.R. Part 1182 for the approval of control by Applicants of Minnesota Motor Bus, Inc. (“Minnesota Motor Bus” or “Carrier”). Minnesota Motor Bus is a Minnesota corporation and a federally registered interstate motor carrier of passengers. Applicants acquired control of the Carrier on December 8, 2010 (the “Transaction”). At the time of the acquisition, Applicants were the individual co-owners of Southwest Coaches, Inc. d/b/a Southwest Tour and Travel (“Southwest Coaches”), another Minnesota corporation and federally registered interstate motor carrier of passengers.

Applicants acknowledge that Board authorization should have been sought prior to their 2010 acquisition of control of Minnesota Motor Bus. Applicants did not seek prior Board approval because, at the time, they held a good faith belief that the Transaction did not require

Board authorization and that any required approvals or operating authorities were limited to registrations with the Federal Motor Carrier Safety Administration (“FMCSA”).

Applicants respectfully request that the Board allow correction of this inadvertent oversight by granting after-the-fact authority. The Board has permitted “parties to obtain after-the-fact licensing authority for a transaction when the failure to seek approval was done without malice and by mistake.” See *Allied Industrial Development Corp.-Petition for Declaratory Order*, STB Finance Docket No. 35477, at 5 (STB served Sept. 17, 2015); see also *Gen. Ry. – Exemption for Acquis. Of R.R. Line – in Osceola & Dickinson Ctys., Iowa*, STB Finance Docket No. 34867 (STB served June 15, 2007). Those are the circumstances here, and Applicants’ good faith is demonstrated by a history of compliance with filings and registrations required by the FMCSA.

The remainder of this application is organized to follow the elements set forth in 49 C.F.R. § 1182.2(a).

I. Parties to the Transaction (49 C.F.R. § 1182.2(a)(1))

A. Buyers:

- i. Thomas L. Hey (“Thomas”) is an individual. Thomas’ principal business address is 1500 Travis Road, Marshall, MN 56258. Thomas is a U.S. citizen and resident of Minnesota. Thomas is not a motor carrier and does not hold individual operating authority. Thomas owns 50% of Southwest Coaches and serves as its President and Treasurer.
- ii. James A. Hey (“James”) is an individual and the brother of Thomas. James’ principal business address is 1500 Travis Road, Marshall, MN 56258. James is a U.S. citizen and resident of Minnesota. James is not a

motor carrier and does not hold individual operating authority. James owns 50% of Southwest Coaches and serves as its Vice President and Secretary.

- B. **Seller:** James Schoener (“Seller”) is an individual who at the time of the 2010 Transaction was residing at 1550 Falcon Drive, Fairmont, MN 56031. Prior to the Transaction, Seller owned 100% of Minnesota Motor Bus, Inc.
- C. **Motor Carrier Acquired:** Minnesota Motor Bus is a Minnesota corporation incorporated on August 6, 1979 in Fairmont, Minnesota. Prior to the Transaction, Minnesota Motor Bus was controlled exclusively by Seller, and following the Transaction in 2010, it has been controlled jointly by Applicants as co-owners, as described herein. Minnesota Motor Bus operates as an interstate motor carrier of passengers subject to the jurisdiction of the FMCSA pursuant to authority issued in Docket No. MC-764429; U.S. DOT No. 209770. Minnesota Motor Bus does not have intrastate operating authority from the Minnesota DOT as Applicants believe such authority is not required due to the nature of its operations.

Minnesota Motor Bus is primarily a school transportation provider, providing general and special education transportation to and from school on regular routes under contract to the Fairmont, Minnesota school district, which is the only school district it has ever served. The Fairmont Area School District consists of 3 public schools along with 4 non-public schools. The district has approximately 2100 students and encompasses a service area of 175.1 miles. The contract service that Minnesota Motor Bus provides for the Fairmont Area Public Schools involves

running approximately 17 full sized school buses that are used for transporting regular education students to and from school and for extracurricular trips.

Minnesota Motor Bus also utilizes approximately 5 smaller buses and 4 vans that transport preschool and special needs students. Minnesota Motor Bus has serviced the Fairmont school district continually since 1979.

Minnesota Motor Bus also provides school charter trips for extracurricular activities and other special events within Minnesota. On limited occasions, these charter services involve transportation across state lines into neighboring states.

Minnesota Motor Bus also provides charter bus service for university and youth groups, transporting them to sporting events and similar activities within the state of Minnesota and across state lines, primarily into Iowa and South Dakota.

Minnesota Motor Bus does not conduct regularly scheduled motorcoach service in interstate commerce.

Minnesota Motor Bus conducts approximately 40 interstate trips per year, which is minimal in comparison to its overall intrastate school transportation operations.

Approximately 10% of its revenue is from interstate operations. Minnesota Motor Bus's customer base is comprised of approximately 40% from the Fairmont, MN school district service, approximately 40% from providing charter bus service to universities in the Fairmont service area, and approximately 20% from providing charter bus service to youth groups in the Fairmont service area. Minnesota Motor Bus operates a fleet that includes 2 motorcoaches and 22 school buses. It operates

its fleet primarily from its Fairmont, MN terminal, and also has terminals in Northrup, MN and Ceylon, MN. Minnesota Motor Bus employs approximately 30 drivers and has approximately 31 total employees.

II. Description of Operating Authorities (49 C.F.R. § 1182.2(a)(2))

The federal operating authorities issued by the FMCSA to Southwest Coaches and Minnesota Motor Bus are reflected in the SAFER profiles attached in Exhibit 1. Southwest Coaches and Minnesota Motor Bus have obtained and will continue to maintain these FMCSA operating authorities.

III. Description of the Transaction (49 C.F.R. § 1182.2(a)(3))

On December 8, 2010, Thomas Hey and James Hey acquired 100% of the issued and outstanding stock of Minnesota Motor Bus, Inc. from James Schoener through a stock purchase agreement. Applicants each own 50% of Minnesota Motor Bus, Inc., and jointly control the Carrier. Minnesota Motor Bus has continued to operate under the same name and has provided substantially the same services under the ownership of Applicants as it provided prior to the Transaction.

At the time of the Transaction in 2010, Applicants already co-owned Southwest Coaches, Inc. (d/b/a Southwest Tour and Travel). Each of Thomas Hey and James Hey owned at the time of the 2010 Transaction, and continue to own, 50% of Southwest Coaches in their individual capacity. Southwest Coaches is a Minnesota corporation incorporated on August 26, 1965 in Marshall, Minnesota. Southwest Coaches has historically operated as an individually-owned or family-owned passenger transportation business and ownership changed hands several times

prior to being purchased in 1988 by Marvin Hey and Janet Hey (Thomas and James' parents). In February 2000, Thomas and James acquired Southwest Coaches from their parents and each currently owns 50% of the company.

Southwest Coaches has its principal place of business at 1500 Travis Road, Marshall, MN 56258. Southwest Coaches operates as an interstate motor carrier of passengers subject to the jurisdiction of the FMCSA pursuant to authority issued in Docket No. MC-140554; U.S. DOT No. 153686. Southwest Coaches does not have intrastate operating authority from the Minnesota DOT as Applicants believe such authority is not required due to the nature of its operations.

Southwest Coaches provides school transportation service under contract to the Marshall, MN school district, which it has serviced since 1965. The Marshall school district consists of 7 public schools along with 3 non-public schools. The district has approximately 3,000 students and the service area encompasses 162.9 miles. The contract service that Southwest Coaches provides for the Marshall public schools involves approximately 25 full-sized school buses that are used for transporting regular education students to and from school and conducting extracurricular trips. Southwest Coaches also utilizes approximately 6 smaller buses and 7 vans to transport preschool and special-needs students. Southwest Coaches also served the Jackson County Central school district between 1991 and 2018, but it no longer maintains this contract.

Southwest Coaches provides charter services for a range of educational institutions, including elementary, high schools, and universities. In addition, Southwest Coaches provides motorcoach services for private events, such as weddings and bachelor/bachelorette parties, and for coach travel tours. Southwest Coaches serves customers primarily in Minnesota, North Dakota, and South Dakota, but it also operates trips from time to time in other states. In the past

12 months, Southwest Coaches has conducted approximately 250 interstate trips and approximately 40% of its revenue is derived from these interstate trips. Its customer base is made up of approximately 30% from the Marshall School District service, 30% from universities, 35% from tour companies, and 5% from youth groups. Southwest Coaches has a fleet of 8 motorcoaches and 34 school buses. It operates primarily from its Marshall, MN terminal. The company has approximately 55 employees, including 45 drivers and 10 other employees.

The territory primarily serviced by Minnesota Motor Bus and Southwest Coaches does not overlap, as they are located 120 miles apart. Minnesota Motor Bus provides service out of the Fairmont, MN area and Southwest Coaches provides service out of the Marshall, MN area. Minnesota Motor Bus's main competitor for charter or tour transportation is Reading Bus Lines whereas Southwest Coaches' main competitor for charter or tour transportation is Thielen Bus Lines. There are approximately 4 other direct competitors in each of the service areas, and the competitive landscape has not materially changed since the Transaction in 2010. Both Minnesota Motor Bus and Southwest Coaches generally face competition from national, regional and local bus providers operating within their respective service areas or within Minnesota or neighboring states. In addition, both companies face considerable competition for transportation services from other modes of transportation including airlines, intercity passenger rail or commuter rail services, and private motor vehicles.

Applicants recognize and understand that a control application should have been filed with the Board prior to their 2010 acquisition of control of Minnesota Motor Bus because Applicants already controlled Southwest Coaches Inc. (an interstate motor carrier of passengers) and the Transaction resulted in Applicants controlling two motor carriers of passengers subject to

Board jurisdiction. *See* 49 U.S.C. § 14303(a)(4). Applicants respectfully request after-the-fact approval of the Transaction because they were not aware at the time of the need for Board authorization of the control transaction.

IV. Federally Regulated Carrier Affiliates and Intercompany Structure (49 C.F.R. § 1182.2(a)(4))

Other than Southwest Coaches Inc., and Minnesota Motor Bus Inc., there are no other affiliated carriers with Board-regulated interstate passenger operations within Applicants' control.

V. Jurisdictional Statement — Revenues (49 C.F.R. § 1182.2(a)(5))

The Board has jurisdiction over the Transaction pursuant to 49 U.S.C. § 14303 because the 2010 Transaction resulted in Applicants controlling more than one interstate motor carrier of passengers subject to the Board's jurisdiction. The involved motor carriers of passengers had aggregate gross operating revenues in excess of \$2,000,000 during the twelve-month period preceding the date of this application.

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

The Transaction has not had and will not have a significant effect on the quality of the human environment or the conservation of energy resources. The Transaction involved an acquisition of control of an interstate motor carrier of passengers that already provided bus transportation services, and it did not involve significant operational changes. Since the 2010 Transaction, the

Applicants have modernized their fleet and older vehicles have been replaced with more energy-efficient vehicles that have lower emissions of carbon dioxide and other pollutants.

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

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

A. Adequacy of Transportation Services and Competitive Considerations

The Transaction has not resulted in any significant changes to the nature or scope of the general operations conducted by Minnesota Motor Bus or Southwest Coaches. The Transaction allowed for continuation of services offered to customers prior to its occurrence, including ongoing school transportation service and interstate motorcoach charter trips, with the resulting economies of scale from shared ownership and the ability to benefit from the combined resources of the two carriers.

The Transaction has not produced adverse competitive effects. Minnesota Motor Bus and Southwest Coaches each provide school transportation service under contract to different school districts. Those school districts are in different service areas (120 miles apart), and there is no overlap in the school district service areas or routes served by Minnesota Motor Bus and Southwest Coaches. In addition, Minnesota Motor Coach and Southwest Coaches provide charter service to other customers in distinct service areas, with Minnesota Motor Bus operating out of the Fairmont, MN area and Southwest Coaches operating out of the Marshall, MN area. Additionally, Southwest Coaches provides approximately 35% of its services to tour companies

which is a market in which Minnesota Motor Bus does not compete. Furthermore, both carriers face substantial competition for charter and special-trip service from other bus providers (both national, local and regional) and from numerous other modes of transportation. Accordingly, the Transaction has not reduced competition in any relevant geographic market and has not impaired the adequacy of transportation to the public.

B. Total Fixed Charges

The Transaction did not result in fixed charges that adversely affected the ability of Minnesota Motor Bus or Southwest Coaches to continue to provide safe and quality transportation service. Minnesota Motor Bus was acquired by the Applicants individually, by and through their own personal financing.

C. Employee Interests

The Transaction has not had any material adverse effect on employee or labor conditions. There were no layoffs, and Applicants are not aware of adverse changes to wages, benefits, or working conditions as a result of the Transaction. In fact, the Transaction allowed Applicants to expand and hire additional drivers and employees.

* * *

The Board has previously found that approval of transactions like those in this application are consistent with the public interest. See *e.g.*, *Francis W. Sherman – Control – Evergreen Trails, Inc. Horizon Coach Lines, Ltd., and Cabana Coaches, LLC*, Finance Docket No. MC-F-21037 (STB served Oct. 23, 2009) (individual non-carrier acquiring control of motor carriers through a stock purchase). Here, where there are no competitive issues and no adverse impact on transportation, employees, or fixed charges, approval of the Transaction is plainly consistent with the public interest, and the Board should approve the Applicants' historical

acquisition of control of the Minnesota Motor Bus on an after-the-fact basis. See e.g., *Silverado Stages, Inc. – Acquisition of Control of Michelangelo Leasing, Inc. and Ryan's Express Transportation Services, Inc.*, Finance Docket No. MC-F-21068 (STB served July 21, 2016); see also *Winthrop Sargent, John Cogliano and Paul Fuerst – Acquisition of control of Plymouth & Brockton Street Railway Company, Brush Hill Transportation Co. and McGinn Bus Co., Inc.*, Finance Docket No. MC-F21089 (STB served Jan. 3, 2020).

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

Applicants hereby certify that Minnesota Motor Bus and Southwest Coaches are fit, willing, and able to conduct safe operations in interstate commerce. Minnesota Motor Bus holds a “Satisfactory” safety rating from the FMCSA (rating date 07/31/2024). Southwest Coaches holds a “Satisfactory” safety rating from the FMCSA (rating date 11/14/2025).

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

Applicants hereby certify that Minnesota Motor Bus and Southwest Coaches have the requisite insurance coverage under 49 U.S.C. § 13906. Each maintains bodily injury and property damage insurance coverage of at least \$5,000,000 and has filed its respective Form BMC-91X with the FMCSA reflecting this coverage.

X. Certification of Domicile (49 C.F.R. § 1182.2(a)(10))

Applicants certify that neither Minnesota Motor Bus nor Southwest Coaches nor Applicants are owned or controlled by persons domiciled in Mexico.

CONCLUSION

For the foregoing reasons, Applicants respectfully request that the Board grant after-the-fact authorization under 49 U.S.C. § 14303(a) for Applicants' acquisition of control of Minnesota Motor Bus, Inc., which acquisition of control was completed on December 8, 2010.

Respectfully submitted,

/s/ Edward Fishman

Edward Fishman
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Phone: (202) 637-3692
Email: edward.fishman@hoganlovells.com
Counsel for Thomas L. Hey and James A. Hey

EXHIBIT 1

SCHEDULE OF FEDERAL OPERATING AUTHORITIES (FMCSA)

☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value:

Company Snapshot

SOUTHWEST COACHES INC

USDOT Number: 153686

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
***Please Note: NOT AUTHORIZED does not apply to Private or Intrastate operations.**
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **03/03/2026**.

To find out if this entity has a pending insurance cancellation, please [click here](#).

Other Information for this Carrier

♥ [SMS Results](#)

♥ [Licensing & Insurance](#)

USDOT INFORMATION			
Entity Type:	CARRIER		
USDOT Status:	ACTIVE	Out of Service Date:	None
USDOT Number:	153686	State Carrier ID Number:	
MCS-150 Form Date:	01/23/2026	MCS-150 Mileage (Year):	243,307 (2025)
OPERATING AUTHORITY INFORMATION			
Operating Authority Status:	AUTHORIZED FOR Passenger		
	For Licensing and Insurance details click here .		
MC/MX/FF Number(s):	MC-140554		
COMPANY INFORMATION			
Legal Name:	SOUTHWEST COACHES INC		
DBA Name:	SOUTHWEST TOUR & TRAVEL		
Physical Address:	1500 TRAVIS ROAD MARSHALL, MN 56258		
Phone:	(507) 532-4043		
Mailing Address:	1500 TRAVIS ROAD MARSHALL, MN 56258		
DUNS Number:	97-099-865		
Power Units:	49	Non-CMV Units:	
		Drivers:	54
Operation Classification:			
☒ Auth. For Hire ☐ Exempt For Hire ☐ Private(Property) ☐ Priv. Pass. (Business) Priv. Pass.(Non-business) Migrant U.S. Mail Fed. Gov't State Gov't Local Gov't Indian Nation			
Carrier Operation:			
☒ Interstate ☐ Intrastate Only (HM) ☐ Intrastate Only (Non-HM)			
Cargo Carried:			
General Freight Household Goods Metal: sheets, coils, rolls Motor Vehicles Drive/Tow away Logs, Poles, Beams, Lumber Building Materials Liquids/Gases Intermodal Cont. ☒ Passengers Oilfield Equipment Livestock Grain, Feed, Hay Coal/Coke Chemicals Commodities Dry Bulk Refrigerated Food Beverages Paper Products Utilities Agricultural/Farm Supplies			

Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: **03/03/2026**

Total Inspections: **24**

Total IEP Inspections: **0**

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

<u>Inspections:</u>				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	23	3	0	0
Out of Service	0	0	0	0
Out of Service %	0%	0%	0%	0%
Nat'l Average % as of DATE 01/30/2026*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Inspections

Number of roadside inspections conducted within the past two years. (Note: These inspections are distinct from the periodic inspections required under 49 CFR Part 396.17, and may not include inspection of all parts and accessories set forth in 49 CFR Part 396 Appendix A.)

The inspections listed on SAFER are conducted in accordance with the North American Standard Inspection Program which was created by the Commercial Vehicle Safety Alliance (CVSA) as the roadside inspection process for inspecting commercial motor vehicles and drivers throughout North America.

Inspections are listed as total, driver, vehicle, and Hazmat. Please see <https://www.fmcsa.dot.gov/safety/question-1-can-violation-free-cvsa-level-i-or-level-v-inspection-be-used-satisfy-periodic> for more details.

Crashes reported to FMCSA by states for 24 months prior to: **03/03/2026**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

<u>Crashes:</u>				
Type	Fatal	Injury	Tow	Total
Crashes	0	1	1	2

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: **03/03/2026**

Total inspections: **0**

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

<u>Inspections:</u>		
Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: **03/03/2026**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

<u>Crashes:</u>				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

[Carrier Safety Rating:](#)

The rating below is current as of: **03/03/2026**

Review Information:

Rating Date:	11/14/2025	Review Date:	11/14/2025
Rating:	Satisfactory	Type:	Compliance Review

☐ USDOT Number ☐ MC/MX Number ☒ Name

Enter Value: MINNESOTA MOTOR BUS I

Search

Company Snapshot

MINNESOTA MOTOR BUS INC

USDOT Number: 209770

ID/Operations | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Carriers: If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

USDOT Status

- **ACTIVE:** The entity's US DOT number is active.
- **INACTIVE:** Inactive per 49 CFR 390.19(b)(4); biennial update of MCS-150 data not completed.
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Operating Authority Status

- **AUTHORIZED FOR { Passenger, Property, HHG }:** This will list the specific operating authorities the carrier (or broker) is allowed to operate.
- **NOT AUTHORIZED:** The entity does not have any operating authority and/or is not authorized to engage in interstate, for-hire operations.
***Please Note: NOT AUTHORIZED does not apply to Private or Intrastate operations.**
- **OUT-OF-SERVICE:** Carrier is under any type of out-of-service order and is not authorized to operate.

Out of Service Date

Indicates the date the company was ordered Out of Service. If there are multiple Out of Service orders, the earliest date will be displayed.

Please note: If there are multiple Out-of-Service orders, the earliest date will be displayed.

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of **03/03/2026**. **Carrier VMT Outdated.**

To find out if this entity has a pending insurance cancellation, please [click here](#).

Other Information for this Carrier

♥ [SMS Results](#)

♥ [Licensing & Insurance](#)

USDOT INFORMATION		
Entity Type:	CARRIER	
USDOT Status:	ACTIVE	Out of Service Date: None
USDOT Number:	209770	State Carrier ID Number:
MCS-150 Form Date:	06/19/2025	MCS-150 Mileage (Year): 53,293 (2022)
OPERATING AUTHORITY INFORMATION		
Operating Authority Status:	AUTHORIZED FOR Passenger For Licensing and Insurance details click here .	
MC/MX/FF Number(s):	MC-764429	
COMPANY INFORMATION		
Legal Name:	MINNESOTA MOTOR BUS INC	
DBA Name:		
Physical Address:	1115 EAST 1ST STREET FAIRMONT, MN 56031	
Phone:	(507) 238-6300	
Mailing Address:	1115 EAST 1ST STREET FAIRMONT, MN 56031	
DUNS Number:	-	
Power Units:	28	Non-CMV Units: Drivers: 31
Operation Classification:		
☒ Auth. For Hire	Priv. Pass.(Non-business)	State Gov't
☐ Exempt For Hire	Migrant	Local Gov't
☐ Private(Property)	U.S. Mail	Indian Nation
☐ Priv. Pass. (Business)	Fed. Gov't	
Carrier Operation:		
☒ Interstate	☐ Intrastate Only (HM)	☐ Intrastate Only (Non-HM)
Cargo Carried:		
General Freight	Liquids/Gases	Chemicals
Household Goods	Intermodal Cont.	Commodities Dry Bulk
Metal: sheets, coils, rolls	☒ Passengers	Refrigerated Food
Motor Vehicles	Oilfield Equipment	Beverages
Drive/Tow away	Livestock	Paper Products
Logs, Poles, Beams, Lumber	Grain, Feed, Hay	Utilities
Building Materials	Coal/Coke	Agricultural/Farm Supplies

Mobile Homes	Meat	Construction
Machinery, Large Objects	Garbage/Refuse	Water Well
Fresh Produce	US Mail	

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: **03/03/2026**

Total Inspections: **13**

Total IEP Inspections: **0**

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

<u>Inspections:</u>				
Inspection Type	Vehicle	Driver	Hazmat	IEP
Inspections	11	11	0	0
Out of Service	0	0	0	0
Out of Service %	0%	0%	0%	0%
Nat'l Average % as of DATE 01/30/2026*	22.26%	6.67%	4.44%	N/A

*OOS rates calculated based on the most recent 24 months of inspection data per the latest monthly SAFER Snapshot.

Inspections

Number of roadside inspections conducted within the past two years. (Note: These inspections are distinct from the periodic inspections required under 49 CFR Part 396.17, and may not include inspection of all parts and accessories set forth in 49 CFR Part 396 Appendix A.)

The inspections listed on SAFER are conducted in accordance with the North American Standard Inspection Program which was created by the Commercial Vehicle Safety Alliance (CVSA) as the roadside inspection process for inspecting commercial motor vehicles and drivers throughout North America.

Inspections are listed as total, driver, vehicle, and Hazmat. Please see <https://www.fmcsa.dot.gov/safety/question-1-can-violation-free-cvsa-level-i-or-level-v-inspection-be-used-satisfy-periodic> for more details.

Crashes reported to FMCSA by states for 24 months prior to: **03/03/2026**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

<u>Crashes:</u>				
Type	Fatal	Injury	Tow	Total
Crashes	0	2	0	2

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

Canadian Inspection results for 24 months prior to: **03/03/2026**

Total inspections: **0**

Note: Total inspections may be less than the sum of vehicle and driver inspections. Go to [Inspections Help](#) for further information.

<u>Inspections:</u>		
Inspection Type	Vehicle	Driver
Inspections	0	0
Out of Service	0	0
Out of Service %	0%	0%

Crashes results for 24 months prior to: **03/03/2026**

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

<u>Crashes:</u>				
Type	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.

[Carrier Safety Rating:](#)

The rating below is current as of: **03/03/2026**

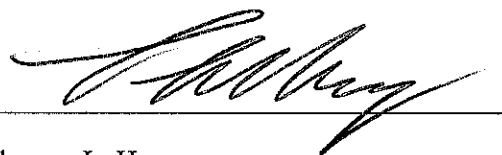
Review Information:

Rating Date:	07/31/2024	Review Date:	11/02/2023
Rating:	Satisfactory	Type:	Compliance Review

VERIFICATION

I, Thomas L. Hey, 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.

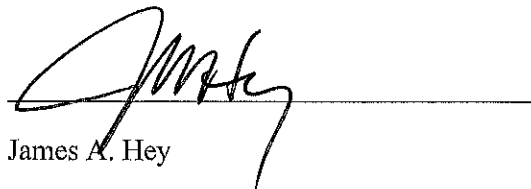
March 6, 2026

A handwritten signature in black ink, appearing to read 'T. Hey', is written over a horizontal line.

Thomas L. Hey

I, James A. Hey, 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.

March 6, 2026

A handwritten signature in black ink, appearing to read 'J. Hey', is written over a horizontal line.

James A. Hey