**Minnesota Intercity Bus Program Fact Sheet**

**Purpose:** The Minnesota Intercity Bus Program supports the intercity travel needs of residents in non-urbanized areas. To that end, the Office of Transit administers direct operating, capital, and marketing assistance to providers of intercity bus service. Public, private, and non-profit entities are eligible to participate. The Office of Transit also conducts periodic studies of the intercity bus network in Minnesota, and promotes interconnectivity between transportation providers of various modes.

**Definitions:** For the purposes of this program, intercity bus is defined as regularly scheduled, fixed-route, limited-stop bus service for the general public, which connects communities not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points. Intercity bus is distinct from commuter bus service; air, water, and rail service; and charter and tour services.

**Funding sources:** MnDOT supports intercity bus largely with funding provided through the Federal non-urbanized transit program, which apportions about $2 million annually toward intercity bus in Minnesota. In the past, the Office of Transit has offered State funding, to defray the cost of local match and encourage the development of new corridors for limited periods of time.

**Current initiatives:** The Office of Transit is supports the following service changes:

- **New:** Service along US Highway 169 Corridor between Mankato and Minneapolis featuring multiple trips each day.
- **Discontinuation:** Funding for the existing Feeder routes connecting Grand Forks, ND with the communities of Crookston and Thief River Falls in Northwestern Minnesota has been discontinued due to low ridership.

The Office of Transit will continue explore additional opportunities to provide funding to support the development of service directed to meet Unmet Needs, and to ensure existing services in the statewide network are maintained where appropriate. Also, the Office of Transit will continue to seek smaller providers as public and private partners to engage the intercity bus industry more proactively.

The Office of Transit will conduct an update of the Minnesota Intercity Bus Network Study beginning late in calendar year 2017. The updated study will provide detailed marketing analysis for future intercity bus corridors, revised program and performance indicators to monitor the costs and effectiveness of intercity bus projects, and ensure consistency with the Greater Minnesota Transit Investment Plan and other policy documents in the MNDOT family of plans.

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**January 1, 2017**

**Current Projects**

Nearly $5.2 million in operating assistance to support the following intercity bus route segments:

- Mankato to Rochester via Owatonna
- Mankato to Rochester via Albert Lea
- Mankato to Minneapolis via US 169/St. Peter
- Duluth to Twin Cities via Mora and Pine City
- Fargo to Duluth via Detroit Lakes, Brainerd, and Wadena
- LaCrosse to Twin Cities via Winona and Rochester
- Twin Cities to Sioux Falls via Marshall and Willmar
- Grand Forks to Brainerd via Crookston and Bemidji
- Grand Rapids to Duluth via Hibbing and Virginia

For More Information,
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