

**2017 -2020 ATIP Applications**  
**Transit**  
(FY 17 subtarget \$320,000)

**2017-2020 ATIP Applications**

Appl.	Description	Total Cost (eligible const)	Fed. Share	Cum Fed	Rank	Priority Points	17	18	19	20	Comments/Recommendations
CITY OF MANKATO	CLASS 400 LOW FLOOR	\$139,869	\$111,895	\$111,895	1	98.5	X				RECOMMEND FUNDING IN FY 17 - \$111,895
BROWN COUNTY HEARTLAND EXPRESS	CLASS 400	\$64,548	\$60,800	\$172,695	2	85.8	X				RECOMMEND FUNDING IN FY 17 - \$60,800
TRAILBLAZER TRANSIT	CLASS 400	\$76,000	\$60,800	\$233,495	3	82.8	X				RECOMMEND FUNDING IN FY 17 - \$60,800
WATONWAN COUNTY dba TMT (TAKE ME THERE)	CLASS 400	\$76,000	\$60,800	\$294,295	4	76.63	X				RECOMMEND FUNDING IN FY 17 - \$60,800
FARIBAULT-MARTIN COUNTY TRANSIT BOARD	CLASS 400	\$74,000	\$60,800	\$355,095	6	60.7	X				*RECOMMEND FUNDING IN FY 17 - \$60,800
CEDAR VALLEY SERVICES, INC (SMART TRANSIT)	CLASS 400	\$74,000	\$60,800	\$415,895	5	73.5					
LE SUEUR HEARTLAND EXPRESS	CLASS 400	\$76,000	\$60,800	\$476,695	7	51.5					

\*Even though the Faribault-Martin application scored below Cedar Valley, their bottom-line need strongly denotes the necessity for replacement, and outweighs the Cedar Valley need in 2017. Putting off a Faribault-Martin bus replacement could potentially be detrimental to their operation and the ability to provide consistent service.

**Subcommittee members:**

Mark Anderson, Mankato Transit  
Bob Apitz, Brown County Heartland Express  
Annette Bair, Southwest Regional Development Commission  
Jan Klassen, MnDOT  
Sam Parker, Region Nine Development Commission

**Meeting date:**

February 12, 2016

**Selection criteria:**

► Transit subcommittee reviews and ranks