Table C: Key factors in the evaluation of proposed projects not recommended for full FY14/15 FASTER Transit funding

Statewide projects

Applicant (agency rank)	Project	Reason not recommended for full funding
Town of Basalt	Basalt Avenue/SH82 Pedestrian Crossing	no environmental clearances secured, project is not at 30% design currently
Denver	Blake Street Bridge Replacement – Station Access and Safety	tie to transit is not particularly strong, limited design work has been undertaken - needs further project development
RTD 3	16th Street Mall Maintenance and Repair	direct ridership benefit is minimal compared to size of request, more of a maintenance project

Region 1

Applicant (agency rank)	Project	Reason not recommended for full funding
Breckenridge 1	Replacement Buses	request exceeds amount available and is eligible for FTA Rural funding through CDOT
Breckenridge 2	Replacement Buses	request exceeds amount available and is eligible for FTA Rural funding through CDOT
Seniors' Resource Center 2	Replacement Vehicles	computer replacements not a priority for FASTER
Town of Parker	Parker Road Sidewalk (East Side)	tenuous tie to transit, more appropriate for TA program in MAP-21
Black Hawk 3	Vehicle Replacement	low usage score andeligible for FTA Rural funding through CDOT

Region 2

Applicant (agency rank)	Project	Reason not recommended for full funding
Cripple Creek 1	Cripple Creek Transit service – replacement vehicles	partial award reflects low usage score for one of the vehicles, agency requested to shift 72,000 of the request to the Facilities and Equipment Needs project. Region 2 and DTR staff concurred.
Mountain Metro 12	Transit Campus Energy Conservation	not directly passenger related, limited benefit, does not directly enhance or deliver service
Mountain Metro 2	Title VI Update and ADA rider survey	considered low priority, FTA requirement

Region 3

Applicant (agency rank)	Project	Reason not recommended for full funding
Crested Butte 2	1 Replacement 26 foot bus #38	reflects agency rank, local FASTER pool oversubscribed, eligible for FTA Rural funding through CDOT
RFTA 2	Paratransit Software	reflects agency rank, eligible for FTA Rural funding through CDOT
Snowmass 1	29' Small-Sized Heavy-Duty Buses (3)	large request size in proportion to amount available, eligible for FTA Rural funding through CDOT

Table C: Key factors in the evaluation of proposed projects not recommended for full FY14/15 FASTER Transit funding (cont.'d)

Region 4

Applicant (agency rank)	Project	Reason not recommended for full funding
No unfunded projects		

Region 5

Applicant (agency rank)	Project	Reason not recommended for full funding
Durango 3	Type II vehicle replacement	low usage score, agency priority, local FASTER pool oversubscribed, eligible for FTA Rural funding through CDOT
Durango 4	Trolley vehicle replacement (939)	low usage score, local FASTER pool oversubscribed, agency prioity, eligible for FTA funding through CDOT
SUCAP 2	Road Runner Transit Bus Barn Design Project	needs further project development
Town of Mountain Village 2	Gondola - High Speed Conveyor End of Service Life Replacement (Phase 2 & 3)	agency priority, funding request relative to amount available, eligible for FTA Rural funding through CDOT

Region 6

Applicant (agency rank)	Project	Reason not recommended for full funding
Denver	Blake Street Bridge Replacement	tie to transit isn't very pronounced, expensive project relative to amount of funding available
Englewood	Oxford Light Rail Station Pedestrian/Bike Bridge	unsure of cost estimates, questions of utility of the current bridge, might become a higher priority if development occurs in the area
RTD 3	16th Street Mall Maintenance and Repair	very expensive project, transit benefit is minor compared to cost of the project
RTD 4	RTD Light Rail Tactile Strip Replacement Project	more of a maintenance project, does not increase ridership
RTD 5	RTD Program Logic Controllers (PLC)	more of a maintenance project, expensive relative to amount of funding available