

Table C: Key factors in evaluation of projects not recommended for full FY13 FASTER Transit funding

(2/3/2012)

Statewide pool		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
CDOT Region 6	I-25 North Managed Lanes (HOT)	Partial award due to large request (\$5M) amount relative to amount available (\$9M); other large funding sources needed.
Mountain Metro	Preventive Maintenance for FREX buses	Partial award to reflect likely carryover from FY 12.
CDOT Region 2	Phase 2 North Purcell/I-25 Park and Ride at Exit 208	Partial award - reflects receiving lowest passing score, which resulted in receiving remainder of funds in SW pool; Also, phase 1 has not been started, uncertain benefits to transit, remaining questions about costs and benefits.
Town of Estes Park	Estes Park Intermodal Transportation Hub	Conceptual design only; questions about previous FASTER project also being an intercept lot that is in near proximity to this proposal.
CDOT Region 3	170 B & US 6 Park and Ride	Input from TPR & Region indicate this project is less critical than Mesa County GVT/Greyhound Intermodal Facility; questions about costs/benefits and project impacts
CDOT Region 5	Purchase and Install Bicycle Detectors at signalized intersections in Durango	Project proposal does not demonstrate direct benefits to transit usage.
RTD 3	16th Street Mall Reconstruction Project	Limited regional benefits; perception of project as more cosmetic than critical; small footprint (one city block) relative to total project, so State contribution seems insignificant; large request amount relative to amount available.
RFTA	SH 133/Rio Grande Trail Pedestrian Underpass	Provides access to a regional service but is mostly a feeder location, not also a destination; uncertainty re: Federal portion of the project .
Broomfield	Transportation Software for Mobility Management	While DTR encouraged coordination/mobility management projects, benefits of project more localized and subordinate to broader DRMAC proposal (which is recommended for funding).
RTD 4	Paratransit Coordination Technology – Longmont Web Portal	Same reason as stated for City of Broomfield (above).
Denver	Blake Street Bridge Replacement	Project seems not likely to be constructed soon; questions about project impacts and criticality of the project; large request amount relative to amount available; question re: why a separate bike/ped bridge isn't the solution.
All Points Transit (Montrose)	Mobility Manager	Did not meet threshold criteria (request was below \$25,000)

Region 1		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
Summit Stage Transit (1)	Vehicle replacements	Two of four bus replacements awarded/funded through <i>Statewide</i> program instead (at \$704,000)
Summit Stage Transit (2)	Vehicle refurbishments	Agency's #1 priority (above) partially funded through <i>Statewide</i> program; funding requested (\$724K) was greater than total R1 amount.
Town of Breckenridge (1)	Vehicle replacement	Partial award (80%) due to limited local R1 local pool allocation
Breckenridge Free Ride Transit (2)	Vehicle refurbishments	Agency's #1 priority project 80% funded; Project ranked last on R1's list.

Region 2		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
Las Animas Rehabilitation Center	Replacement Vehicles	Ineligible project - not open door service

Region 3		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
Mesa County 2	(2) Grand Valley Transit Bus Replacement	Request was too large for regional allotment.
Pitkin County	Grade Separated Ped Crossing Design and Engineering	Focus was on "Fix It First" so this "expansion project" scored low. In addition, the Request was too large for regional allotment.
Montrose County	Pedestrian Facility Design Improvements on Chipeta Road - Montrose	Focus was on "Fix It First" so this "expansion project" scored low.

Region 4		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
US 36 Commuting Solutions	U.S. 36 & McCaslin Park-n-Ride Final Mile Bike Shelters	Did not demonstrate how ridership would be increased. Local match was not as strong as other applications.
City of Boulder 1	Boulder B-Cycle Station Expansion	Need to strengthen business case for project. Second request for FASTER- have other sources been tried?
eGo Carshare 3 (R4 & R6)	Two Mobility Access Vans	Did not demonstrate how ridership would be increased. Need to strengthen business case for project.
eGo Carshare 1	eGo CarShare Fleet Replacement Program	Application did not demonstrate how transit ridership would be increased. Need to strengthen business case for project.
Estes Park (R4)	Estes Park Intermodal Transportation Hub	Design & NEPA still in process. High dollar request compared to local pool available. Consider UFR CMAQ pool for additional \$

Region 5		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
Durango (2)	ADA Connectivity and Safety Improvements on Roosa Ave and 9th St.	Agency's top ranked project was funded in full; this project will be eligible next year.
Durango (3)	One Type I replacement bus	See project 2 above.
Telluride	One Replacement Vehicle	Telluride's vehicle replacement will be a better candidate next year due to current low mileage, relative to the FTA's minimum useful life guidelines.

Region 6		
Applicant (agency rank)	Project	Reason not recommended for full FY13 funding
Seniors Resource Center (1)	Purchase of three alternate (CNG) fuel vehicles	Good project to resubmit later. Did not score as high on criticality, impacts and financial capacity.
RTD (3)	16th Street Mall Reconstruction Project	Very expensive. Little bang for the buck. More a historical restoration project than transit. Low scores for criticality, impact and need.
Broomfield	Transportation Software for Mobility Management	A similar (but more regional) DRMAC project was funded with statewide \$. Low scores for criticality and impacts.
Denver	Blake Street Bridge Replacement - Station Access and Safety	Decent project but the station is still a ways out. Also expensive compared to amount of funds available. Would be a good project to apply again later. Low scores for need and readiness.
eGo Carshare (2)	Match for CMAQ Project "SHIFT"	Transit benefit was unclear/unsubstantial. Financial need was considered low since it could be funded by program users and other sources. Low scores for impact and need.
eGo Carshare (3)	Two Mobility Access Vans	Transit benefit was unclear/unsubstantial. Financial need was considered low since it could be funded by program users and other sources. Low scores for impact and need.