

[S7-RFTA Glenwood Springs Maintenance Facility Expansion, \\$*](#)

(Hyperlink to ITSP Alternatives & Cost Estimates, click above link)

Project Description:

The Glenwood Spring Maintenance facility was originally designed to operate as a satellite facility for a maximum of 34 buses and house a minimal number of administrative, operations and maintenance staff. RFTA is currently staging approximately 50 buses at the facility and housing more staff than the facility was designed to support. In order for the organization to maintain and expand bus service, particularly in the I70 corridor, the facility needs to be renovated and expanded. The goal of the renovation project is to provide storage facilities for 60 operational busses and spares, operations and vehicle maintenance facilities, and the administrative staff required to operate the system long-term.

To bring the total cost of the project into line with the current level of funding for this project, this cost estimate does not include the public parking deck or the administrative floor in the office building that was to be dedicated to the organizations executive staff that are included the RTC feasibility study. The public parking structure can be constructed as a separate project on the site of the existing west Glenwood Spring Park and ride as the need for parking in this area increases. The space for RFTA's executive staff has been included in the first phase of the Carbondale Maintenance development facility project.

50% grant revenue is assumed for this project.

Project Cost Estimate:

Total project cost - \$34,076,514

The project scope and cost has been reduced for this item to be included and funded under the 2.65 mill levy plan.

Constrained Project Cost - \$30,000,000

RFTA contribution - \$15,000,000

Special Considerations:

The design for the expansion of the GMF facility has been advanced based upon a feasibility study that attempted to determine the maximum amount of development the property could support. The design of the improvements were advanced utilizing the design/build project delivery method to provide the project the maximum amount of phasing flexibility to accommodate the funding for the project as it becomes available.