RFTA Planning Department Monthly Update
May 11, 2023

RFTA Zero Emission Bus (ZEB) Transition Plan
On April 5, the Stantec/FHU consulting team and RFTA Staff kicked off the Zero Emission Bus (ZEB) Transition Plan. RFTA will use this planning document to determine the capital investments and operational changes required for successful implementation of zero emission buses, equipment, and facilities. The timing is appropriate, as ZEB fleet transition is a priority strategy from the Climate Action Plan (CAP), and the State of Colorado has set a goal to transition the state transit fleet to 100% ZEB by 2050. The ZEB Plan will better define the total cost of ownership of ZEB fleet transition options, and the rates at which ZEBs can replace traditional buses in the fleet.

RFTA will still closely follow a Fleet Maintenance/Replacement Plan and a Transit Asset Management (TAM) Plan to guide fleet propulsion decisions to 2040.

Grants Update
RFTA Staff is currently managing approximately **17 active grant projects** for bus replacement, facility improvements, operating funding and planning studies. Total active grant awards are **$70 million, with $55.6 million in local "overmatch" funds, for total estimated grant project costs of $125.6 million**. Additionally, Staff have submitted four grant applications, totaling approximately $40 million in project costs, pending grant awards.

To date, this is quite possibly the largest number of grant projects, and associated highest project costs, collaboratively administered at one time by several RFTA departments.

Facilities
The Glenwood Springs Maintenance Facility (GMF)/Regional Transit Center (RTC) remains RFTA's highest priority capital project. Phase 6B and Phase 8 represent the unfunded core phases of the master-planned campus.

Phase 6B consists mostly of the 3-story Operations and Administration center on top of Phase 6A, the West Glenwood Springs Transit Hub. Phase 8 is approximately 10,000ft2 of enclosed space dedicated to storage and light maintenance of fleet and facility-related equipment. The current cost estimate to construct these remaining core phases of the GMF, Phase 6B and Phase 8, is about $23 million.

RFTA is requesting FY23 FTA Section 5339b (Bus and Bus Facility) funds and 5339c (Low and No Emissions) funds for a 100% ZEV-ready facility. IF RFTA receives the required funding, Phase 6B and Phase 8 will be added to the design-build construction package, and the core GMF Phases 1-8 can be completed and implemented by the end of 2025, culminating in about 15 years of planning, design and construction.

Phase 6A: West Glenwood Multimodal Hub (partially funded by a $4.8 million RAISE grant)

Phase 6B: The Administration and Operations Center (3 stories above Phase 6A: West Glenwood Multimodal)

Fleet
RFTA is also requesting FTA 5339c (Low and No Emissions) funds to replace ten workhorse diesel buses that have exceeded their 12-year/500,00-mile service life with ten additional BEBs for 2024 order and 2025 delivery. With a second delivery of 10 BEBs, in addition to the 8 pilot BEBs put into operation in 2019, RFTA can proudly state an 18% electrified fleet (18 of 100 revenue service buses).

Trails
Staff is also requesting CDOT Transportation Alternatives Program (TAP) funds to renovate the Rio Grande Trail Roaring Fork River Bridge north of Carbondale, and the Rosebud Cemetery Trailhead in South Glenwood Springs.

View Down Centerline Bridge Roadway Looking Upstation (South)

Corridor-View, Rosebud Cemetery Trailhead in South Glenwood Springs