



### Kirk Bus Facility Replacement - Phase 1 & 2

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2015
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0705	<b>Est. Total Cost</b>	\$39,795,000

**Description:**

Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Note: In addition to the matching funds listed below, MTA has committed \$31.7 million in non-federal dollars to complete the funding package for this project.

**Justification:**

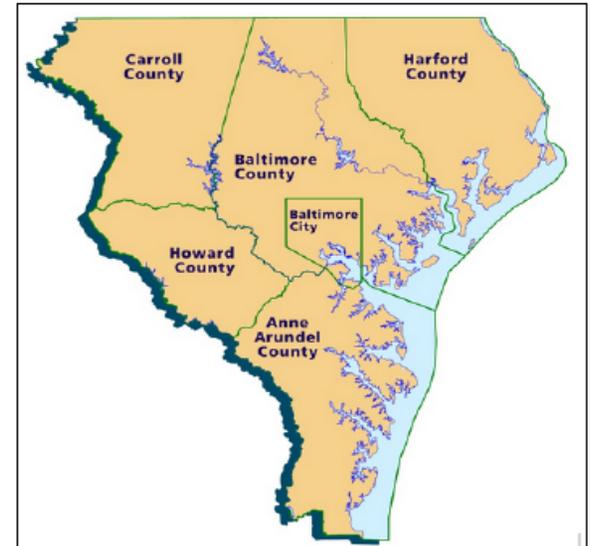
The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking in the nearby community. MTA has worked with the community for many years to develop a plan to modernize the Kirk Division Bus Facility. Phase 1 year of completion - 2015, Phase 2 year of completion - 2018.

**Amendment:**

To add FY 2015 & FY 2017 funding to Sections 5307 and 5339 to the Kirk Bus Facility Replacement – Phase 1 project. MTA will also be adding \$26.1 million of Section 5307 federal funds and \$5.8 million of Section 5399 federal funds

**Connection to Long-Range Transportation Planning Goals:**

2.D Preserve the Existing Infrastructure -- Continue to invest in improvements to existing rail and bus infrastructure and stations/stops





MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

**Kirk Bus Facility Replacement - Phase 1 & 2**  
(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program) -ORIGINAL**

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,114	\$279	\$0	\$0	\$0	\$0	\$1,393
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,114</b>	<b>\$279</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,393</b>

**Section 5339 (Bus and Bus Facilities Formula Program) -UPDATE**

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,085	\$521	\$0	\$0	\$3,639	\$910	\$7,155
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,085</b>	<b>\$521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,639</b>	<b>\$910</b>	<b>\$7,155</b>



MTA - Transit

2014 - 2017 Transportation Improvement Program

Transit

Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects) **-UPDATE**

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,913	\$1,728	\$0	\$0	\$19,199	\$4,800	\$32,640
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,913</b>	<b>\$1,728</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,199</b>	<b>\$4,800</b>	<b>\$32,640</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,998</b>	<b>\$2,249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,838</b>	<b>\$5,710</b>	<b>\$39,795</b>

Section 5307 has been utilized for this project prior to FY 2014