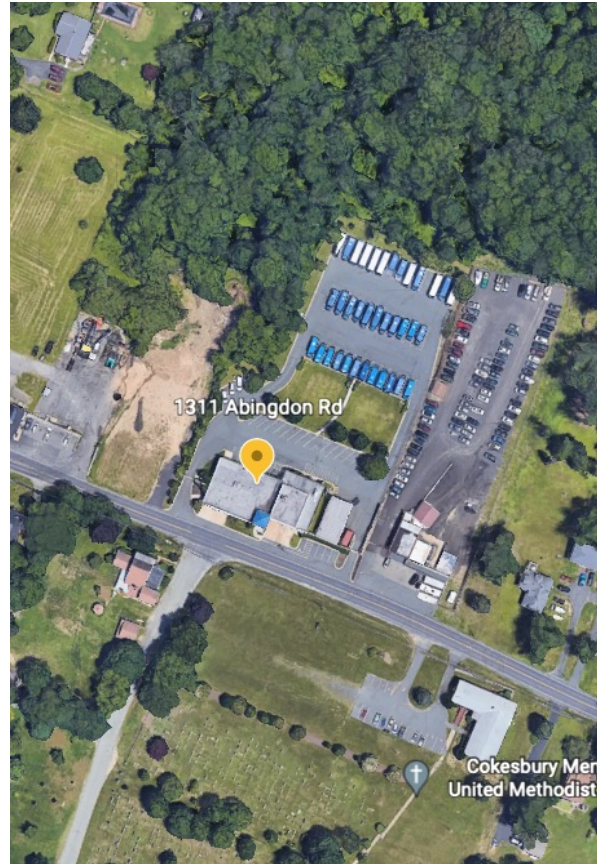


WELCOME

Harford Transit *Link*



OFFICE OF COMMUNITY AND ECONOMIC DEVELOPMENT
LEN PARRISH, DIRECTOR



SITE SELECTION PLAN

MARCH 23, 2022

Public Comments | Information

- This session is being recorded.
- Please sign in by typing your name (first and last) and city/town/community into the chat box.
- During the presentation you may type questions/comments into the chat box; please type your name (first and last) and city/town. Reference the slide number(s) if applicable.
- Comments must be relevant to today's presentation and pertain to topic.
- The public comments portion is at the end of the presentation.
- There will be no responses to your comments today.
- Questions/comments will be categorized; responses will be posted on our website (HarfordTransitLINK.org) no later than April 1, 2022.

We will provide this information again prior to the public comment portion.

Public Hearing Notices

Aegis bi-weekly newspaper

- February 23, 2022
 - Print, online, and social media

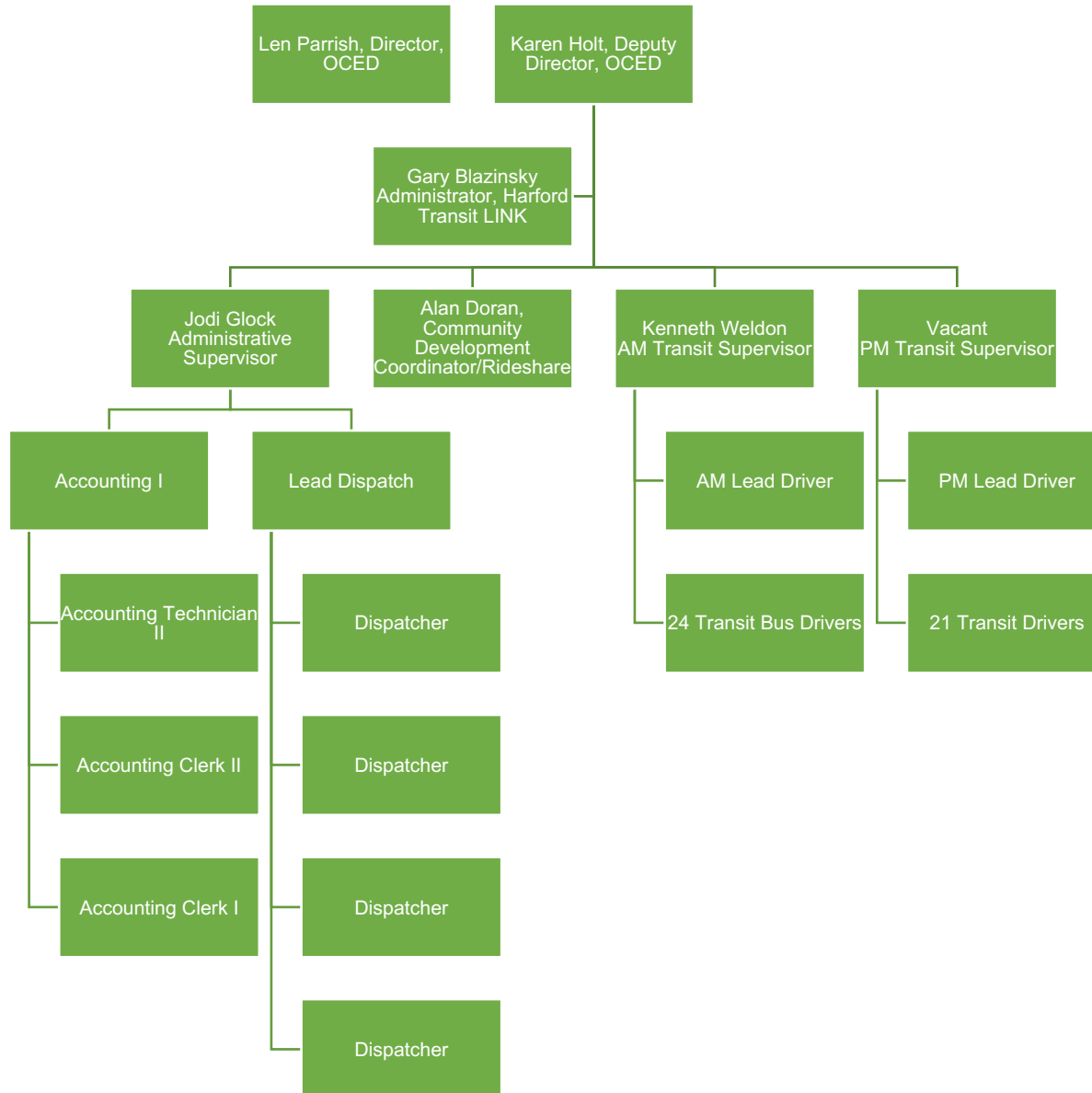
Harford County

- Office of Community and Governmental Relations
- Harford Transit LINK - Buses, website, and calendar
- Harford Transit LINK - CTY System – February 23 and March 16th
- Economic Development
 - Economic Development Facebook postings
- Harford Commute Smart Facebook postings
- Bus Shelters & Electronic Displays (Aberdeen/Edgewood)

Agenda

- Welcome and Introductions
- About Harford Transit LINK
- Harford Transit Mission
- Operational Overview
- Site Selection Location Review
- Public Comments
- Closing

Department Overview



HARFORD TRANSIT LINK

will provide the public with a safe and efficient transportation system that increases access and mobility, reduces congestion, improves the environment, and supports economic development, thereby enhancing the quality of life in Harford County.



OUR MISSION

Operations & Fixed Route Service



14,000 sq. ft. operations facility on 2.75 acres

2-bay bus maintenance shop and bus wash

56 employees

7 fixed bus routes with 12 buses
M-F | 5 a.m. – 9 p.m.

Serving Aberdeen, Abingdon, Bel Air, Belcamp, Churchville, Edgewood, Havre de Grace, Joppatowne, Riverside, Perryman & Perryville



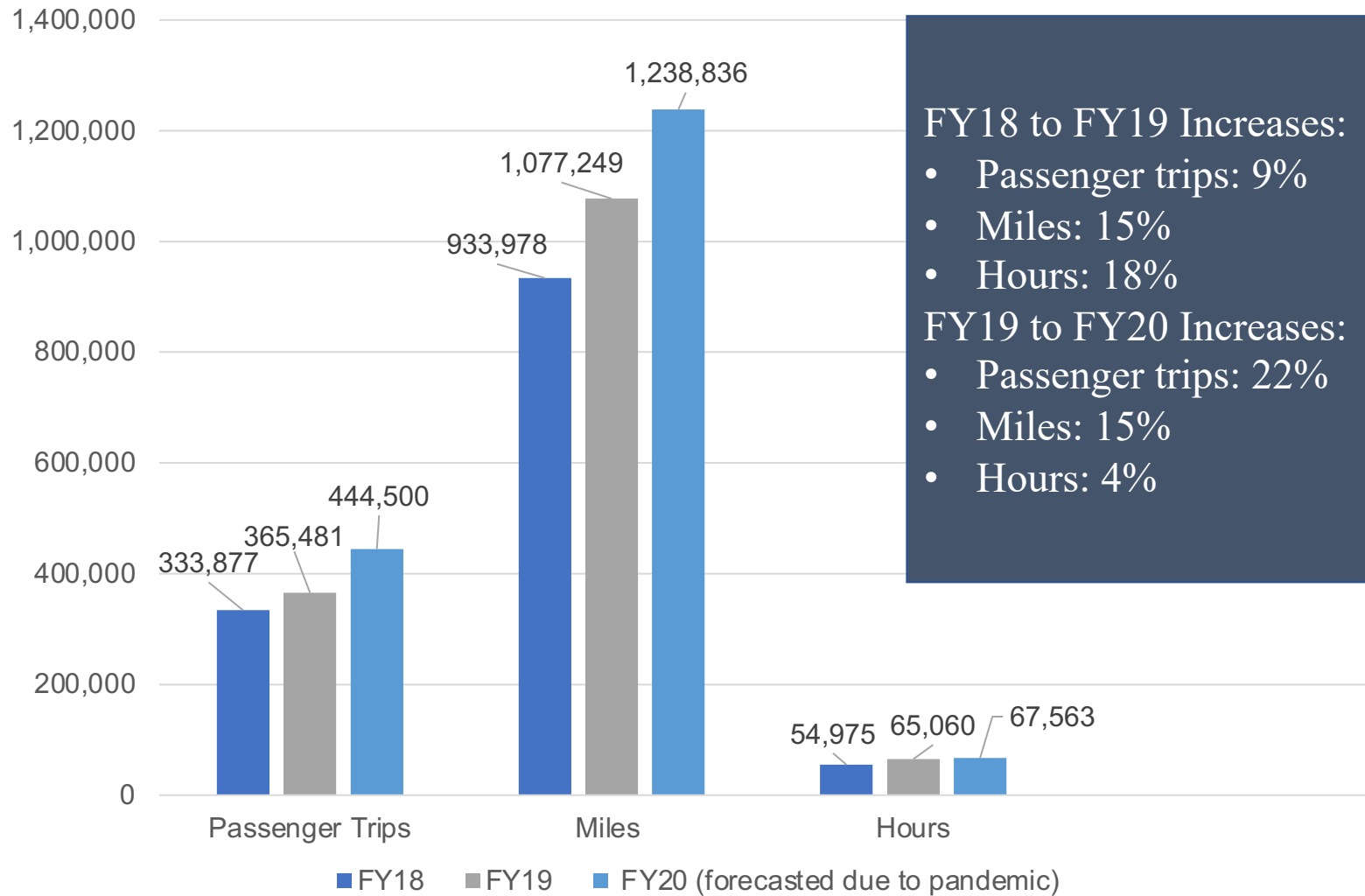
Demand Response/ADA Paratransit

- Service for pre-approved clients over 60 or persons with disabilities under 60.
- Curb-to-curb origin to destination service.
- Examples of this service includes transport from home to senior centers, medical appointments, shopping, employment, etc.

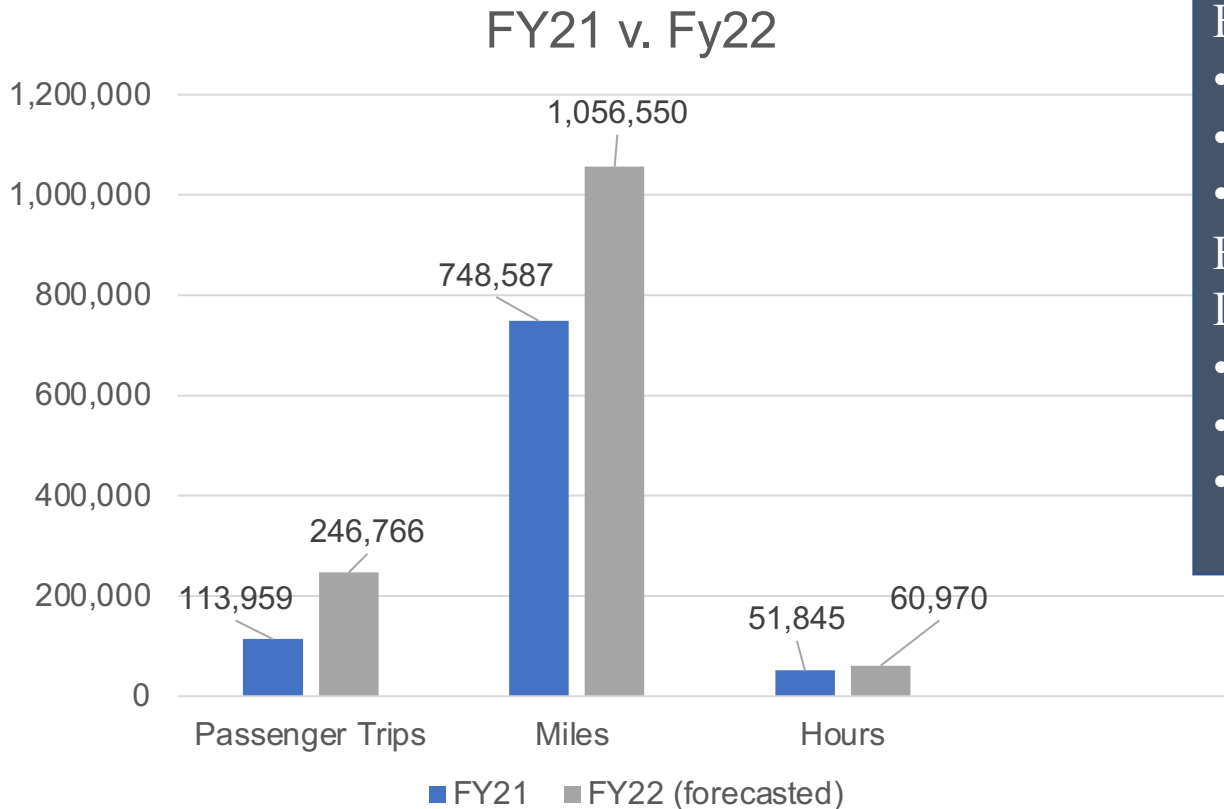
10-15 demand response buses for seniors & persons with disabilities

- ADA Complimentary Service: M–F | 4:30 a.m. – 8:30 p.m.
- Demand Response Service: M–F | 10 a.m. – 3:30 p.m.
- Riders must pre-register 7-10 days in advance.
- *Forms available at www.harfordtransitlink.org.*

Growth, pre-pandemic



Pandemic decreases/forecasted



FY20 to FY21 Decreases:

- Passenger trips: 74%
- Miles: 29%
- Hours: 23%

FY21 to FY22 Projected Decreases:

- Passenger trips: 44%
- Miles: 1%
- Hours: 10%

Continue working toward quality customer service

Purpose

**Future Potential growth,
looking at next 25-30 years**

**Land limitations of
current facility – no
ability to expand in
existing parcel
footprint**

**Current site limitations: 38
parking spaces short; difficulty
turning radius**

**Current Bus
maintenance
logistics:** after
servicing, must
back our buses
onto Abingdon
Road and block
traffic

Purpose

Aging facility and cost of maintenance/upkeep

Office space limitation — no room for expansion, at max capacity

Ground level compliance issues limit federal funding opportunities

Future potential conversion to Compressed Natural Gas (CNG)

Would meet Harford County Government's entire carbon neutral requirement per HarfordNext plan

Site Selection Project Study Team

Jason Kepple – Regional Planner,
Office of Local Transit Support, MDOT
MTA

Holly Storck – Lead Consultant,
Planner, WSP, Inc.

Gary Blazinsky – Project Manager,
Harford Transit LINK

Harford County Administration



Overview

June 28, 2021

WSP, Inc. Study: Harford County Site Analysis and Development of Parcel Shortlist memo, which proposed four parcels for further analysis.

July 22, 2021

Harford Transit LINK and the study team discussed June 28 findings. Harford Transit LINK proposed that two parcels move forward for more detailed site analysis:

- Parcel 23 (Aberdeen)
- Parcel 24 (Abingdon, includes current facility)

March 23, 2022

Site Selection Plan Virtual Public Hearing to discuss site analysis findings.



Parcel 23 | Aberdeen
N E S Chesapeake Road
(off Research Blvd)
15.66 acres



Parcel 24 | Abingdon
3605 Philadelphia Road &
1313, 1321, *1311 Abingdon Road
(*current facility)
10.05 acres

Two Parcels Under Consideration



Detailed Analysis | Site Layout Considerations

Site Layout Considerations | assess feasibility of each parcel

Intent: maximize efficiency and make the site as compact as possible while maintaining safety and turn radii considerations.

The following slides show high-level site layout and circulation diagrams for each parcel, including:

- Building areas (Administration, Operations, Maintenance and Repair (M&R), Fueling, and Bus Wash)
- Bus parking slots
- Non-revenue vehicle slots
- Personal vehicle slots (POVs)
- Water retention areas

The project team used AASHTO's 2011 40-foot bus profile to define the necessary turn radius. All bus parking slots with canopies and solar panels.



Parcel 23 | Aberdeen
N E S Chesapeake Road
(off Research Blvd)
15.66 acres

Site Layout Considerations

March 23, 2022
0 300 ft.

Site Selection Plan

Gross Area of 6 Ac



Layout Keynote

- | | |
|----|---|
| 1 | Bus Entry - POV Entry/Exit |
| 2 | Bus Exit |
| 3 | Administration Building |
| 4 | Operations Building |
| 5 | M&R and Parts Building |
| 6 | Fuel and Wash Area |
| 7 | Fuel Vault Canopy and UST |
| 8 | 40ft Bus Parking with Canopy - 32 Slots |
| 9 | 26ft Bus Parking with Canopy - 46 Slots |
| 10 | POV Parking - 104 Slots |
| 11 | NRV Parking - 13 Slots |
| 12 | Motorcycle Parking - 5 Slots |
| 13 | Bike Parking Rack with Canopy |
| 14 | Walkway |
| 15 | Water Retention Area |



Layout Keynote

- 1 Entry/Exit
- 2 Administration Building
- 3 Operations Building
- 4 M&R and Parts Building
- 5 Fuel and Wash Area
- 6 Fuel Vault Canopy and UST
- 7 40ft Bus Parking with Canopy - 32 Slots
- 8 26ft Bus Parking with Canopy - 46 Slots
- 9 POV Parking - 72 Slots
- 10 NRV Parking - 13 Slots
- 11 Motorcycle Parking - 5 Slots
- 12 Bike Parking Rack with Canopy
- 13 Walkway
- 14 Water Retention Area

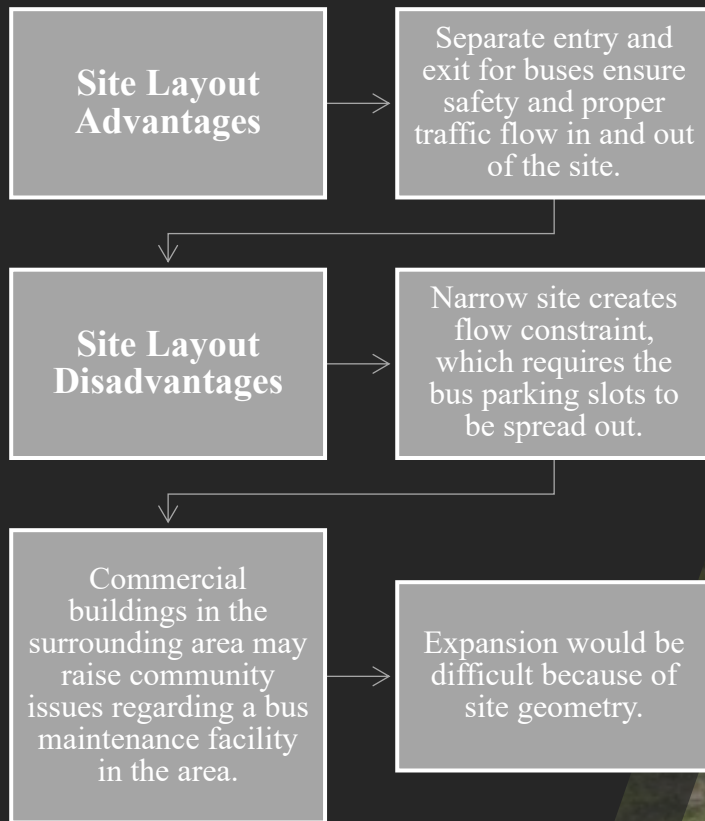
Site Layout Considerations

Parcel 24 | Abingdon
 3605 Philadelphia Road &
 1313, 1321, *1311 Abingdon Road
 (*current facility)
 10.05 acres

Side-by-Side Comparison

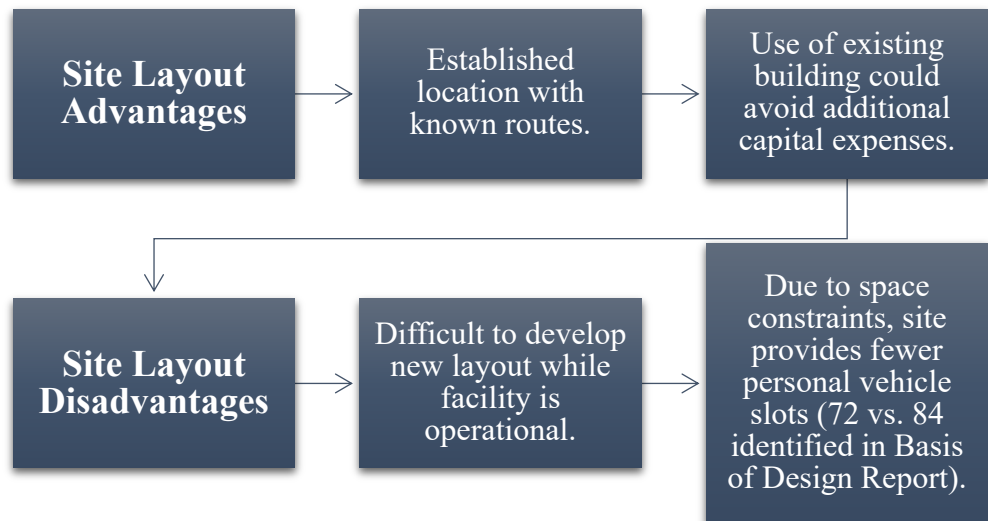
Site Layout Considerations	Parcel 23 - Aberdeen	Parcel 24 - Abingdon
Bus and personal vehicle (POV) entry	Separate entry/exit for buses POVs enter/exit at bus	Single entry/exit for POVs and buses
Parking lot configuration	45-degree angle; herringbone type slots with one direction traffic	90-degree angle with one direction traffic
Bus flow	<ul style="list-style-type: none"> • Bus arrives and parks in parking slots • Bus goes to M&R, if needed, and then returns to parking slots • Bus goes to wash area, makes U-turn, goes to fuel lane, gets fueled and leaves facility 	<ul style="list-style-type: none"> • Bus arrives and parks in parking slots • Bus goes to M&R, if needed, and then returns to parking slots • Bus goes to fuel lane, gets fueled, makes U-turn, goes to wash area, and leaves facility
Total pavement	Approx. 8.4 acres	Approx. 6.2 acres
Water retention area	Approx. 1.7 acres	Approx. 1.3 acres
Water retention location	Located to the north edge, which has lower terrain and slopes to the north	Located to the northeast edge, which has lower terrain
Other considerations	M&R building in north of bus parking and fuel/wash area to the south	<ul style="list-style-type: none"> • Existing building will be converted to all Operations building • New M&R, fuel/wash, and bus parking slots should be operational before converting existing facility building to operations only

Site Layout Advantages & Disadvantages | Parcel 23





Site Layout Advantages & Disadvantages | Parcel 24



Hazardous Materials Evaluations

Hazardous materials evaluations were conducted for each potential transit maintenance facility site.

Goal: Identify potential soil, groundwater, or debris-impacted potential sites of concern (PSOCs) such as a leaking underground storage tanks (LUSTs), drycleaners, and landfills on or near each site and determine if any environmental impacts may potentially be present.

Considering all the information identified and reviewed during these evaluations, as well as the local topographic/hydraulic gradient, the sites were assigned an overall risk classification of “high”, “moderate” or “low” based on the potential for environmental impacts to be present within the boundaries of each of the two sites.

Hazardous materials status | Parcel 23

Parcel 23: N E S Chesapeake Road, Aberdeen (*off Research Blvd*)

The parcel is believed to have been utilized as an agricultural field up until approximately 2007, when the parcel and adjoining parcels to the south/southwest were developed as the North Gate Business Park. The only improvements within the boundary of the parcel is a stormwater management pond in the northeastern corner and portions of Research Blvd.

Based on a review of available information, it is not believed that any environmental conditions both onsite and/or offsite have impacted Parcel 23.

Hazardous materials status | Parcel 24

Parcel 24: 3605 Philadelphia Road, 1313 Abingdon Road, 1321 Abingdon Road, *1311 Abingdon Road (**current facility*)

- Several active and former underground storage tanks (USTs) were identified on and offsite of the parcel that have the potential to have impacted Parcel 24.
- A former 4,000-gallon heating oil UST was removed from the Abingdon Volunteer Fire Department (currently Harford Transit LINK facility) in 1993.
- Former USTs were reported to have potentially impacted subsurface material. A former General Store approximately 25 feet south (upgradient) had two 500-gallon gasoline USTs removed in 2015.
- Records did not indicate that impacted material was identified during the removal.

Hazardous materials status | Parcel 24 (*cont.*)

- A residential structure on 1313 Abingdon Road was observed to have been demolished and the parcel regraded in 2017. Two residential structures on 1321 Abingdon Road were observed to have been demolished in 1990 and 2019.
- Further information on the former structures that were once present is needed to determine if any subsurface features may have been present such as heating oil USTs and/or septic systems and whether they were properly abandoned or removed.
- Further information from Maryland Department of Environment (MDE) is needed to confirm whether or not Parcel 24 has been impacted by these USTs.

Title VI Implementations

In accordance to the Federal Transit Administration's Title VI Circular 4702.1B, Harford Transit Link is soliciting public input regarding disparate impacts of possible locations for a future transit facility in Harford County, Maryland prior to site selection.

To understand the communities that would be impacted by a new or expanded transit facility, the project team determined the percentage of minority population and the percentage of the population living below the poverty line near the two sites.

Neither of the sites have a surrounding minority population greater than 50% or a surrounding population living below the poverty line greater than 25%.

Parcel	Location	Total Population	% Minority Population	% Population living below poverty line
23	Aberdeen	5,640	44%	20%
24	Abingdon	5,845	35%	2%

Analysis Results | Summary

Detailed Analysis	Parcel 23 (Aberdeen)	Parcel 23 (Abingdon)
Site layout considerations	<ul style="list-style-type: none"> • Separate entry and exit for buses • Narrow site creates flow constraint 	<ul style="list-style-type: none"> • Use of existing building could avoid additional capital expenses • Difficult to develop new layout while facility is operational
Hazardous materials status	Low risk	Moderate risk
Title VI implications	TBD	TBD
Cost of operation	Minimal impact	Minimal impact
Cost of construction	TBD	TBD

Next Steps

1. Collate
comments
and post to
website

2. Separate
and review
pertinent
Title VI
comments

3. Complete
Title VI
Equity
Analysis

4. Subject to
FTA/MDOT
MTA review

5. Formal
Decision

6. Subject to
Harford
County
Administration
review and
approval

Public Comments

Reminders...

- This session is being recorded.
- Comments must be relevant to today's presentation and pertain to topic.*
- Please be prepared when your name is called; reference slide numbers if applicable.
- Start your comments with your name and address (city/town).
- You will have two (2) minutes for your comments.
- There will be no responses to your comments today.
- Questions/comments will be categorized; responses will be posted on our website (HarfordTransitLINK.org) no later than April 1, 2022.

**we will compile and address similar questions at one time*

Awards

Harford Transit LINK
awarded Maryland's
Outstanding Transit
System of the Year by the
Transportation
Association of Maryland
for its “dynamic
modernization” and
accessible technology
upgrades.



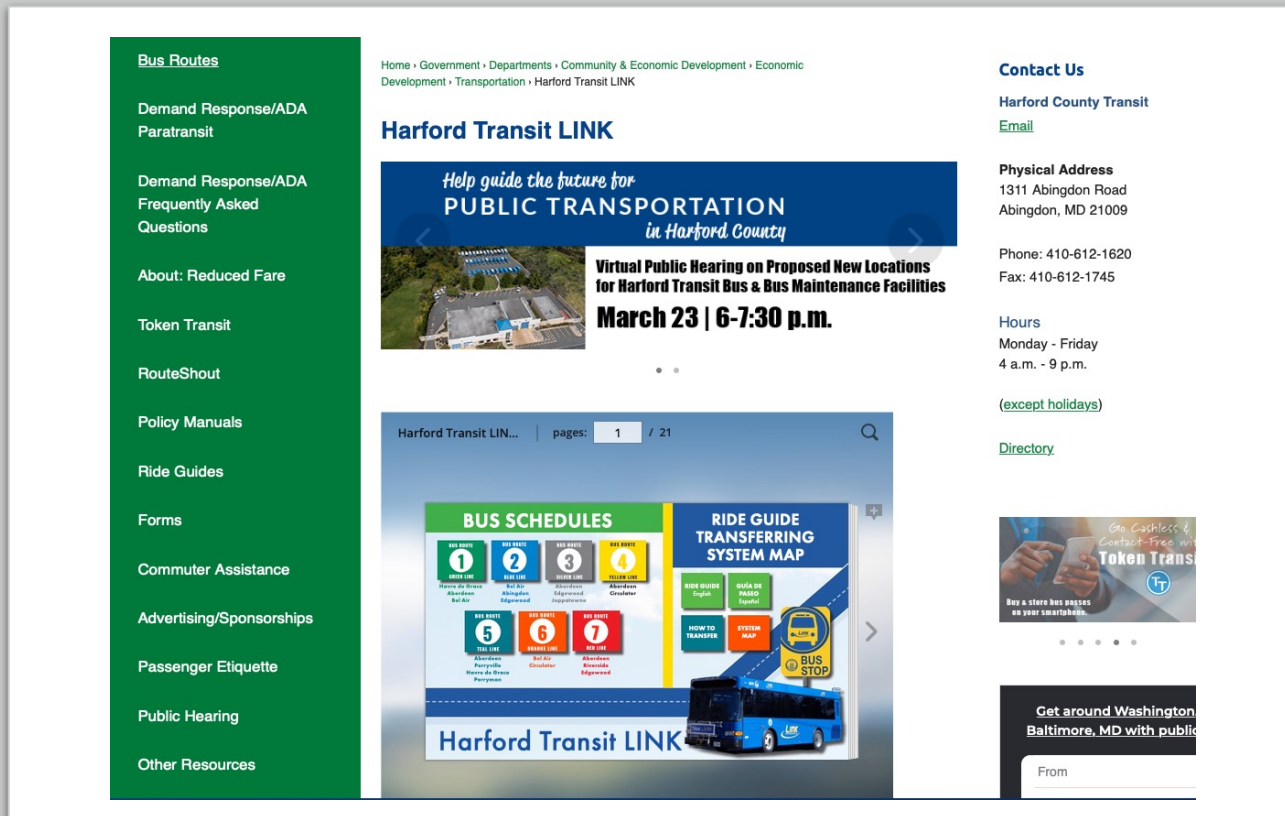
**State of Maryland's
Outstanding Transit System of the
Year**

2014

2017

2019

2021



Visit us at www.harfordtransitlink.org

Schedules | Forms | Demand Response | Commuter Assistance | and more...

Thank you for your time today!



Connecting YOU to Life's Opportunities!

Contact: Gary Blazinsky, Administrator
grblazinsky@harfordcountymd.gov
410-612-1620

www.harfordtransitlink.org