

## 2023 Call for Projects

### I. Threshold Assessment

Q1. The first step in the application process is the threshold assessment. Please self-assess whether your project is regionally significant and check any boxes that apply to your project. If you cannot check at least one of the boxes, your project does not meet the regional significance threshold and you should not complete the application.

- ✓ **My project serves regionally significant origins, destinations, and corridors, defined as PACTS priority centers and corridors, including those identified in Transit Tomorrow (p.8) and the upcoming Long Range Transportation Plan (pp.18, 19) (an update to Destination 2040 (p.18)). Include highly-travelled roads; transportation terminals; employment centers; higher education campuses; major tourism, entertainment, and recreation venues; Equitable Target Areas; and places zoned for higher density and affordable housing.**
- ✓ **My project has systemwide benefits. Include improving the region's major intersections or traffic signal network, applying a technology for system improvement or revenue generation, supporting the transit customer's regional experience, or making a significant connection in the active transportation network.**
- ✓ **My project meaningfully reduces regional greenhouse gas emissions or improves the resiliency of the regional transportation network.**

Optional Comments:

## II. Basic Information

Q2. Municipality/Agency (Lead Applicant)  
BSOOB Transit

Q3. Project Partners (if applicable)  
None

Q4. Primary Contact Name  
Chad Heid

Q5. Primary Contact Email Address  
[cheid@bsoobtransit.org](mailto:cheid@bsoobtransit.org)

Q6. Primary Contact Telephone Number  
207-283-3645

Q7. Project Name  
BSOOB Transit Microtransit Pilot Investment

Q8. Project Location  
*To the extent applicable, describe the location of this project, including start and end points and/or other information necessary to identify the location of the project. (maximum 100 words)*

The microtransit investment will provide service coverage in a 5-9 sq.mi. region of Biddeford, Saco, and Old Orchard Beach. The specific geography will be similar to the service area identified in Transit Together; namely a u-shaped polygon bounded by Cascade Road (OOB) to the north, Saco Industrial Park Road or the Turnpike to the west, I-195, Temple Ave and North Street to the South, and East Grand Ave to the east. In addition to this polygon, there would be “closed-door trips” available to the Saco Transportation Center, Saco Community Center, Barra Road Medical Offices and The Biddeford Industrial Park.

Q9. Project Purpose  
*Describe the “problem” this project will solve. What are the regional and/or local benefits of this project? (maximum 500 words)*

“Microtransit is one way to provide transit in low-density communities that may not be able to support fixed bus routes. Microtransit is an on-demand transit service where passengers board or alight a small vehicle at a ‘virtual’ stop that may be up to a ¼-mile from their requested location...(likewise)... any future microtransit services could also fall under a similar brand. A family of transit services could also be used to target investment in transit corridor priority and enhanced passenger amenities.” – Transit Together

Q10. Project Scope

*Provide a brief description of the scope of the project. (maximum 500 words)*

This project is focused on the resources necessary to acquire 2 ADA compliant passenger vans, the professional services necessary to finalize design and implement a microtransit service, as well as the funds to provide for necessary BSOOB Transit staff development and licensing to allow the pilot program a 2-year window to evaluate viability.

Q11. Was this project included in a regional plan or study? Please list the plan(s) and page numbers.

*If possible, provide a link to an online copy of the plan.*

[https://www.transittogether.org/files/ugd/8365a2\\_0700d028864945b2849e65263000d287.pdf](https://www.transittogether.org/files/ugd/8365a2_0700d028864945b2849e65263000d287.pdf)

Transit Together – pages 29-32, 42-43, 45-63

Q12. Please select your project type. (Your selection ensures you see the questions applicable to your project.)

- roadway/multimodal capital project
- roadway/multimodal planning project
- transit capital project**
- transit operating project
- transit planning project

**Transit Project Information**

Q13. Please describe your project’s implementation timeline, including key milestones.

Upon award, BSOOB Transit would plan to work with these project milestones:

- Award Date – April 1, 2023
- Funds allocated and executed in TrAMS – June 1, 2023
- Vehicle Procurement and Microtransit Technology Contract Award – August 1, 2023

- Public Outreach and Service Design Communications Completed – November 1, 2023
- Microtransit Pilot Program Service Start Date – December 1, 2023
- 6 Month Review and Potential Modifications to Geography/Fare Policy – May 1, 2024
- 1 Year Performance Review & Determination for Year 3+ Review – December 1, 2024

**Roadway/Multimodal Project Information**

Q14. Please describe the possibilities for phased implementation of your project.  
N/A

**Regional Collaboration**

Q15. Please list the municipalities and transit agencies affected by the project and describe your consultation and collaboration efforts with them.

BSOOB Transit has been directly involved with all of the regional transit providers and municipalities engaged in the Transit Together effort. Each party impacted by the Transit Together plan has been consulted on the proposed service alterations, and has had an opportunity to comment on the proposal to include Microtransit service. Biddeford, Saco, and Old Orchard Beach City & Town Councilors sit on the BSOOB Transit board, and have provided positive feedback for this project.

**Public Involvement**

Q16. PACTS is required to comply with Title VI of the Civil Rights Act of 1964 and the related executive orders and regulations, which are intended to ensure that traditionally underserved populations are included in the planning process, benefit equally from investments, and do not experience a disparately negative impact from decision. Please check the box below to confirm you have complied (or you will comply) with these requirements in the development of this project.

**Yes, I have complied (or will comply).**

Q17. GPCOG's Inclusive Transportation Planning Toolkit offers resources on best practices for accessible and inclusive planning. We strongly encourage use of the toolkit in designing and implementing public involvement. Have you implemented (or will you implement) any of the practices described in the toolkit?

**Yes**

No

Please tell us about your experience:

The Transit Together effort utilized practices described in the toolkit

Q18. Did you post notice on your website announcing the start of the Transportation Improvement Program (TIP) project selection process (i.e., the call for projects)? If not, GPCOG recommends doing so.

- Yes
- No**

Q19. Did you post a link to the most recent PACTS Draft Transportation Improvement Program (TIP) on your website? If not, GPCOG recommends doing so.

- Yes
- No**

### **Funding Information**

Q20. Council/Board Endorsement

*Please indicate when your Council/Board endorsed the project and committed to providing the required local match funding if the project is selected for PACTS funding. Please attach the endorsement at the end of this application. If your Council/Board has not yet endorsed the project, please indicate when endorsement is expected. Please note that your Council/Board must endorse the project and commit to providing the required local match funding before the PACTS governing body can approve the project for funding.*

The BSOOB Transit board is aware and supportive of this application. BSOOB Transit Staff has delayed a formal action until the application request was finalized and submitted. Noting that is now complete, it is expected that the BSOOB Transit Committee will move forward with an official endorsement in February. It is worth noting that the BSOOB Transit procurement and fund allocation policies do not require a board action for such activities, but will consider doing so to satisfy the GPCOG requirement stated here.

Q21. Please select your project type. (Your selection ensures you see the questions applicable to your project.)

- roadway/multimodal
- transit**

**Transit Funding Information**

Q22. Please describe the project budget. Include the request for PACTS funding and identify other funding sources, both committed and planned. Include match requirements for all sources. Include labor and material expense.

Project Totals - \$330,000, inc. \$66,000 Local Match

Itemized:

Final Design and Planning – Total \$35,000, Local Match \$7,000

Technology Acquisition and Set Up – Total \$40,000, Local Match \$8,000

Vehicle Procurement – Total \$190,000, Local Match \$38,000

Professional Services (Workforce Development, Marketing, Comms, etc) – Total \$32,500, Local Match \$6,500

2 years of Software Licensing Fees – Total \$32,500, Local Match \$6,500

Q23. Please describe the forecasted ongoing operations and maintenance requirements resulting from the proposed project for the next five years, if applicable.

This project is focused on a two-year pilot, as similarly laid out in the Transit Together plan. The difference between this project and what was put forth in Transit Together is that BSOOB Transit intends to pivot operational resources to fund the Microtransit option. Given the CDL labor market (very difficult to find drivers), and the expected demand for transit service in the proposed Microtransit polygon, BSOOB Transit does not project additional operating funds in the pilot program. Maintenance of the two proposed vehicles will address regular and routine upkeep and preventive services.

Should the program be successful and the agency determines to extend beyond the 2-year pilot, additional operating and/or maintenance funds could be required.

**Roadway/Multimodal Funding Information**

N/A

### III. Scoring Information

Q28. Is your project tied to a specific location? (Your selection ensures you see the questions applicable to your project.)

**Yes (Spatial)**

No (Non-Spatial)

#### **Scoring Information—Spatial Version**

Regional Access: The transportation system helps people reach desired goods, services, opportunities, activities, and destinations. (max points = 14)

Q29. IMPROVE ACCESS TO JOBS AND/OR ESSENTIAL SERVICES (E.G., SCHOOLS, HEALTHCARE, GROCERY STORES)

*How many jobs are, or will be, located within 1/4 mile of the project (3/4 mile for high-capacity transit)? How, if at all, will the project improve access to essential services (e.g., schools, healthcare, grocery stores)?*

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response regarding employment benefits beyond the proposed project's extent and/or projected future jobs if you wish. Please also include narrative on distance to essential services as appropriate. (maximum 250 words)

(max points = 3)

According to the 2020 Census, there are 4,710 jobs within ¼ mile of the planned polygon and related travel nodes. Included in this area is the South Maine Health Care Hospital, the multiple health care facilities on Barra Road in Biddeford, the Saco Community Center, and grocery stores in Old Orchard Beach and Saco.

Q30. IMPROVE ACCESS TO PROMINENT TOURIST, ENTERTAINMENT, AND RECREATION VENUES

*Does the project improve access to regionally defined tourist, entertainment, and recreation destinations? (maximum 250 words)*

(max points = 2)

Yes, included in the service area are the regionally defined tourist attractions in Old Orchard Beach.

Q31. IMPROVE ACCESS TO REGION'S TRANSIT NETWORK

*How close is the project to a regionally significant bus stop, ferry terminal, or rail station?*

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 3)

Yes, The microtransit coverage area includes the Downeaster station in Old Orchard Beach, the Saco Transportation Center, and multiple connection/transfer locations to connect to the YCCAC Southern Maine Connector and BSOOB Transit service networks.

Q32. IMPROVE ACCESS TO REGION'S ACTIVE TRANSPORTATION NETWORK

*Does the project provide or improve connections to regionally significant bicycle/pedestrian infrastructure, such as active transportation networks defined by municipalities, PACTS, or the state?*

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 3)

Yes, the proposed microtransit zone improves connections along the Eastern Trail, namely by providing an alternative between the end of the separated ET in Saco at I-195 and another section of separated ET in Biddeford (near Barra Rd.).

Q33. IMPROVE UNIVERSAL ACCESS

*How will the project improve access and accessibility for a diverse range of users - including, but not limited to: older adults, children (including parents or guardians with young children), people of color, blind and visually impaired people, deaf people and those with hearing loss, people with intellectual disabilities, people with limited mobility and those who use mobility devices and strollers, people with limited English proficiency, unbanked or underbanked people? (maximum 250 words)*

(max points = 3)

The vehicles planned to provide this service will be ADA accessible and will be open to the public, including those classes listed in the question. One area of potential improvement for the microtransit service would be a more customized trip, tailored to individual demands, such as stop locations being at ADA compliant intersections within the polygon

Safe & Reliable Mobility: The transportation system helps people, goods, and services reliably and safely travel throughout the region, whether by car, transit, walking, bicycling, or using mobility aids. (max points = 18)

Q34. IMPROVE SAFETY



*Does the project improve safety for vulnerable users?*

*If applicable, does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Node or Road Segment? (maximum 250 words)*

(max points = 5)

The geography included in the microtransit zone contains section of roadway without pedestrian infrastructure such as sidewalks, crosswalks, streetlights, etc. Providing a microtransit solution will improve safety by reducing the necessity to walk along these sections of road through “door-to-door” type access.

Q35. IMPROVE ASSET MANAGEMENT

*If applicable, to what extent does the project improve the pavement condition and prevent the roadway from deteriorating into lower categories (reconstruction/rehabilitation)?*

*If applicable, to what extent does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, vessel, facility, guideway)?*

*If applicable, to what extent does the project improve the longevity, lifespan, and functionality of active transportation infrastructure? (maximum 250 words)*

(max points = 5)

This project does not meet any of the desired criteria

Q36. IMPROVE FLOW OF PEOPLE AND GOODS

*To what extent does the project improve commercial operations and safety at regionally significant intersection(s), center(s), or corridor(s)?*

*To what extent does the project enhance freight reliability and performance on key corridors (highways, rail, waterways) and facilities (terminals, ports)? (maximum 250 words)*

(max points = 5)

The entire microtransit polygon is inclusive of Transit Tomorrow Priority Centers, 1, 2, and 3. (page 10 of Transit Tomorrow), and the priority corridors of Old Orchard Beach and Saco in Destination 2040 (appendix B). As previously noted, minimizing the walking distance for transit users through closer “door-to-door” service within the polygon and travel nodes will enhance safety considerably.

Q37. IMPROVE SOCIAL EQUITY

*To what extent does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations? (maximum 250 words)*

(max points = 3)

This project will benefit the noted populations in the same fashion that other public transit modes would, including enhancing access and opportunity to jobs, homes, and services (ex. medical offices). It is also worth noting that the polygon includes the temporary housing location for approximately 300 asylum seekers being housed at the Saco Comfort Inn.

Efficient Land Use: Transportation investments are supported by, and themselves support, existing or future development patterns (for example, by prioritizing transportation investments along growth corridors or in community centers). (max points = 8)

Q38. SUPPORT TRANSIT-ORIENTED DEVELOPMENT

*Is the project located within 1/4 mile of an existing or proposed transit-oriented development (TOD)?* (maximum 250 words)

(max points = 2)

Yes. The proposed service locations include the Biddeford-Saco TOD study location.

Q39. PRIORITIZE PRIORITY CENTERS AND CORRIDORS

*Is the project located within 1/4 mile of a PACTS priority center or corridor?*

Note: This is a "spatial question" and will be scored using the project location you described at the beginning of the application. You may also write a narrative response if you wish. (maximum 250 words)

(max points = 2)

Yes. As previously mentioned priority centers 1, 3, and the priority corridors in Destination 2040 are focal points of this project.

Q40. ENSURE CONSISTENCY WITH LOCALLY ADOPTED PLANS AND SUPPORT SMART GROWTH DEVELOPMENT

*Is the project consistent with locally adopted plans and studies (e.g., comprehensive plans, neighborhood plans, community development plans, or other studies) and will the project complement or support smart growth development?*

Note: Please reference plans, public forums, zoning provisions, etc. in your narrative response. (maximum 250 words)

(max points = 3)

Yes. Microtransit was defined as a potential service option in Transit Tomorrow and was further recommended as an item for implementation in the Transit Together effort. The specific polygon and travel nodes in this project were called out in the unfunded elements of Transit Together.

Q41. PROVIDE BENEFIT TO THE RESIDENTS OF AFFORDABLE OR WORKFORCE HOUSING

*Is the project located within 1/4 mile of affordable or workforce housing?*  
(maximum 250 words)

(max points = 1)

Yes. There are multiple locations within the polygon of service, including The Pines, Milliken Heights, and Centennial Place in Old Orchard Beach

Environmental Sustainability: The transportation system reduces energy consumption, improves environmental quality, and improves resiliency to climate impacts like extreme heat and storm surge. (max points = 10)

Q42. REDUCE VEHICLE MILES TRAVELED (VMT)

*How does this project impact the number of miles driven in the region?*

*Does it encourage a mode shift away from Single Occupancy Vehicle/Vessel (SOV)?* (maximum 250 words)

(max points = 3)

Yes. This project will encourage mode shift from SOV to public transit, which could reduce overall VMT.

Q43. REDUCE GREENHOUSE GAS EMISSIONS

*How does this project help reduce greenhouse gas emissions?* (maximum 250 words)

(max points = 4)

One of the primary strategies in the Maine Climate Council's approach to climate protection is to reduce VMT. Every single occupancy vehicle trip that is eliminated due to increased transit use represents reduced greenhouse gas emissions.

Q44. IMPROVE CLIMATE RESILIENCE

*How does the project prepare the region's infrastructure for climate impacts?*  
(maximum 250 words)

(max points = 3)

This project intends to build new connections and to encourage individuals to use transit. Transit use in principle will aid in the preparation for climate change by reducing greenhouse gas, facilitating compact development, and minimizing the carbon footprint of travel. These fundamental

shifts in development and transit activity can stall the negative impacts of climate change and can potentially assist in the prioritization for future infrastructure investment.

**Scoring Information—Non-Spatial Version**

N/A

**Attachments**

Q61. Please attach any documentation you wish to include with your application. PDF, DOC, DOCX files are supported.

[BSOOB%20Microtransit%20Zone-Simple%20Mark%20Up.pdf\(187.7KB\)](#)

All areas in the grey shaded polygons would be served as part of the same microtransit network. The remote nodes are “closed door” trips. For definition of this concept, see the microtransit section of the Transit Together study.



