BSOOB Transit RFP # 2023 -915-1
Transit Facility Feasibility Assessment and Design
Addendum 1 – October 23, 2023

1. What is the electrical load on the CMP pole being installed at the front of the property?

   The CMP pole at the front of the property will be 200-amp single phase.

2. What is the electrical load on the electrical box by the wash bay?

   The electrical box by the wash bay will be upgraded to 400-amp, 3-phase during the Bus Wash Project upgrade, a WIP.

3. What is a preferred location for a generator?

   The preferred location for a generator is on the back left side of the building where the natural gas line comes into the property.

4. What is the roadside stake at the front of the property identifying?

   The stake at the front of the property was provided by CMP to mark the location of the pole.

5. Is BSOOB Transit obligated to spend the full $350,000 in the SMART Grant on this study? If not, can BSOOB Transit allocate some or all of the remaining budget towards expenses associated with developing a Stage 2 SMART grant application?

   - BSOOB Transit it not obligated to spend the full $350,000 awarded for the SMART Grant Phase l: Planning. It is the total amount that we were awarded by DOT for planning and the limit of our funding for this phase. Unspent funds will not be drawn; they will be returned to the DOT.
   - SMART Grant Phase ll is the implementation grant and comes from a separate funding allocation. It will be awarded after we complete SMART Grant Phase l and submit our Feasibility Assessment and Design plan as part of our application for SMART Grant Phase ll funding.

6. Page 2 of the RFP states the SMART grant is to be used for planning, environmental review, preliminary engineering and design work, interconnectivity and <u>related microgrid development activities</u>.
   - Would BSOOB Transit entertain an optional add-on service for owner's representative support to develop and administer a competitive solicitation for solar parking canopies and battery storage proposals following the completion of the study?
   - If so, please confirm that it would be acceptable to include pricing for this optional add-on service in the Other Items section of Appendix D.

- Yes, this option may be added to *Other Items* section of Appendix D. Use additional space as deemed appropriate to fully convey your ideas and what it will cost to implement them.

7. Please provide a copy of any environmental assessment that has been completed for the wooded area at the eastern edge of the depot property.

   - See attached.

8. On page 9, please specify what BSOOB Transit means by "environmental review" and "permitting".
   - By environmental review, please confirm whether BSOOB Transit means Maine Department of Environmental Protection approvals for 1) paving the wooded area at the eastern edge of the depot property and 2) confirming any required state approvals for installing solar or battery storage onsite.

     - Environmental Review includes a discussion of all environmental concerns / constraints /permits and associated costs that will be required with the proposed Microgrid. If your proposal includes 1) paving the wooded area and 2) state approvals for installing solar and battery; include in your proposal what is necessary for the environmental review, permitting, and all related costs.

   - By permitting, please confirm whether BSOOB Transit means utility interconnection approval and local authority having jurisdiction (AHJ) approvals?

     - Include which permits will be required to install the proposed Microgrid and the costs associated with those permits. Utility interconnection approval and local authority approvals will be needed.

9. Please confirm whether the study scope includes evaluating infrastructure at BSOOB Transit's existing on-route chargers for the Saco Transportation Center or other future on-route charging locations being planned by BSOOB Transit.
   - If not, would BSOOB Transit entertain an optional add-on service to extend the study of onsite solar and battery storage at the Saco Transportation Center?
   - If the answer to the prior question is yes, please confirm that it would be acceptable to include pricing for this optional add-on service in the Other Items section of Appendix D.

     - BSOOB Transit uses space at Saco Transportation Center but we do not own the land or building. Two 450 KW pantograph chargers will be installed at the Saco Transportation Center in 2024. The buses will be charging there during peak electrical rates. It will be advantageous for us to find a way to offset those charges.

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- Include suggestions for any location for solar and battery storage that is not the Biddeford depot in the *Other Items* section of Appendix D. Feel free to elaborate on your ideas within the proposal.

10. The SMART Grants Program materials that are publicly available online do not appear to define the term microgrid. Please explain what the term microgrid means to BSOOB Transit.

    - BSOOB Transit applies DOT definition of ***Smart Grid*** for the microgrid- *Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.*
    - BSOOB Transit recognizes the importance of reducing our reliance on fossil fuels and is on a path to an electric bus fleet. We want to produce the electricity it requires, as well as the electricity we use within our entire operation. A Smart microgrid will help BSOOB Transit reach these goals and align with the *Maine Can't Wait* climate action plan.

11. Will the selected party for the RFP # 2023-915-1 be precluded from implementing a future project with BSOOB?

    No. BSOOB Transit follows FTA guidelines for procurement which encourages competition through the RFP process.

12. Is there an environmental engineer or firm that has familiarly with the site ? If so could you please supply their contact information.

    BSOOB Transit engaged the firm of Berry Huff McDonald Milligan, Inc (BH2M) to survey, permit and provide design services for our security fence. https://www.bh2m.com/

13. If awarded the feasibility study contract would that preclude that firm from bidding and or wining the installation contract if the project moves to that stage ?

    The firm awarded the feasibility contract may also participate in the implementation RFP. BSOOB Transit follows FTA guidelines for a competitive RFP process.

14. On average how long does it take to charge a bus ?

    The electric bus that charged last night started with 24% charge and it took 6 hours 4 minutes to reach 100% at 190KW. The pantograph chargers that will be installed at the Saco Transportation Center, estimate is Spring 2024, are fast chargers which will charge a bus within 20 minutes.

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15. Is the plan to buy the same chargers currently installed on site ? if not do you have manufactures information ?

    We plan to purchase and install Proterra chargers in the future. The chargers we have in the garage are ABB chargers.

16. During the site visit it was discussed that there was a propane tank on site , was this above or below ground if below is it still there? How big was it ?

    There isn't a propane tank on the property. We do have a natural gas line into the property that is located at the left rear corner. It is marked on the plan in purple.

MEMORANDUM

Date:	November 8, 2022
To:	Steve Blake (BH2M)
From:	Katelin Nickerson (Flycatcher LLC)
CC:	Richard Jordan (Flycatcher LLC)
Subject:	Biddeford Saco Old Orchard Beach Transit – Natural Resource Survey Results

On November 2, 2022, Flycatcher LLC (Flycatcher) completed a wetland, watercourse, and potential vernal pool survey on an approximately 3-acre site north of Pomerleau Street in Biddeford, Maine (Figure 1) owned by Biddeford Saco Old Orchard Beach Transit (BSOOB Transit). This report is a summary of our findings. Photographs of resources are presented in Attachment 1. We understand that BH2M is completing outreach to state and federal agencies to support siting and permitting. Results of the outreach and the scope of the project will inform the permitting required at this site.

METHODS

Wetlands

Wetland delineations were conducted in accordance with the US Army Corps of Engineers (USACE) Wetland Delineation Manual and the Northcentral and Northeast Regional Supplement (Version 2.0). The manual and supplement provide a repeatable methodology to identify wetland areas and are the accepted wetland delineation methodology of the Maine Department of Environmental Protection (MDEP) and the USACE. When wetlands were identified, the boundaries were marked with pink survey flagging labelled with the word "Wetland Delineation" and numbered in sequential order. Each flag was geo-located as described below under "GPS Location."

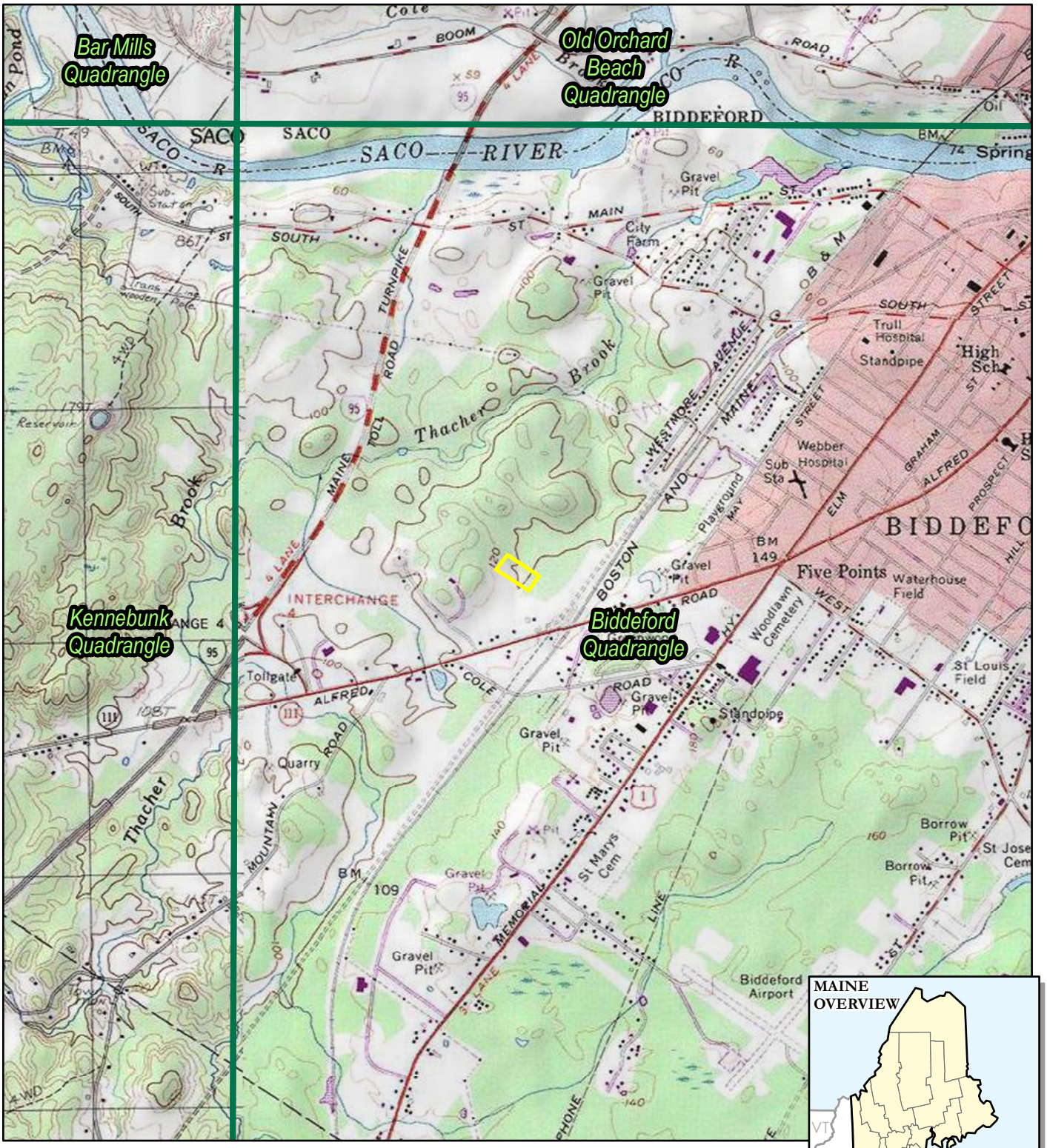
Watercourses

Watercourse identification followed the NRPA definition of a "river, stream or brook" (Section 480-B). If a watercourse meeting this definition was observed, blue survey flagging was hung along the centerline (for streams less than six feet in width) or along the top of the bank (for streams six feet or wider). The locations of each flag were geolocated as described below under "GPS Location."

Potential Vernal Pool Survey

The definition of vernal pool is provided in Chapter 335 of the NRPA and the USACE Maine General Permit. Vernal pools are temporarily/seasonally flooded wetlands that provide the primary breeding habitat for vernal pool indicator species and a host of secondary faunal species. Productivity of breeding vernal pool species is the primary metric used by regulatory authorities to assess vernal pool quality; thus, vernal pools must be assessed during the breeding season (generally mid-April to late-May).

Since the on-site mapping was conducted outside the vernal pool breeding season, Flycatcher biologists followed the Maine Association of Wetland Scientists Vernal Pool Technical Committee Vernal Pool Survey Protocol (April 2014) methods for performing potential vernal pool (PVP) surveys (Section 3.4.4, Non-Breeding Season Survey).



BASE MAP FROM USGS 7.5 MINUTE TOPOGRAPHIC QUADRANGLE SERIES.

1 " = 2,000 '
1:24,000

0 2,000 4,000 FEET

BH2M
Civil Engineering | Surveying

Flycatcher
LAND + SCIENCE + PEOPLE

PROJECT:

BH2M
BSOOB TRANSIT
BIDDEFORD, YORK COUNTY, MAINE

LEGEND:

SURVEY AREA
USGS 7.5-MINUTE QUADRANGLE BOUNDARY

DRAWN BY:	D. KENWORTHY
CHECKED BY:	K. NICERSON
MONTH:	NOVEMBER
YEAR:	2022
PROJ. NO.:	22O-6
CLIENT:	BH2M

FIGURE 1

C:\FLYCATCHER\Projects\BH2M\BH2M_22O6_BSOOB_Delin_Fig1_USGS_8x11P.mxd -- Saved By: DREWKENWORTHY on 11/7/2022, 07:52:24 AM

Upland Drainages

Upland drainages are non-jurisdictional hydrologic features that occur in uplands generally along slopes. Some examples of upland drainages include roadside ditches, quick-draining surface swales, stormwater swales, and other areas that convey water, but which do not hold water long enough to be considered a wetland or stream. While not regulated, it is generally prudent diligence to map these features since knowing their locations and direction of flow can help inform stormwater, civil engineering and erosion/sedimentation control design. Upland drainages were mapped during Flycatcher's survey effort to support design and permitting efforts.

GPS Location

Features (e.g., wetland boundaries) located during the survey were geolocated using a mapping grade global positioning system ("GPS") unit (Juniper Systems' Geode GPS Antenna and ESRI's ArcGIS Collector software). The data were collected using real-time correction and standards specified by the manufacturer to achieve sub-meter accuracy.

RESULTS

The Survey Area is located within an industrial park north of Alfred Street (State Route 111) in Biddeford, Maine (Figure 2). The Survey Area encompasses the BSOOB Transit parking lot, maintenance facility, and office space. The undeveloped portions of the parcel consist of forested and shrub wetlands and upland areas. The surrounding area is mainly industrial buildings, and parking lots. An undeveloped patch of forest occurs on the northwest side of the parcel and extends north and west toward Interstate 95 and Thatcher Brook. Representative site photographs are provided in Attachment 1.

Wetlands

Flycatcher mapped two wetlands within the Survey Area; one is an emergent and forested wetland occurring on the northeast side of the access road while the second wetland occurs in a ditch to the south of the access road.

Wetland W-KMN-1 occurs north of the access road and contains an intermittent stream, S-KMN-1. A portion of this wetland is dominated by purple loosestrife (Lythrum salicaria) and Broad-leaf cat-tail (Typha latifolia) while the remainder of the wetland within the Survey Area is forested with a dense shrub understory.

Wetland W-KMN-2 occurs in a ditch between the access road and a parking lot adjacent to the Survey Area. Water flows into this wetland from a ditch adjacent to the Survey Area parking lot and run-off from the parking areas on either side. A partially buried culvert was observed conveying water from W-KMN-2 to W-KMN-1.

Summary descriptions of wetlands are provided in Table 1 below.

Watercourses

One watercourse was identified within the Survey Area. Intermittent stream S-KMN-01 forms a channel within wetland W-KMN-01 and flows northeast offsite. The channel is approximately 2.5-feet wide and has a bank depth of approximately 6 inches. The substrate is made up of silt and sand. This intermittent stream is an unnamed tributary of Thacher Brook, a perennial tributary to the Saco River. Photographs are included in Attachment 1.

Potential Vernal Pools

No potential vernal pools were observed within the Survey Area.

Upland Drainages

Two upland drainages were mapped within the Survey Area. One occurs on the north side of the building and parking lot. Stone check dams were observed within this drainage indicating its manmade origin. The second

upland drainage occurs on the southwest side of the parcel and drains into wetland W-KMN-2. Field observations of this drainage indicate is regularly maintained as a ditch.

LEGEND

- SURVEY AREA
- CULVERT
- DELINEATED STREAM, INTERMITTENT
- UPLAND DRAINAGE
- DELINEATED WETLAND BOUNDARY
- DELINEATED WETLAND
- 2-FOOT CONTOUR LINE

NOTES:

1 BASEMAP IMAGERY FROM ESRI/NAIP "WORLD IMAGERY" SERVICE LAYER.
2 RESOURCES WERE DELINEATED BY FLYCATCHER IN NOVEMBER 2022.

0 100 200
Feet
1 " = 100 '
1:1,200

PROJECT:

BH2M
BSOOB TRANSIT
BIDDEFORD, YORK COUNTY, MAINE

TITLE:

DELINEATED WETLANDS AND WATERCOURSES

DRAWN BY:	D. KENWORTHY	PROJ NO.:	22O-6
CHECKED BY:	K. NICKERSON		
MONTH:	NOVEMBER		**FIGURE 2**
YEAR:	2022		

Flycatcher LAND + SCIENCE + PEOPLE

BH2M Civil Engineering | Surveying

FILE NO.: BH2M_22O6_BSOOB_Delin_Fig2_Results_11x17L.mxd

Coordinate System: NAD 1983 StatePlane Maine West FIPS 1802 Feet (Foot US)
Map Rotation: 0

Plot Date: 11/7/2022, 08:19:43 AM by DREWKENWORTHY -- LAYOUT: ANSI B(11"x17")
Path: C:\FLYCATCHER\Projects\BH2M\BH2M_22O6_BSOOB_Delin_Fig2_Results_11x17L.mxd

Table 1. Wetland Summary

Resource ID	*Dominant Cover type*	*Hydrology Indicators*	*Dominant Vegetation*	*Hydric Soil Indicators*	*WoSS*[1]	*Description*
W-KMN-1	PFO, PEM	Saturation (A3), High water table (A2),	Quaking aspen (*Populus tremuloides*), Gray birch (*Betula populifolia*), Southern arrow-wood (*Viburnum dentatum*), White meadowsweet (*Spiraea alba*), Common winterberry (*Ilex verticillata*), Rambler rose (*Rosa multiflora*), Sensitive fern (*Onoclea sensibilis*), Purple loosestrife, Broad-leaf cat-tail.	Depleted Matrix (F3)	Yes, located within 25' of a stream	Forested wetland with impacts from development of the industrial park properties
W-CWF-2	PEM, PSS	Saturation (A3), Water-Stained Leaves (B9), Geomorphic position (D2)	*Morrow's honeysuckle (*Lonicera morrow), Willow (*Salix* spp), Red osier (*Cornus alba*), Asian bittersweet (*Celastrus orbiculatus*), Broad-leaf cat-tail, Purple loosestrife, and Reed canary grass (*Phalaris arundinacea*).	Depleted Matrix (F3)	Unlikely	Ditched wetland between two developed areas.

1. WoSS determinations based on review of on-site features; for a full determination the Maine Department of Inland Fisheries and Wildlife (MDIFW) and Maine Natural Areas Program (MNAP) should be consulted regarding the presence of known significant wildlife habitat or natural communities.

ATTACHMENT 1

Representative Photographs

Wetland W-KMN-1, emergent wetland, November 2, 2022.

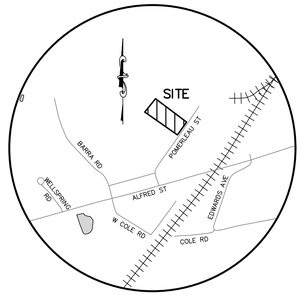
Wetland W-KMN-1, forested wetland, November 2, 2022.

Stream S-KMN-2, facing upstream, November 2, 2022.

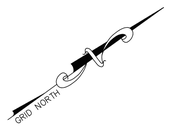
Stream S-KMN-2, culvert inlet on northeast boundary of Survey Area November 2, 2022.

Upland Drainage adjacent to parking area November 2, 2022.

Wetland W-KMN-2 facing west, November 2, 2022.



LOCATION MAP
SCALE: 1" = 1000'



DETAIL B
N.T.S.

DETAIL A
N.T.S.

LINE DATA
L1 – N33°06'09"E 9.10' (Held Plan Ref. B)

LEGEND

SYMBOL	DESCRIPTION
IRF/IRF	IRON ROD/PIPE FOUND
CIRF	CAPPED IRON ROD FOUND
GMF/STONE	GRANITE/STONE MONUMENT FOUND
	UTILITY POLE
S	SEWER MANHOLE
	CATCH BASIN
GV	GAS VALVE
A.G./B.G.	ABOVE GROUND/BELOW GROUND
N/F	NOW OR FORMERLY
105	MAJOR CONTOUR LINE
104	MINOR CONTOUR LINE
	PROPERTY LINE
	ABUTTER PROPERTY LINE
	EXISTING EDGE OF PAVEMENT
	EXISTING EDGE OF CONCRETE
	EXISTING EDGE OF GRAVEL
	STREAM
	LIMITS OF WETLANDS
G	UNDERGROUND GAS LINE
UG	UNDERGROUND UTILITIES
UE	UNDERGROUND ELECTRIC
	EASEMENT LINE

NOTES:

1. OWNER: BIDDEFORD-OLD ORCHARD BEACH-SACO TRANSIT COMMITTEE, 13 POMERLEAU STREET, BIDDEFORD, ME 04005
2. APPLICANT: BIDDEFORD SACO OLD ORCHARD BEACH TRANSIT COMMITTEE, P.O BOX 586, BIDDEFORD, ME 04005
3. SURVEYOR: ROBERT C. LIBBY JR. PLS #2190, BH2M, 380B MAIN STREET, GORHAM, ME 04038
4. DEED REFERENCE: BK. 3285, PG. 226
5. TAX MAP REFERENCE: MAP 2, LOT 43-3
6. ZONING: INDUSTRIAL 3 (I3)
7. AREA OF PARCEL: 126,364 S.F. (2.901 AC.)
8. EXISTING PUBLIC AND PRIVATE UTILITY AND UNDERGROUND LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE, AND ALL UTILITIES AND PIPES ARE NOT NECESSARILY SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING IN FIELD THE LOCATIONS OF UTILITIES SHOWN, AND FOR INVESTIGATING AND IDENTIFYING THE EXISTENCE AND LOCATIONS OF ANY ADDITIONAL PUBLIC AND PRIVATE UTILITIES NOT SHOWN ON THE PLANS, BEFORE COMMENCING ANY EXCAVATIONS, AND SHALL BE RESPONSIBLE FOR REPAIRING ALL UTILITIES AND PIPES, BOTH PUBLIC AND PRIVATE, WHETHER SHOWN ON PLANS OR NOT, THAT ARE DISTURBED DURING CONSTRUCTION. ALL COSTS INCURRED IN INVESTIGATING AND REPAIRING SAID UTILITIES SHALL BE BORNE BY THE CONTRACTOR, AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE WORK PAID FOR UNDER THE APPLICABLE LUMP SUM AND UNIT PRICES IN THE CONTRACT. UTILITIES INCLUDE BUT ARE NOT LIMITED TO ELECTRIC, TELEPHONE, NATURAL GAS, WATER, SEWER AND STORM DRAINAGE. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIG SAFE.
9. WETLAND DELINEATION: FLYCATCHER, 106 LAFAYETTE STREET, SUITE 2A, YARMOUTH, ME
10. PLAN REFERENCES:
    A. "ALFRED ROAD INDUSTRIAL PARK, SUBDIVISION OF LAND OF CITY OF BIDDEFORD", DATED AUGUST 1977, MADE FOR CITY OF BIDDEFORD, MADE BY DES ROBERTS & HENRY, INC. AND RECORDED IN THE Y.C.R.D. IN PLAN BK. 93, PG. 42.
    B. "RETRACEMENT SURVEY OF LAND OF THE CITY OF BIDDEFORD SHOWN ON RECORDED PLAN OF THE SUBDIVISION KNOWN AS ALFRED ROAD BUSINESS PARK", DATED JUNE 1980, MADE BY THE OFFICE OF THE CITY ENGINEER BIDDEFORD, MAINE AND RECORDED IN THE Y.C.R.D. IN PLAN BK. 106, PG. 2.
    C. "STANDARD BOUNDARY SURVEY OF LAND ON POMERLEAU STREET, BIDDEFORD MAINE" DATED FEBRUARY 1997, MADE FOR LIVERMORE FALLS TRUST COMPANY, MADE BY LIVINGSTON-HUGHES PROFESSIONAL LAND SURVEYING CORPORATION AND RECORDED IN THE Y.C.R.D. IN PLAN BK. 246, PG. 15.
    D. "PLAN SHOWING LAND OF RALPH & YVONNIE L. LAFLAMME AND A PORTION OF LANDS OF ADRIEN ROBERGE AND AUGUSTINE ROBERGE BIDDEFORD, MAINE", DATED JULY, 1958, MADE BY LIBBY & DOW-ENGINEERS AND RECORDED IN THE Y.C.R.D. IN PLAN BK. 27, PG. 33.
11. BEARINGS & COORDINATES: BEARINGS REFER TO GRID NORTH. COORDINATES ARE MAINE STATE COORDINATES: PLANE (ME W-1802) OBTAINED USING A CARLSON BRX7 BASE.
12. SITE BENCHMARK: MAG NAIL SET IN PAVEMENT ELEV. 105.74 (NAVD88)

I CERTIFY THAT THIS SURVEY CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS TECHNICAL STANDARDS OF PRACTICE FOR A STANDARD BOUNDARY SURVEY WITH THE FOLLOWING EXCEPTIONS:

1. NO SURVEYORS REPORT

ROBERT C. LIBBY JR. PLS #2190

NO.	DATE	REVISION DESCRIPTION

BH2M
Berry, Huff, McDonald, Milligan Inc.
Engineers, Surveyors
380B Main Street
Gorham, Maine 04038
Tel. (207) 839-2771
www.bh2m.com

FOR
Biddeford-Saco-
Old Orchard Beach Transit Committee
P.O. Box 586
Biddeford, Maine

STANDARD BOUNDARY SURVEY & EXISTING CONDITIONS PLAN

LAND OF
BIDDEFORD-SACO-
OLD ORCHARD BEACH TRANSIT COMMITTEE
POMERLEAU ST
BIDDEFORD, MAINE

DESIGNED	DATE
T. Taggett	Dec. 2022
DRAWN	SCALE
T. Taggett	1" = 40'
CHECKED	JOB. NO.
R. Libby, Jr.	22223

SHEET
1