

**Municipal Stream Crossing Program**

**Request for Application**

**Overview of the Grant Opportunity**

The Maine Department of Transportation (MaineDOT) is seeking applications for the Municipal Stream Crossing Program to provide one-time funding for the upgrade of municipal culverts at stream crossings, with the goal of creating infrastructure that is resilient to future climate conditions and that provides community, economic, and environmental benefits. This Request for Application (RFA) document provides instructions for submitting applications, evaluation criteria, and contract provisions. This program is looking to provide assistance to a broad geographical representation of the areas across the state that have been subject to storm damage.

Eligible project sponsors include local and tribal governments, municipal conservation commissions, soil and water conservation districts, and private nonprofit organizations. Eligible projects involve road crossings that carry a stream under a local government road, not a state (including state-aid) or private road. The maximum amount of funds an applicant may request is $200,000 for projects that include design and construction (as long as they result in a completed construction project) and must include a minimum of $5,000 of local match (cash or in-kind). These funds can be used as State match for federal grants.

Projects or project components that will be prioritized:

* Projects for which FEMA disaster funds were applied for and denied; and
* Projects that were not covered by insurance; and
* Where no other emergency relief was granted or available.

Scoring criteria will be centered around the extent to which the project results in climate change resilient infrastructure, benefits the community, economy, and environment, increases public safety, and improves emergency management services. Crossing replacements must be sized to be 1.2 times the stream’s bankfull width and meet MaineDOT’s 100-year flood standard to ensure withstanding future flows. All projects must demonstrate increased resiliency to future storm and flooding impacts. Applicants will be required to provide elements of the proposed structure design including bankfull width measurements with supporting materials, summary of completed field work and appropriate proposed structure size. Applicants will also be evaluated on the project quality by requiring match amount and source, project and permitting status (completed tasks), budget, and schedule. The projects will also be evaluated on the amount of other funding that this program will help leverage.

Any structure spans proposed greater than 10ft require a design review by MaineDOT’s Bridge Maintenance Office prior to construction. Maine Emergency Management Agency (MEMA), Maine Department of Marine Resources (DMR) and Maine Department of Inland Fisheries and Wildlife (IFW), Maine Department of Environmental Protection (MDEP), and MaineDOT staff may provide input on the application based on the scoring criteria.

Upon preliminary award, applicants will enter into a Grant Agreement with MaineDOT. Grant recipients will have two (2) years to expend the funds and up to three (3) reimbursement requests, coordinated with the project schedule and milestones. Further details of funding distribution and invoices will be determined upon execution of the grant agreement. Recipients will be required to submit annual progress reports and a final project report. Annual updates will include but not limited to a description of project progress, intended and actual constructions dates, and total project costs. Prior to construction grant recipients will submit final stamped engineering plans, by Maine Professional Engineer (PE), adequate longitudinal profile, and Army Corps of Engineers permit (as required). Final reimbursement request is dependent on PE verification that project was built to design.

# **Application Process**

MaineDOT issues the RFA for the Municipal Stream Crossing Program. Applicants must submit a completed PDF application consistent with the RFA by using the template provided. The application(s) will be scored by the Grant Review Team who will judge the merits of the application(s) received in accordance with the project rating criteria.

Applications must be received by **July 1, 2024, at 11:59 p.m. EST**. Applications received after the deadline will be ineligible for award consideration.

Applications are to be submitted to MaineDOT via [MunicipalStreamCrossing.MDOT@maine.gov](mailto:MunicipalStreamCrossing.MDOT@maine.gov). Only applications received by email will be considered. Applicants are to insert the following into the subject line in their email “MSC RFA Submission –Town Name”. Applicants must submit a separate application for each project. Applicants should submit a PDF file with the file name: “Town Name\_Road Name\_MSC Application #.PDF”.

When we receive your application via email, you will receive a response of receipt within one week.

Information will be available on MaineDOT’s grant page:

<https://www.maine.gov/mdot/grants>

**Contact information:**

Sierra Millay

Environmental Office

Maine Department of Transportation

16 State House Station

Augusta, ME 04333

**Project Rating Criteria**

MaineDOT will review and award funding for projects that align with the goals of the Maine Infrastructure Adaptation Funds and Municipal Stream Crossing programs and based on criteria described in Part UUUU of An Act to Make Supplemental Appropriations and Allocations for the Expenditures of State Government, General Fund and Other Funds and to Change Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2024 and June 30, 2025.

Projects will be reviewed by an interagency group using a competitive process which will result in a prioritized list of projects for funding. The qualitative scoring process will identify whether projects fully align, primarily align, partially align, or do not align with the goals established in the relevant programs and statute.

**Fully Aligned**

A project that is considered fully aligned will meet all program and funding goals as described in the Request for Application (RFA) and will clearly identify hazards to infrastructure and directly respond to future resiliency concerns.

**Primarily Aligned**

A project that is considered primarily aligned will meet most of the program and funding goals as described in the Request for Application (RFA) and will identify hazards to infrastructure and respond to future resiliency concerns.

**Partially Aligned**

A project that is considered partially aligned will meet some of the program and funding goals as described in the Request for Application (RFA) and may identify hazards to infrastructure and attempts to respond to future resiliency concerns.

**Not Aligned**

A project that is considered not aligned will fail to meet the program and funding goals as described in the Request for Application (RFA) does not identify hazards to infrastructure or does not directly respond to future resiliency concerns.

Projects will be rated on the following program goals.

**Infrastructure Resiliency and Future Climate Conditions**

A project should demonstrate increases to infrastructure resiliency and preparedness for future climate conditions; and should meet all MaineDOT design standards, including but not limited to flooding standards for 100-year flooding levels. Infrastructure should be sized to mitigate hazards anticipated by future climate conditions.

**Public Safety and Emergency Management**

A successful project increases public safety and improves emergency management response travel during storm events, documents a history of flooding or past infrastructure failure or be at high risk of failure due to age or condition or ability to be resilient to climate stressors; and have a measured coefficient of failure, including but not limited be the number of homes and businesses or traffic connected by the infrastructure.

**Leverage of Other Funding Sources**

A project that successfully leverages other funding will include sources beyond the funds appropriated for the Maine Infrastructure Adaptation Funding and locally raised and appropriated funds, including but not limited to available federal funding and other funds.

**Community, Economic, and Environmental Benefits**

A project should demonstrate a compelling and significant community benefit, which directly improves the physical, social, and economic development activities in a community.

A project should demonstrate an impact on regional economic needs.

A project should demonstrate the ability to benefit the natural environment by including recommended design standards and best management practices.

**Maine Infrastructure Adaptation Fund and**

**Municipal Stream Crossing Application**

# **Section 1: General Information**

|  |  |  |  |
| --- | --- | --- | --- |
| Applicant Name(s): | | | |
| Contact Person: | | | |
| Mailing Address: | | | |
| City: | State: | | Zip: |
| Daytime Phone No.: | Email: | |  |
| Has this projected received FEMA or Insurance funds? | | Yes | No |
| NOTE: The following sections of this application request specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.  For those applying for Municipal Stream Crossing Program, Section 2, parts A, B, and F have additional information that is required, fill out the lines that say *“****Additional information needed for MSC****”.* That information is not applicable for Maine Infrastructure Adaptation Fund. | | | |

# **Section 2: Project Information**

## Project Location

Provide latitude/longitude (decimal degrees), abutting street name(s), and additional project location references. Feel free to attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location.

Click or tap here to enter text.

### ***Additional information needed for MSC:***

#### Review MaineDOT public [MapViewer](https://www.maine.gov/mdot/mapviewer/?show=Jurisdiction%2CConserved%20Lands%2CContours%2CInterstate%20Interchanges%2CRail%20Bridges%2CRoads%20General%2CState%20Urban%2CTown%20and%20County%20Boundaries%2CWater%20Bodies%2CWetlands&hide=Contours%20-%202%20foot%2CFederal%20Urban%2CMEDOT%20Regions%2CMetropolitan%20Planning%20Areas%202015&added=Bridges%20-%20All%2CCross%20Culverts%2CCulverts%20-%20Large%2CMajor%20Signs%2CNodes%2CTraffic%20Signals%2CAirports%2CFerry%20Routes%2CRailroads%2CCrashes%20-%2010%20Years%2CBuildings%2CLots%2CMost%20Recent%20Highway%20Treatment%2CWork%20Plan%202024%2CWork%20Plan%2025-26%2CFederal%20Functional%20Class%2CHighway%20Corridor%20Priority%2CNational%20Highway%20System%2CNAIP%202015&transparency=100&center=44.858632%2C-68.429885&z=2137500) to ensure structure is located on a municipal owned facility (town way) and provide the MaineDOT Bridge Number.

Click or tap here to enter text.

## Project Summary

Describe the proposed crossing replacement/ infrastructure adaptation project including vulnerable assets, asset age and condition, as well as the natural hazards magnified by climate change, potential risk to system, and proposed improvements.

Click or tap here to enter text.

### ***Additional information needed for MSC:***

#### Please include the following information in your project summary:

##### Structure type, shape, material, streambed material in structure, number of culverts at crossing, length, width, height, age of structure, and clearance (distance between material at bottom of culvert or streambed and top of inside of culvert).

Click or tap here to enter text.

##### If available also include the identification of crossing (Crossing ID#) found in the [Maine Stream Habitat Viewer](https://webapps2.cgis-solutions.com/MaineStreamViewer/). If not present in stream habitat viewer, provide accurate coordinates (in decimal degrees).

Click or tap here to enter text.

## Infrastructure Resiliency and Future Climate Conditions

Demonstrate climate change impacts or vulnerability to hazards and provide documentation of historic events.

Click or tap here to enter text.

Describe how the proposed project will reduce the asset’s vulnerabilities.

Click or tap here to enter text.

Provide details on how climate change projections and data have or will be considered and incorporated into the project design. (i.e. How will the crossing be upsized, or facility be raised in elevation.)

Click or tap here to enter text.

Additional Resources:

[Maine Geological Survey: Maine's Geological Hazards, Sea Level Rise/Storm Surge](https://www.maine.gov/dacf/mgs/hazards/slr_ss/index.shtml)

[The Nature Conservancy: Culvert Flood Risk Explorer](https://www.maps.tnc.org/maine/culvertfloodriskexplorer/?xmax=-6930926.18&xmin=-8688366.33&ymax=6071017.45&ymin=4956871.33)

[Maine Flood Hazard Map](https://maine.hub.arcgis.com/maps/maine::maine-flood-hazard-webmap/explore)

## Public Safety and Emergency Management

Describe the risk to public safety associated with vulnerable infrastructure and which groups (business, general public etc.) will benefit from the project.

Click or tap here to enter text.

Additional Resources:

[The Nature Conservancy: Resilient Land Mapping Tool](https://www.maps.tnc.org/resilientland/)

Describe (if applicable) the safety and impact to communities including detour lengths, identifying any critical infrastructure cut-off from access if the vulnerable infrastructure were to fail, number of businesses and home cut-off, average annual daily traffic (AADT) using MaineDOT’s Public Viewer.

Click or tap here to enter text.

Additional Resources:

[MaineDOT's MapViewer](https://www.maine.gov/mdot/mapviewer/?show=AADT%2CConserved%20Lands%2CContours%2CInterstate%20Interchanges%2CRail%20Bridges%2CRoads%20General%2CState%20Urban%2CTown%20and%20County%20Boundaries%2CWater%20Bodies%2CWetlands&hide=Contours%20-%202%20foot%2CFederal%20Urban%2CMEDOT%20Regions%2CMetropolitan%20Planning%20Areas%202015&added=Bridges%20-%20All%2CCross%20Culverts%2CCulverts%20-%20Large%2CMajor%20Signs%2CNodes%2CTraffic%20Signals%2CAirports%2CFerry%20Routes%2CRailroads%2CCrashes%20-%2010%20Years%2CFactored%20AADT%2CBuildings%2CLots%2CMost%20Recent%20Highway%20Treatment%2CWork%20Plan%202024%2CWork%20Plan%2025-26%2CFederal%20Functional%20Class%2CHighway%20Corridor%20Priority%2CJurisdiction%2CNational%20Highway%20System%2CNAIP%202015&transparency=100&center=44.633114%2C-68.901093&z=2137500)

Describe (if applicable) how this project will benefit public health.

Click or tap here to enter text.

Provide documentation and description of flooding or overtopping and any associated damage.

Click or tap here to enter text.

Additional Resources:

[Culvert Flood Risk Explorer | Maine (tnc.org)](https://www.maps.tnc.org/maine/culvertfloodriskexplorer/?xmax=-6930926.18&xmin=-8688366.33&ymax=6071017.45&ymin=4956871.33)

Describe whether a new design will eliminate or greatly reduce current maintenance costs.

Click or tap here to enter text.

Amount of money spent on maintenance or failures of the vulnerable infrastructure and description and documentation of maintenance history or recent damage, if applicable.

Click or tap here to enter text.

## Community, Economic, and Environmental Benefits

Describe how this project directly improves physical, social, and economic development within the community. (i.e. How would this project support the goals of a town’s comprehensive plan or improve the overall function of the community?)

Click or tap here to enter text.

Describe how the project will improve community resilience at, adjacent to, and beyond the project site, and how outcomes will benefit the public.

Click or tap here to enter text.

Describe the presence of environmental resources nearby such as significant wildlife habitats, vernal pools, endangered species presence, etc.

Click or tap here to enter text.

Additional Resources:

[BwH Map Viewer](https://webapps2.cgis-solutions.com/beginningwithhabitat/mapviewer/#:~:text=The%20Beginning%20with%20Habitat%20(BwH,lands%20may%20not%20be%20represented)

[Maine Stream Habitat Viewer](https://webapps2.cgis-solutions.com/MaineStreamViewer/)

## Project Scoping and Design

Describe whether the project is scoping and design, or implementation/construction.

Click or tap here to enter text.

Note: Municipal Stream Crossing projects must result in completed construction.

Provide a bulleted list of proposed specific improvements organized by task, including work to be completed, methodology, deliverables, and project team members.

Click or tap here to enter text.

Describe (if applicable) design efforts that have been completed to date on the proposed project and attach any completed design information, and proposed schedule for design or implementation completion.

* All projects must at least provide an estimated construction start and end date.
* Commitment that applicant has or will obtain necessary Army Corps of Engineers and Maine DEP Natural Resources Protection Act permits for this project.
* Photos of the project area that demonstrate facility condition. For stream crossings, photos should be provided looking at the crossing from downstream and upstream, inside of the structure, and any safety conditions.

Click or tap here to enter text.

### **Additional information needed for MSC:**

#### Please include the following information in your project scoping and design:

##### Stream Measurements and field work (measured bankfull width, estimated/modelled bankfull width, preliminary crossing width. If fieldwork has not been completed, provide date when it will be completed. For fieldwork techniques, refer to [*Stream Smart Field Work Video*](https://www.youtube.com/watch?v=LQzV3L0iAd4&feature=youtu.be) *and* [Maine Stream Smart Road Crossing Pocket Guide](https://www.maine.gov/mdot/publications/docs/brochures/pocket_guide_stream_smart_web.pdf).

Click or tap here to enter text.

##### Bankfull width estimates and modelling resources: [Maine Stream Habitat Viewer](http://webapps2.cgis-solutions.com/MaineStreamViewer/) Any crossing projects must meet [MaineDOT’s 100-year flood standard](https://www.maine.gov/dep/land/grants/MaineDOT-Q100-Guidance.pdf) and will be sized to be 1.2 times bankfull width.

##### Click or tap here to enter text.

##### An engineer has or will be retained to assist with project design, note whether existing plans for project are available, final plans must be stamped by Maine Licensed Engineer prior to construction.

Click or tap here to enter text.

##### Commit that structure design will be shared with and reviewed by MaineDOT’s bridge maintenance office during the design process for any structure spans proposed greater than 10FT. This is to provide any additional advice that should be considered during design. Maine DOT’s Bridge Maintenance Division ([ben.foster@maine.gov](mailto:ben.foster@maine.gov) or [ron.taylor@maine.gov](mailto:ron.taylor@maine.gov) ) will be assessing those projects. For more information, refer to [MaineDOT’s Bridge Design Guide](https://www.maine.gov/mdot/bdg/) and [MaineDOT’s Policies and Laws related to Bridges in Maine](https://www.maine.gov/mdot/bridges/docs/bridge-upgrade-fact-sheet_July2020.pdf).

Click or tap here to enter text.

Additional resources:

[StreamStats](https://streamstats.usgs.gov/ss/)

## Schedule:

Provide detailed timeline of project tasks with anticipated completion dates for the project, including deliverables, likelihood of project success based on support of landowners and public, funding feasibility, technical, financial, and management capacity, and regulatory hurdles.

Click or tap here to enter text.

Provide all applicable public meeting dates including Town Council or Select Board meeting for the project, for the budgetary approvals of funding, and local match.

Click or tap here to enter text.

Provide any public engagement activities that have occurred to date.

Click or tap here to enter text.

## Budget:

Provide detailed budget by completing table below.

|  |  |  |
| --- | --- | --- |
| Estimated Cost of Infrastructure Project | Preliminary or Final Design, Engineering, and Environmental Permitting | $ |
| Construction | $ |
| Construction Engineering and Oversight (CE) | $ |
| Total Value of Project (add lines 1 through 3) | $ |
| Sources of Funds | Funds from FEMA or Insurance | $ |
| Total Cash or In-kind Contributions¹ | $ |
| Total funds leveraged² from other sources | $ |
| Funds Requested from MaineDOT³ | $ |

1 Local Match Contributions:

* Local match cash is those funds that are raised and or appropriated by the town.
* For Maine Infrastructure Application Fund projects, a minimum match of 5% of total project cost is required.
* For Municipal Stream Crossing projects, a minimum $5,000 match is required.

2 Ability to leverage other funds: The benefit to the community is such that other funding sources are being garnered in support of this project. Projects not covered by Federal Emergency Management Agency (FEMA) disaster funds, and that demonstrate that damage is not covered by insurance, where all emergency relief available has been exhausted, will be prioritized.

3 Funds available to be requested from DOT:

* For Maine Infrastructure Application Fund projects, applicants may request up to $75,000 to support scoping and design, and $4,000,000 to support match for construction or for direct construction costs.
* For Municipal Stream Crossing projects, applicants may request up to $200,000.

Please detail the source of local match.

Click or tap here to enter text.