

Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment & Jobs Act

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Eligible entity/facility	Amount (FY22-FY26)	Eligible applicants					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related projects
		FLMA	Tribe	State DOT	MPO	Local Gov't				
Wildlife Crossing Pilot Program (23 USC § 171)	\$350M	✓	✓	✓	✓	✓	New	NG	TBD	Projects to reduce wildlife-vehicle collisions while improving terrestrial and aquatic connectivity
Bridge Investment Program (23 USC § 124)	\$12.2B	✓	✓	✓	✓	✓	New	NG	Same as 23 USC § 120; plus up to 90% for off-system bridges (OSB)	Up to 5% annually may go to projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species; wildlife mitigation also appears to be an eligible expense during bridge reconstruction / construction / rehabilitation, given expanded definition of "construction"
Bridge Formula Program (IIJA § 11108(a)(2)(A))	\$26.7B		✓	✓		✓	New	State FA	Same as 23 USC § 120; plus up to 100% for OSB	Wildlife mitigation appears to be an eligible expense during bridge reconstruction/construction/rehabilitation, given expanded definition of "construction"
National Culvert Removal, Replacement, & Restoration Program (49 USC § 6703)	\$1B		✓	✓		✓	New	NG	Up to 80%	Projects to replace, remove, or repair culverts or weirs to restore anadromous fish passage, including infrastructure to facilitate fish passage around or over weirs, and weir improvements
PROTECT (23 USC § 176)	\$7.3B State FA \$1.4B NG	✓	✓	✓	✓	✓	New	Hybrid: State FA + NG	Varies but is typically 80% to 100%	Wildlife infrastructure is not expressly eligible; however, PROTECT provides financial assistance to improve infrastructure resiliency via "protective features," such as increasing the size or number of drainage structures, which may improve aquatic and/or terrestrial connectivity
Pollinator-Friendly Program (23 USC § 223)	\$10M	FY22 – NOT FUNDED					New	NG	100%	Activities to benefit pollinators on roadsides and highway rights-of-way
Rural Surface Transportation Grant Program (23 USC § 173)	\$1B		✓	✓		✓	New	NG	Typically 80%, except ADHS, DASP projects	Wildlife-related projects in Rural Areas otherwise eligible under the Surface Transportation Block Grant Program, Tribal Transportation Program, and Highway Safety Improvement Program
INFRA (23 USC § 117)	\$7.25B	✓ *	✓	✓	✓	✓	Expanded	Notice is OPEN! App's are due 5/23	Typically 60%; up to 80% for small projects	Wildlife crossing projects
Surface Transportation Block Grant Program (23 USC § 133)	\$72B (including TAP)			✓	✓	✓	Expanded	State FA	Typically 80%, except projects on Interstate System (90%) & certain states	Construction, addition or retrofitting of wildlife crossings plus projects and strategies to reduce wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Grants	\$7.5B		✓	✓	✓	✓	Existing	NG	Typically 80%; except rural, disadvantaged, or persistent poverty areas	Wildlife-related highway and bridge projects eligible under Title 23 USC programs, plus projects to improve aquatic connectivity by replacing or rehabilitating culverts or preventing stormwater runoff

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Transportation Alternatives Program (TAP) (23 USC § 133(h))	\$7.2B		✓	✓**	✓	✓	Existing	State FG	Typically 80%, except in certain states	Environmental mitigation to reduce vehicle-caused wildlife mortality or to restore or maintain connectivity among terrestrial or aquatic habitats
Highway Safety Improvement Program (23 USC § 148)	\$15.6B	✓	✓	✓	✓	✓	Existing	State FA	Up to 90%, except as set forth in 23 USC § 120	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
Federal Lands Transportation Program (23 USC § 203)	\$2.2B	✓					Expanded	Hybrid Federal FA + NG	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or to mitigate damage to wildlife, aquatic organism passage, habitat, and ecosystem connectivity including constructing, replacing, maintaining, or removing culverts and bridges
Federal Lands Access Program (23 USC § 204)	\$1.5B		✓	✓		✓	Existing	State FG	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while improving or maintaining habitat connectivity
Tribal Transportation Program	\$3B		✓				Existing	Tribal FA	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or to mitigate damage to wildlife, aquatic organism passage, habitat, and ecosystem connectivity including constructing, replacing, maintaining, or removing culverts and bridges
Tribal Transportation Program Safety Fund (23 USC § 202)								NG		
<i>Nationally Significant Federal Lands & Tribal Projects Program (FAST § 1123(c))</i>	\$275M	✓	✓	✓**		✓**	Existing	NG	Up to 90% for Federal Lands; up to 100% for Tribal	<i>Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program, except projects must be "continuous"</i>

This is a living document that will be updated as new information is released. Please check back periodically, or email Renee Callahan, ARC Solutions, to subscribe to updates.

LEGEND:

* Applying jointly with one or more States

** If requested or sponsored by another eligible entity

Process: National Grant (NG), Formula Allocation (FA), Formula Grant (FG)

Applicants: Federal Land Management Agency (FLMA); Department of Transportation (DOT); Metropolitan Planning Organization (MPO); Government (Gov't)

Timing: **Green Bold:** A Notice of Funding Opportunity (NOFO) is open and applications are being accepted until the noted deadline. Click on the program name to view an

At-A-Glance summary of eligibility requirements. **Orange Italic:** USDOT expects to release a NOFO in May 2022. **Gold:** USDOT expects to release a NOFO in Summer 2022.

Sources: [Infrastructure Investment & Jobs Act](#); [FHWA Bipartisan Infrastructure Law](#); [FHWA Funding](#); [FHWA HSIP](#); [White House Guidebook](#); [USDOT Upcoming NOFOs](#)

NOTE: This guidance chart was prepared by Renee Callahan on behalf of ARC Solutions, National Parks Conservation Association, and Wildlands Network. ARC Solutions is a not-for-profit network whose mission is to identify and promote leading-edge solutions to improve human safety, wildlife mobility and long-term landscape connectivity. ARC is fiscally sponsored by *Social and Environmental Entrepreneurs*. **Contact:** Renee Callahan (rcallahan@arc-solutions.org).

National Parks Conservation Association is a non-profit organization whose mission is to protect and enhance America's National Park System for present and future generations. **Contact:** Bart Melton (bmelton@npca.org).

Wildlands Network is a non-profit organization whose mission is to reconnect, restore and rewild North America so that life—in all its diversity—can thrive. **Contact:** Susan Holmes (susan@wildlandsnetwork.org).

