

# Snapshot Guide

For detailed program information please refer to the [Wildlife Infrastructure Funding Guide](#)

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## Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment and Jobs Act

Sources: Infrastructure Investment and Jobs Act; FHWA Bipartisan Infrastructure Law; FHWA Funding; FHWA HSIP; White House Guidebook; USDOT Upcoming NOFOs; FHWA Competitive Grant Funding Matrix

Program Name	Amount† (FY22–26)	Eligible Applicants					New, Expanded, or Existing	Process	Federal Share (%)	Eligible Wildlife–Related Activities
		FLMAs	TRIBE	STATE DOT	MPO	LOCAL GOV'T				
Wildlife Crossings Pilot Program (WCPP) (23 USC § 171)	\$350M						New	DG	Typically 80%; up to 90% for projects on Interstates	Projects to reduce wildlife–vehicle collisions and improve terrestrial/aquatic connectivity, including construction and non–construction projects involving planning, research, outreach, and feasibility analyses
Nationally Significant Multimodal Freight and Highway Projects (INFRA) (23 USC § 117)	\$8B						Expanded	DG	INFRA award may be used for up to 60% of project costs	Wildlife crossing projects
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (49 USC § 6702)	\$7.5B						Existing	DG	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
Rural Surface Transportation Grant Program (Rural) (23 USC § 173)	\$2B						New	DG	Typically 80%, except Appalachian Development Highway System and Denali Access System Program projects	Wildlife–related projects in Rural Areas otherwise eligible under the Surface Transportation Block Grant Program, Tribal Transportation Program, and Highway Safety Improvement Program
National Culvert Removal, Replacement, and Restoration Program (Culvert AOP) (49 USC § 6703)	\$1B						New	DG	Up to 80% for State/local; up to 100% for Tribes	Projects to replace, remove, or repair culverts or weirs to restore anadromous fish passage, including infrastructure to facilitate fish passage around or over weirs or weir improvements
Bridge Investment Program (BIP) (23 USC § 124)	\$12.5B						New	DG	Typically up to 50% for Large Bridges; up to 80% for Small Bridges; up to 90% for Off–System Bridges	Up to 5% annually may go to projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species; environmental mitigation is also an eligible expense during bridge construction/reconstruction
Small Bridge										
Large Bridge										
Planning										
Tribal Transportation Program Safety Fund (TTPSF) (23 USC § 202(e))	\$120M						Existing	DG	Up to 100%	Adding or retrofitting structures or other measures to eliminate or reduce wildlife–vehicle collisions

LEGEND

Eligible

If the MPO has a population of greater than 200,000

MPOs may apply for eligible Rural projects within the MPO that are outside of an urban area

Applying jointly with one or more States

If requested or sponsored by another eligible entity

† Except as noted, FY22–26 totals do not reflect additional General Fund appropriations after FY22.

PROCESS ABBREVIATIONS

DG – Discretionary Grant – distributed at the national level

S/FA – Statutory or Formula Allocation

ELIGIBLE APPLICANTS

FLMAs – Federal Land Management Agencies

DOT – Department of Transportation

MPO – Metropolitan Planning Organization

Local Gov’t – Local Government



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Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) (FAST Act § 1123(c))	\$275M						Existing	DG	Up to 90% for Federal lands; 100% for Tribal lands	Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (23 USC § 176)‡	\$1.4B						New	DG	Typically 80%; up to 100% for Federal/Tribal	Wildlife infrastructure is not expressly eligible; funding may be used for improved infrastructure resiliency via “protective features” or “natural infrastructure,” which may co-benefit aquatic and/or terrestrial connectivity
Roadside Pollinator Program (23 USC § 332)	\$10M (\$3M in FY23)						New	DG	Up to 100%	Pollinator-friendly activities on roadsides and highway rights-of-way, including planting and seeding native grasses and wildflowers, including milkweed
PROTECT (formula program) (23 USC § 176)‡	\$7.3B						New	S/FA	Typically 80%; up to 100% for Federal/Tribal	Wildlife infrastructure is not expressly eligible; PROTECT does fund improved infrastructure resiliency via “protective features” such as increasing the size or number of culverts, which may co-benefit aquatic and/or terrestrial connectivity
Bridge Formula Program (IIJA § 11108(a)(2)(A))	\$27.5B						New	S/FA	Same as 23 USC § 120; plus up to 100% for Off-System Bridges	Wildlife mitigation is an eligible expense during bridge reconstruction/construction, given expanded definition of “construction”
Highway Safety Improvement Program (23 USC § 148)	\$15.6B						Existing	S/FA	Up to 90%, with statutory exceptions	Adding or retrofitting structures or other measures to eliminate or reduce wildlife–vehicle collisions
Surface Transportation Block Grant Program (23 USC § 133)	\$64.8B (excluding TAP)						Expanded	S/FA	Typically 80%, except projects on Interstate System (90%) and 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
Transportation Alternatives Program (23 USC § 133(h))	\$7.2B						Existing	S/FA	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
Federal Lands Access Program (23 USC § 204)	\$1.5B						Existing	S/FA	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle–caused wildlife mortality while improving or maintaining habitat connectivity
Federal Lands Transportation Program (23 USC § 203)	\$2.2B						Expanded	S/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 (23 USC § 202)	\$3B						Existing	S/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

LEGEND

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‡ Formula allocation is distributed directly to States. MPOs/Tribes/localities are eligible recipients for PROTECT Discretionary Grants. FLMAs may apply jointly with a State or group of States.

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