




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

Prepared by Renee Callahan, ARC Solutions, [info@arc-solutions.org](mailto:info@arc-solutions.org)









Program Name	Amount† (FY22-26)	Eligible applicants					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related activities
		FLMA	Tribe	State DOT	MPO	Local Gov't				
More information about notice and application timing is available in the companion funding calendar: <a href="https://tinyurl.com/ARC-funding-calendar">tinyurl.com/ARC-funding-calendar</a>										
<u>Wildlife Crossing Pilot Program</u>  (23 USC § 171)	\$350M	✓	✓	✓	✓	✓	New	<u>DG</u> Expected Spring '24	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
<u>INFRA</u>  (23 USC § 117)	\$8B	✓ <sup>1</sup>	✓	✓	✓ <sup>3</sup>	✓	Expanded	DG	INFRA award may be used for up to 60% of project costs	Wildlife crossing projects
<u>Rebuilding American Infrastructure with Sustainability &amp; Equity</u>  (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
<u>Rural Surface Transportation Grant Program</u>  (23 USC § 173)	\$2B		✓	✓	✓ <sup>4</sup>	✓	New	DG	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
<u>National Culvert Removal, Replacement &amp; Restoration Program</u>  (49 USC § 6703)	\$1B		✓	✓		✓	New	<u>DG</u> Expected Winter 23-24	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 (23 USC § 124)	\$12.5B	✓	✓	✓	✓ <sup>3</sup>	✓	New	<u>DG</u> All NOFOs are open!	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
<u>Small Bridge</u> 								Due 3/19/24		
<u>Large Bridge</u> 								Due 8/1/24		
<u>Planning</u> 								Due 10/01/24		
<u>Tribal Transportation Program Safety Fund</u>  (23 USC § 202(e))	\$120M		✓				Existing	<u>DG</u> Re-opening 10/1/24	Up to 100%	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
<u>Nationally Significant Federal Lands &amp; Tribal Projects Program</u>  (FAST 1123(c))	\$275M	✓	✓	✓ <sup>2</sup>	✓ <sup>2</sup>	✓ <sup>2</sup>	Existing	DG	Up to 90% for Federal Lands, 100% for Tribal	Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program
<u>PROTECT</u> ‡ (23 USC § 176)	\$1.4B	✓ <sup>1</sup>	✓	✓	✓	✓	New	DG	Typically 80%, up to 100% for Federal /Tribal	<u>Wildlife infrastructure is not expressly eligible</u> ; funding may be used for improved infrastructure resiliency via “protective features” or “natural infrastructure,” which may co-benefit aquatic and/or terrestrial connectivity
Pollinator-Friendly Program (23 USC § 332)	\$10M (\$3M in FY23)	✓	✓	✓			New	<u>DG</u> Expected Winter 23-24	Up to 100%	Pollinator-friendly activities on roadsides and highway rights-of-way, including planting and seeding native grasses and wildflowers, including milkweed

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Program Name	Amount (FY22-FY26) <sup>†</sup>	Eligible recipients					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related activities
		FLMA	Tribe	State DOT	MPO	Local Gov't				
<u>PROTECT</u>  <sup>‡</sup> (23 USC § 176)	\$7.3B	✓ <sup>1</sup>	✓	✓	✓	✓	New	State FA	Typically 80%, up to 100% for Federal /Tribal	<del>Wildlife infrastructure is not expressly eligible</del> ; PROTECT does fund improved infrastructure resiliency via “protective features” such as increasing the size or number of culverts, which may improve aquatic and/or terrestrial connectivity
<u>Bridge Formula Program</u>  (IIJA § 11108(a)(2)(A))	\$27.5B		✓	✓		✓	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, given expanded definition of “construction”
<u>Highway Safety Improvement Program</u>  (23 USC § 148)	\$15.6B	✓	✓	✓	✓	✓	Existing	State FA	Up to 90%, with statutory exceptions	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
<u>Surface Transportation Block Grant Program</u>  (23 USC § 133)	\$64.8B (excluding 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
<u>Transportation Alternatives Program (TAP)</u>  (23 USC § 133(h))	\$7.2B		✓	✓ <sup>2</sup>	✓	✓	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
<u>Federal Lands Access Program</u>  (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
<u>Federal Lands Transportation Program</u>  (23 USC § 203)	\$2.2B	✓					Expanded	Federal 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
<u>Tribal Transportation Program (TTP)</u>  (23 USC § 202)	\$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

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**LEGEND**

<div>1 Applying jointly with one or more States</div> <div>2 If requested or sponsored by another eligible entity</div> <div>3 If the MPO has a population of greater than 200,000</div> <div>4 MPOs may apply for eligible Rural projects within the MPO that are outside of an Urban Area</div>	<b>Process:</b> Discretionary Grant (DG) - distributed at the national level; Formula Allocation (FA); Formula Grant (FG)
<div><sup>†</sup> Except as noted, FY22-26 total amounts do not reflect additional General Fund appropriations after FY22.</div> <div><sup>‡</sup> Formula allocation is distributed to States only. MPOs/tribes/local governments are eligible recipients for PROTECT Discretionary Grant funds. FLMAs can apply jointly with a State or group of States.</div>	<b>Eligible Applicants:</b> Federal Land Management Agency (FLMA); Department of Transportation (DOT); Metropolitan Planning Organization (MPO); Local Government (Gov't)
<div><b>Green:</b> A Notice of Funding Opportunity (NOFO) is open and applications are being accepted until the deadline. Click on the program name to view an <i>At-A-Glance</i> summary of eligibility requirements.</div> <div><b>Blue:</b> NOFO is expected in Winter 2023-24.</div> <div><b>Orange:</b> NOFO is expected in Spring 2024.</div>	<b>Sources:</b> <a href="#">Infrastructure Investment &amp; Jobs Act</a> ; <a href="#">FHWA Bipartisan Infrastructure Law</a> ; <a href="#">FHWA Funding</a> ; <a href="#">FHWA HSIP</a> ; <a href="#">White House Guidebook</a> ; <a href="#">USDOT Upcoming NOFOs</a> ; <a href="#">FHWA Competitive Grant Funding Matrix</a>

**This guidance chart was prepared by Renee Callahan on behalf of ARC Solutions, National Parks Conservation Association, and Wildlands Network.**

*Special thanks to Tony Cady, Colorado Department of Transportation, for his assistance in developing this chart.*

**ARC Solutions** is a not-for-profit partnership 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](mailto: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](mailto: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:** Erin Sito ([e.sito@wildlandsnetwork.org](mailto:e.sito@wildlandsnetwork.org)).

