

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

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Program Name	Amount (FY22-FY26)	Eligible applicants					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related projects
		FLMA	Tribe	State DOT	MPO	Local Gov't				
<u>Wildlife Crossing Pilot Program</u> (23 USC § 171)	\$350M	✓	✓	✓	✓	✓	New	NG	80%	Projects to reduce wildlife-vehicle collisions while improving terrestrial and aquatic connectivity
<u>Bridge Investment Program</u> (23 USC § 124)	\$12.2B	✓	✓	✓	✓	✓	New	NG	Generally 50% or 80% but cannot exceed 23 USC § 120; 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; environmental mitigation is also an eligible expense during bridge re-construction
<u>Bridge Formula Program</u> (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”
<u>National Culvert Removal, Replacement, &amp; Restoration Program</u> (49 USC § 6703)	\$1B		✓	✓		✓	New	NG Expected Sept. 2022	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, or weir improvements
<u>PROTECT</u> *** (23 USC § 176)	\$7.3B State FA \$1.4B NG	✓	✓	✓	✓	✓	New	Hybrid: State FA + NG	Typically 80%, may be up to 100% for Federal and Tribal grants	<u>Wildlife infrastructure is not expressly eligible</u> ; 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
<u>Pollinator-Friendly Program</u> (23 USC § 223)	\$10M	FY22 – NOT FUNDED					New	NG	100%	Activities to benefit pollinators on roadsides and highway rights-of-way
<u>Rural Surface Transportation Grant Program</u> (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
<u>INFRA</u> (23 USC § 117)	\$7.25B	✓*	✓	✓	✓	✓	Expanded	NG	Typically 60%; up to 80% for small projects	Wildlife crossing projects
<u>Surface Transportation Block Grant Program</u> (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
<u>Rebuilding American Infrastructure with Sustainability &amp; Equity (RAISE) Grants</u>	\$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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<u>Transportation Alternatives Program (TAP)</u> (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
<u>Highway Safety Improvement Program</u> (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
<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>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>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
<u>TTP Safety Fund</u> (23 USC § 202(e))	\$120M							NG Expected re-open 10/01/22		
<u>Nationally Significant Federal Lands &amp; Tribal Projects Program</u> (FAST § 1123(c))	\$275M	✓	✓	✓**		✓**	Existing	NG Notice is open! Apps are due 10/24	Up to 90% for Federal Lands; up to 100% for Tribal	Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program, except projects must be "continuous"

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**LEGEND**

\* Applying jointly with one or more States  
 \*\* If requested or sponsored by another eligible entity  
 \*\*\* Formula allocation is distributed to States only. MPOs/tribes/local governments are eligible recipients for PROTECT Discretionary Funds. FLMA's can apply jointly with a State or group of States.

**Process:**

National Grant (NG); Formula Allocation (FA); Formula Grant (FG)

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

**Green:** 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.  
**Gold:** NOFO is expected in Fall 2022.

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

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

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**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 ([info@arc-solutions.org](mailto:info@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:** Susan Holmes ([susan@wildlandsnetwork.org](mailto:susan@wildlandsnetwork.org))

