

Wildlife Infrastructure Funding Guide

Funding Opportunities within the
Infrastructure Investment and Jobs Act



ARC



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Funding Opportunities within
the Infrastructure Investment
and Jobs Act

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Foreword

Across the country, from rural communities to sovereign Tribal lands to urban centers, Americans are working closely with transportation and wildlife professionals to address a major challenge: wildlife-vehicle collisions. It is estimated that more than 200 lives are lost and 26,000 Americans are injured annually from collisions with wildlife. These dangerous collisions also impact wildlife populations, with an estimated one to two million large animals and countless smaller ones dying on our roads every year. Luckily, wildlife crossing infrastructure can make our roads safer for people and wildlife. This infrastructure, which reconnects habitats and restores safe wildlife movement over or under our busy roadways, can reduce wildlife-vehicle collisions by up to 97% when properly sited.

Our country has recently made significant investments in wildlife crossing infrastructure to address wildlife-vehicle collisions. This progress is in no small part a result of bipartisanship in Congress. In 2021, Congress passed the landmark Infrastructure Investment and Jobs Act, which included five years of funding for sorely needed upgrades to our nation's infrastructure. For the first time, funding for those upgrades included a new \$350 million dedicated Wildlife Crossings Pilot Program designed to reduce wildlife-vehicle collisions and improve habitat connectivity. In addition to the pilot, crossing structures and other measures to improve highway safety for people and wildlife are also eligible for funding under the 15 new, expanded, and existing programs covered in this guide.

Demand for funding to reduce wildlife-vehicle collisions is high. In the initial two-year grant round for the Wildlife Crossings Pilot Program, the Federal Highway Administration received requests for \$550 million in Federal funding and was able to award just over \$110 million for 19 projects in 17 states, including 4 Tribal projects. In other words, applicants during the inaugural two-year funding round requested almost twice the amount of total funding available over the entirety of the five-year pilot. In dedicating funding to solve this problem, Congress made a critical bipartisan down payment to better protect American motorists and wildlife. At the same time, it is clear there is much work left to be done.

Despite—indeed because of—the extraordinary response to existing funding opportunities, we must begin to look forward. The next Federal transportation

reauthorization bill is poised for passage in 2026. There is broad bipartisan support for protecting motorists and improving habitat connectivity. A 2023 poll funded by the National Parks Conservation Association and completed by The Harris Poll found that 86% of Americans (83% of Republicans, 88% of Democrats and 88% of Independents) support dedicating resources to reduce wildlife-vehicle collisions for public safety and habitat connectivity. We look forward to educating decision-makers about the benefits of making the Wildlife Crossings Pilot Program permanent and larger during the next reauthorization. It is our hope that Congress will commit \$1 billion for wildlife crossings in the next transportation bill.

In the meantime, expanded Federal funding opportunities and heightened public awareness, coupled with the dire need to replace aging transportation facilities, present a unique and urgent window of opportunity to target transportation improvements that protect Americans and their wildlife. As States, Tribes, Federal land managers, and local governments begin to replace or repair their roads and bridges over the next decade-plus, it is our hope that this guide will serve as a valuable tool for integrating the next-generation of wildlife infrastructure into America's twenty-first-century transportation network.

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Introduction

Enacted in 2021, the [*Infrastructure Investment and Jobs Act*](#), Pub. L. 117-58 (IIJA), authorizes nearly \$350 billion in funding over five years for a variety of Federal highway programs. This landmark legislation includes—for the first time ever—a Wildlife Crossings Pilot Program (WCPP) that dedicates \$350 million to reduce the number of motorist crashes involving wildlife and to improve habitat connectivity across roads. In addition to dedicated funding to make our highways safer for people and wildlife, the legislation also authorizes Federal, Tribal, State, and local decision-makers to pay for wildlife mitigation measures under a variety of new and existing programs. Eligible projects include strategies to reduce wildlife-vehicle collisions, wildlife crossing structures that go over or under our highways, and associated infrastructure such as fencing to funnel wildlife to safe crossing locations. The law also includes a host of wildlife-related policies to identify and prioritize wildlife considerations early on during transportation planning and projects.

As detailed in this guide, these new funding and policy provisions mark a once-in-a-generation investment in our nation's transportation network that will improve public health and safety while safeguarding biodiversity, stimulating the U.S. economy, and mitigating the effects of our changing climate.

Wildlife–Vehicle Collisions: A Guide to Navigating Federal Funding Challenges and Opportunities

A marvel of modern engineering, the United States Numbered Highway System consists of close to 4.2 million miles of roads.¹ Despite being highly effective at moving people and goods, roads pose a serious hazard to wildlife. According to a U.S. Federal Highway Administration *Report to Congress*, roughly 365 million animals of all sizes are killed on our nation's highways *every single year*.² These collisions pose a danger to motorists, resulting in 200 fatalities and over 26,000 injuries, at a cost to Americans of more than \$10 billion annually (US\$2,023).³ Nationwide, decades of road building have resulted in significant loss and fragmentation of existing habitats, effectively corralling species into increasingly smaller and in many cases isolated habitat patches. This problem is often exacerbated by loss of genetic diversity and climate disruption, as roads and other infrastructure act as barriers

to wildlife traveling in search of water, food, mates, and other necessities of life.⁴

The good news is that wildlife crossing structures and associated fencing to guide animals over or under our nation's highways have been shown to improve the safety, health, and welfare of the traveling public by reducing wildlife-vehicle collisions by up to 97%.⁵ Indeed, on roadways that experience an average of roughly five motorist collisions with deer per mile per year, it actually costs society more to do nothing than it costs to install wildlife infrastructure and solve the problem.⁶ The numbers are even lower for elk (~2 collisions/mile/year) and moose (~1 collision/mile/year).⁷ In addition to improving motorist safety, wildlife crossings enable wildlife to safely move and migrate as they seek to access resources for survival and adapt to altered landscapes and our changing climate.⁸

This of course begs the question: If wildlife crossings are so effective at reducing wildlife-vehicle collisions, why aren't more being built? Although the answer is complicated, a survey of close to 500 State and Federal transportation agency representatives identified funding as the number one barrier to making a national investment in highway crossings for wildlife.⁹

New and Existing Federal Funding Opportunities

In response to a bipartisan call to action, Congress and the Biden Administration delivered on their promise to make America's roadways safer by enacting the Infrastructure Investment and Jobs Act. This groundbreaking law authorizes Federal, Tribal, State, and local decision-makers to pay for wildlife mitigation measures under a variety of new and existing programs. In addition to the WCPP—which for the first time ever, dedicates \$350 million to reducing wildlife-vehicle collisions while improving habitat connectivity—this guide to Federal transportation funding also covers 15 other programs for which wildlife-related infrastructure is either expressly eligible or co-benefits to wildlife are likely to accrue.

Program Types

Of the Federal transportation funding sources described in this guide, roughly half of the programs distribute funding via a competitive discretionary grant process at

the national level, while the other half distribute funding directly to Federal, Tribal, and State transportation agencies charged with prioritizing infrastructure investments in their own backyards.

Discretionary Grant Programs

The U.S. Department of Transportation (USDOT) and each of its “operating administrations,” including the Federal Highway Administration (FHWA), solicit applications for discretionary grant programs by releasing a Notice of Funding Opportunity (NOFO). The NOFO is released alongside other guidance, such as frequently asked questions and introductory webinars, aimed at educating eligible applicants on how to successfully apply, application deadlines, program objectives, project types, and available funding. The NOFO also describes the grant review and selection process, including how applications are ranked based on evaluation criteria, project readiness, and cost-benefit analyses, as appropriate, as well as other departmental priorities and considerations.¹⁰ Discretionary grant programs covered in this guide include:

1. [Wildlife Crossings Pilot Program \(WCPP\)](#)
2. [Bridge Investment Program \(BIP\)](#)
3. [National Culvert Removal, Replacement, and Restoration Grant Program \(Culvert AOP\)](#)
4. [Nationally Significant Multimodal Freight and Highway Projects \(INFRA\)](#)
5. [Nationally Significant Federal Lands and Tribal Projects \(NSFLTP\)](#)
6. [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\)](#)¹¹
7. [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)
8. [Rural Surface Transportation Grant Program \(Rural\)](#)
9. [Tribal Transportation Program Safety Fund \(TTPSF\)](#)

Statutory and Formula Allocation Programs

USDOT distributes most transportation funding directly to States, Tribes, and Federal Land Management Agencies (FLMAs) based on program-specific appropriations and funding distribution formulas set by Congress.¹² Funding recipients are in turn authorized to decide how to spend these funds, often in consultation with each other as well as other interested stakeholders. In addition, States, Tribes, and FLMAs may redistribute funding to localities, consistent with program-specific guidance.¹³ Once identified, State, Tribal, and FLMA transportation needs and priorities are incorporated into long- and short-range transportation plans and improvement programs, such as Long-Range Transportation Plans (LRTPs), Statewide

Transportation Improvement Programs (STIPs), and Tribal Transportation Improvement Programs (TTIPs), as appropriate. [Statutory and formula allocation programs](#) covered in this guide include:

1. [Bridge Formula Program](#)
2. [Highway Safety Improvement Program](#)
3. [Surface Transportation Block Grant Program](#)
4. [Transportation Alternatives Program](#)
5. [Federal Lands Transportation Program](#)
6. [Federal Lands Access Program](#)
7. [Tribal Transportation Program](#)
8. [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT formula program\)](#)¹⁴

Wildlife Improvements during Construction Projects

In addition to Federal highway programs that identify wildlife infrastructure as being independently eligible for funding, Congress’ revisions to the statutory definition of “construction” further confirm that Federal dollars may be used to pay for construction-related “improvements that reduce the number of wildlife-vehicle collisions, such as wildlife crossing structures.”¹⁵ In revising the definition of construction to expressly include measures to reduce wildlife-vehicle collisions, Congress plainly authorizes decision-makers to integrate and pay for such improvements, including but not limited to crossing structures, as part of any construction project that is otherwise eligible for Federal funding. In so doing, the updated definition indirectly expands eligibility for wildlife-related improvements to all highway construction projects, regardless of whether the underlying program expressly identifies such improvements as independently eligible for funding.

New Wildlife-Friendly Policies at the Federal Level

Alongside new and expanded funding opportunities, the IJA includes a host of wildlife-related policies aimed at identifying and prioritizing wildlife considerations early on during transportation planning and projects. These policies include:

- an updated *Report to Congress*¹⁶ on best practices and solutions to reducing wildlife-vehicle collisions;
- transportation and wildlife workforce development and training courses;
- guidance on *voluntary* joint statewide transportation and wildlife action plans;
- a standardized methodology for collecting and reporting spatially-accurate wildlife-vehicle crash and carcass data;¹⁷

- a *voluntary* template for implementing the new standardized data collection methodology;
- *voluntary* national threshold guidance on determining whether a highway should be evaluated for potential wildlife mitigation measures;
- consideration of wildlife during bridge and tunnel inspections and trainings;
- expansion of eligible research and development program activities to include safety measures to reduce wildlife-vehicle collisions;
- increased representation of wildlife experts on transportation advisory committees; and
- prioritization of research and development aimed at enhancing safety through crash avoidance systems, including animal detection systems.

Conclusion

In sum, new and expanded wildlife infrastructure funding and policy opportunities within this landmark act will support Federal, Tribal, State, and local efforts to ensure the safe movement of people and wildlife. This is a once-in-a-generation opportunity to redesign the transportation system in a manner that realizes myriad ecological and economic benefits, including increased motorist safety, restored habitat connectivity and climate adaptation, and local job creation.

How to Use This Guide

Guide to the Icons

Project Activities

Each program indicates varying project activities that are eligible for funding. For illustrative purposes, eligible project activities have been organized chronologically from early to late stage activities from left to right. In the example below, there are four project activities eligible for funding.



Federal Cost-Share and Match

Each program indicates what portion of Federal funds may be used to pay for eligible project costs. “Federal” versus “non-Federal” cost-share split is indicated by the “completeness” of the outer ring around a central icon.



For example, this ring indicates an 80% Federal cost share, which would require a 20% State, Tribal, or local match.

80%



If the Federal cost-share varies based on additional project variables, the inner icon reflects the relevant variable. For example, this graphic indicates a 100% Federal cost-share for projects in **rural** areas.

100%



Set-Asides

Set-asides indicate that a percentage of overall program funds will be allocated to projects that meet certain criteria. A set aside is indicated by the percentage of the indicator bar that is shaded.



5%



In the example above, 5% of funding awards are to be allocated to projects located in **rural** areas.



50%



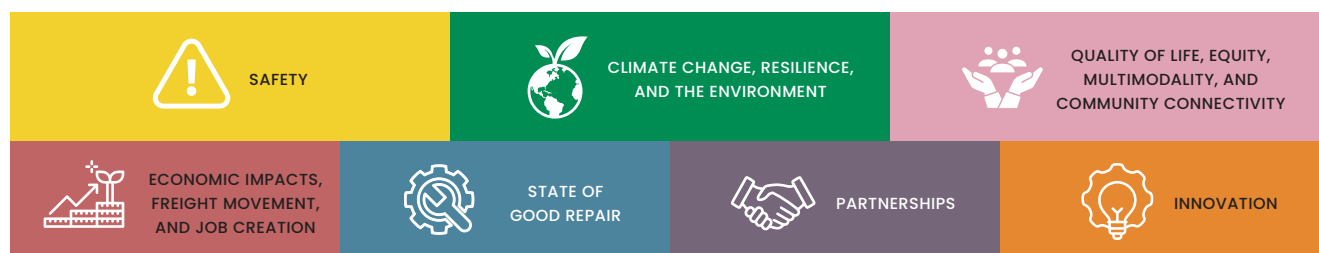
50%

















In cases where total program funds are divided between two variables, the variables are indicated on either side of the bar. In the example above, 50% of funding awards are to be allocated to projects located in **rural** areas, and 50% to projects located in **urban** areas.

Common Criteria Themes

Each program employs selection criteria that inform proposal competitiveness. To illustrate overlap across program goals, criteria have been grouped into thematic categories below.



Descriptive Icons

	AWARD SIZE Total amount awarded to support a project		ROADWAY DEPARTURES Projects located in states that have a greater than average number of fatalities due to rural roadway lane departures
	EQUITY Program criteria related to equity considerations, historically disadvantaged communities, and areas of persistent poverty		RURAL Projects located in rural areas (definition varies by program)
	FEDERAL Considerations related to projects on, near, or that access Federal lands and/or projects led by Federal land managers		SINGLE STATE Restrictions related to allocation of funds to a single state
	GEOGRAPHIC CONSIDERATIONS Geographic considerations that affect program awards (definition varies by program)		START DATE Date by which construction must begin following obligation of funds
	PLANNING Considerations related to planning projects		TRIBES Considerations related to Native American Tribal lands and/or led by Native American Tribes, including a Native village and a Native Corporation
	PRIORITY Criteria that qualify a project as a priority		URBAN Projects located in urban areas (definition varies by program)
	PROJECT SIZE Total project cost		
	RESILIENCE Program considerations related to Resilience Improvement; Community Resilience and Evacuation Route; and At-Risk Coastal Infrastructure Grants		

Project Size

Some programs set varying restrictions based on the size of the proposed project. In cases where restrictions are tied to project size, a project size indicator is added to the relevant icons above.



Discretionary Grants

Assessing Program of Best Fit

By Eligible Entity

Entities eligible to lead applications vary by program.

	FLMAs	TRIBES	STATE DOTs	MPOs	LOCAL GOVERNMENTS
WCPP	Eligible	Eligible	Eligible	Eligible	Eligible
BIP	Eligible	Eligible	Eligible	Eligible w/ additional criteria	Eligible
CULVERT AOP	Eligible	Eligible	Eligible	Eligible	Eligible
INFRA	Eligible w/ additional criteria	Eligible	Eligible	Eligible w/ additional criteria	Eligible
NSFLTP	Eligible	Eligible	Eligible w/ additional criteria	Eligible w/ additional criteria	Eligible w/ additional criteria
PROTECT	Eligible w/ additional criteria	Eligible	Eligible	Eligible	Eligible
RAISE	Eligible	Eligible	Eligible	Eligible	Eligible
RURAL	Eligible	Eligible	Eligible	Eligible w/ additional criteria	Eligible
TTPSF	Eligible	Eligible	Eligible	Eligible	Eligible

LEGEND

Eligible

Eligible w/ additional criteria

Applying jointly with one or more States

If requested or sponsored by another eligible entity

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

MPOs - Municipal Planning Organizations
DOT - Department of Transportation
FLMAs - Federal Land Management Agencies

By Federal-Share Payable

The percentage of project costs eligible for federal funding differs based on various factors by program.

	STANDARD ¹	TRIBAL	GEOGRAPHIC	RURAL	URBAN	PROJECT TYPE	PROJECT SIZE
WCPP	80%						
BIP						Up to 90%	50-80%
CULVERT AOP	80%	100%					
INFRA	60%						
NSFLTP	90%	100%					
PROTECT		100%				80 - 100% ⁴	
RAISE	80%		100% ²	100%	80%		
RURAL	80%		100% ³				
TTPSF		100%					

¹ Standard federal-share payable applies to non-interstate projects. The federal share payable for interstate projects is up to 90%.








² Historically Disadvantaged Communities; Areas of Persistent Poverty

³ Appalachian Highway Development System (AHDS); Denali Access System Program (DASP)

⁴ Planning Grants eligible for 100% Federal funding. See [Program Information](#) for additional cost-share information.

By Common Criteria

Programs share overlapping selection criteria that contribute to competitiveness of applications based on proposed project characteristics.

							
	SAFETY	CLIMATE CHANGE, RESILIENCE, ENVIRONMENT	QUALITY OF LIFE, EQUITY, MULTIMODALITY, COMMUNITY CONNECTIVITY	ECONOMY, FREIGHT MOVEMENT, JOB CREATION	STATE OF GOOD REPAIR	PARTNERSHIPS	INNOVATION
WCPP							
BIP							
CULVERT AOP							
INFRA							
NSFLTP							
PROTECT							
RAISE							
RURAL							
TTPSF							

By Project and Award Size

The total award size and total project costs required to qualify for funding vary by program.

	PROJECT SIZE		AWARD SIZE	
	Bridge	Large	Bridge	Large
BIP	≥\$3.125M	≥\$100M	≥\$2.5M	≥\$50M
	Small	Large	Small Projects	Large Projects
INFRA	<\$100M	≥\$100M ¹	\$5M–\$25M	≥\$25M
NSFLTP	≥\$12.5M+			
PROTECT			(1) Planning Grants	(2) Resilience Improvement; (3) Community Resilience and Evacuation Routes; and (4) At-Risk Coast Infrastructure Grants
			≥\$100,000	≥\$500,000
RAISE			Planning Projects	Capital Projects
			≥ \$1M (rural) ≥ \$5M (urban)	≤\$25M
RURAL			Small Projects	Standard
			<\$25M	≥\$25M

¹ The following states have a Large Project threshold below \$100M: DE (\$70M), DC (\$66M), HI (\$70M), ME (\$76M), NH (\$68M), RI (\$91M), VT (\$84M).

Program Information

Discretionary Grants



23 USC § 171

WCPP Wildlife Crossings Pilot Program

WCPP provides dedicated funding for projects that reduce the number of wildlife-vehicle collisions (WVCs) and improve habitat connectivity for terrestrial or aquatic species through either construction or non-construction projects.

This program is ideal for applicants seeking to identify and prioritize mitigation of WVCs and habitat connectivity “hotspots,” or to reduce WVCs and improve habitat connectivity as part of a discrete or “stand-alone” wildlife crossing project that is not part of a larger, planned transportation infrastructure project.



23 USC § 171

Wildlife Crossings Pilot Program (WCPP)

Amount

Up to \$350 million over five years

Eligible Applicants

The following entities are eligible both as applicants and partners:

- State departments of transportation, including the District of Columbia and Puerto Rico
- Metropolitan planning organizations
- Local governments
- Regional transportation authorities
- Special purpose districts
- Public authorities with a transportation function
- Indian Tribes
- Federal Land Management Agencies
- Groups of the above

Additional eligible partners include foundations, non-governmental organizations, or institutions of higher education, as well as Federal, Tribal, regional, or State governmental entities.

Selection Criteria

Projects will be evaluated against two (co-equal) Primary Merit Criteria and six Secondary Merit Criteria, using the criterion rating structure below.

Primary Merit Criteria

1. Reduction of wildlife-vehicle collisions (WVCs)
2. Improvement of terrestrial or aquatic habitat connectivity

Secondary Merit Criteria

1. Leveraging investments, including from public-private partnerships
2. Economic development and visitation opportunities
3. Innovative technologies, advanced design techniques, and other innovative strategies
4. Education and outreach
5. Monitoring and research
6. Survival of species, including federally-listed threatened or endangered species, or proposed or candidate species for listing

Eligible Projects

Funds may be used to pay for both “Construction” and “Non-Construction” projects that meet the primary program goals of reducing WVCs and improving habitat connectivity.



Construction Projects

Construction projects include all activities that lead to a built project. Illustrative examples include:

- “Design and pre-construction of an underpass or overpass for wildlife passage
- Environmental permitting and right-of-way acquisition to construct a wildlife crossing
- Adaptation or replacement of a culvert or bridge structure to accommodate connectivity for terrestrial species that are experiencing WVCs
- Construction of a wildlife overpass or underpass and fencing
- Preservation or restoration of habitat necessary to secure the effectiveness of a crossing
- Construction of multiple crossings in an area to connect terrestrial or aquatic habitats”¹

Non-Construction Projects

Non-construction projects include all projects other than those that lead to a built project. Illustrative examples include:

- “Research on safety innovations to reduce WVCs
- Research and monitoring on the effectiveness of WVC mitigation
- Development of mapping tools to document WVCs
- Analysis of impacts of WVCs and best practices to reduce WVCs
- Planning studies to identify terrestrial and aquatic wildlife migration corridors and roadway barriers to habitat that lead to WVCs
- Developing or updating Statewide Transportation and Wildlife Action Plans
- Tracking wildlife and mapping WVCs
- Outreach activities to educate the public on the hazards of WVCs”²



Image courtesy of NineCaribou.

Federal Cost-Share and Match

The required match varies based on location.

In general, WCPP funding may be used to pay for up to 80% of total project costs, with a required match of at least 20%.



Verified exceptions include the following:

1. Projects on **Interstate highways**, which qualify for 90% Federal funding, and in certain states that contain Federal and non-taxable Tribal lands, up to 95% Federal funding (23 USC § 120(a)(1))
2. Use of Tribal Transportation Program (23 USC § 202) and Federal Lands Transportation Program (23 USC § 203) funds as match for projects within, adjacent to, or that provide access to Federal or Tribal lands, as authorized pursuant to 23 USC § 120(k)
3. **Certain safety-related projects** identified under 23 USC § 120(c)(1)
4. Projects in **certain states that contain Federal and non-taxable Tribal lands**, which are subject to a “sliding-scale” increase in the maximum Federal share payable (and an associated reduction in the required match) as set forth in 23 USC § 120(a)-(b)

Funding Restrictions and Other Considerations



Set-Asides

At least 60% of the total funding available each year is reserved for projects in **rural** areas. Projects that include both urban and rural areas will be considered rural for purposes of this set-aside.³



60%



WCPP Sample Grant Awards

Arizona Interstate 17 Mitigation of Wildlife–Vehicle Collisions and Habitat Fragmentation from Munds Park to Kelly Canyon



Applicant: Arizona Department of Transportation
Location: Munds Park, AZ
Award: \$23,992,588

The Arizona Department of Transportation will receive \$24 million to construct the I-17 Munds Park to Kelly Canyon Wildlife Overpass Project. The project includes 16.8 miles of new wildlife fencing tying in existing culverts, escape ramps, and double cattle guards in order to reduce wildlife-vehicle collisions (WVCs) along I-17 and increase habitat connectivity for local species, particularly elk.

Joint Project to Evaluate and Protect Movement of People and Wildlife across Connecticut



Applicant: Connecticut Department of Transportation
Location: Statewide
Award: \$363,104

The Connecticut Department of Transportation (CTDOT) will receive approximately \$360,000 to collaboratively develop a statewide plan identifying critical habitat blocks, wildlife corridors, and priority road-segments needing wildlife crossings. CTDOT will evaluate their current public facing roadkill reporting tool and conduct a spatial analysis to assist in this effort to reduce the thousands of WVCs and hundreds of injuries across Connecticut.

Gaviota Pass Wildlife Connectivity and Vehicle Collision Reduction Project



Applicant: California Department of Transportation
Location: Goleta, CA
Award: \$8,000,000

The California Department of Transportation will receive \$8 million to reduce WVCs and connect animal habitats between protected State Park lands on either side of US 101. Improvements include increasing the size of an existing culvert and installing 2.5 miles of fencing, allowing wildlife to safely cross the highway and move to the adjacent Los Padres National Forest.

Kentucky's Wildlife–Vehicle Collision Reduction Plan and US 60/I-64 Corridor Study



Applicant: Kentucky Transportation Cabinet
Location: Statewide
Award: \$1,200,000

The Kentucky Transportation Cabinet will receive \$1.2 million to develop Kentucky's first WVC Reduction Plan and pilot corridor study focused on the US 60/I-64 Corridor that will evaluate road segments between the Louisville Metropolitan Area and Frankfort, Kentucky. The statewide plan includes a study to correlate WVC data from different sources along with wildlife habitat data and roadway data to identify priority areas to reduce WVCs and improve habitat connectivity across the state.

The Interstate 25 Greenland Wildlife Overpass Project



Applicant: Colorado Department of Transportation
Location: Denver, CO to Colorado Springs, CO
Award: \$22,000,000

The Colorado Department of Transportation will receive \$22 million to build a dedicated overpass on I-25 between Denver and Colorado Springs, the state's two most populous cities. Once completed, the Greenland Wildlife Overpass will be one of the largest overpass structures in North America, spanning six lanes of interstate highway. It will help reduce vehicle collisions with big game species, such as elk and mule deer, along I-25 and connect vital habitats on both sides of the highway from the Great Plains to the Rocky Mountains.

US 93: Ninepipe and Post Creek Program—Wildlife Overcrossing Project



Applicant: Confederated Salish and Kootenai Tribes
Location: Lake County, MT
Award: \$8,591,680

The Confederated Salish and Kootenai Tribes will receive \$8.6 million to construct a wildlife overpass spanning US Highway 93 within the Ninepipe National Wildlife Management Area in Montana, an area with high rates of WVCs. The proposed project will help reduce WVCs and improve habitat connectivity for grizzly bears, which will reduce crash-related mortality and improve outcomes for grizzly bears.

I-90 Missoula to Garrison Wildlife Crossing Feasibility Study



Applicant: Montana Department of Transportation
Location: Missoula, MT, to Garrison, MT
Award: \$424,242

The Montana Department of Transportation (MDT) will receive \$424,242 to complete a feasibility study for installing wildlife crossings across 68 miles on I-90 between Missoula and Garrison, Montana. By identifying key wildlife migration corridors, the study will help MDT determine the need, type, and feasibility of constructing one or more wildlife crossings that will effectively accommodate both wildlife and motorists and, ultimately, reduce the number of WVCs.

Missouri Statewide Wildlife-Vehicle Collision Reduction Analysis and Hotspot Mitigation Measure Feasibility Study



Applicant: Missouri Department of Transportation
Location: Statewide
Award: \$320,000

The Missouri Department of Transportation (MoDOT) will receive \$320,000 to collaboratively develop a statewide plan to identify hot spots and mitigation measures. MoDOT will perform a WVC hotspot analysis to identify high WVC road segments, then rank priority areas and conduct feasibility studies to develop recommendations for cost-effective WVC mitigation recommendations to ensure the safety of the traveling public and help promote habitat connectivity in the state.

Wildlife Crossing of Heartland Expressway



Applicant: Nebraska Department of Transportation
Location: Gering, NE
Award: \$400,000

The Nebraska Department of Transportation will receive \$400,000 to conduct a feasibility study to address WVC concerns with big game species along Nebraska Highway 71. The proposed feasibility study would help identify possible solutions for lowering WVCs along the corridor and reconnecting bighorn sheep habitats on both sides of the highway.

Pennsylvania Wildlife Crossings Strategic Plan and Analytical Tools



Applicant: Commonwealth of Pennsylvania
Location: Statewide
Award: \$840,000

The Commonwealth of Pennsylvania will receive \$840,000 to develop a comprehensive statewide strategic plan with the Pennsylvania Department of Transportation, Pennsylvania Department of Conservation and Natural Resources, Pennsylvania Game Commission, and others to address the wide-ranging challenges and opportunities associated with the safe management and stewardship of wildlife crossings across the state.

South Dakota Statewide Rural Wildlife Crossing Study



Applicant: South Dakota Department of Transportation
Location: Statewide
Award: \$400,000

The South Dakota Department of Transportation will receive \$400,000 to develop a statewide plan with a study on WVCs at specific locations on State highways in rural areas. This study will offer solutions to mitigate the impact of WVCs and ensure the public's safety while preserving wildlife populations, improving habitat connectivity and developing a better understanding of wildlife movement.

Construction of Ocelot Underpass Crossings at Laguna Atascosa National Wildlife Refuge



Applicant: U.S. Fish and Wildlife Service
Location: Los Fresnos, TX
Award: \$1,778,400

The U.S. Fish and Wildlife Service will receive \$1.8 million to protect the endangered ocelot by installing multiple wildlife underpass crossings on the Steve Thompson Drive at Laguna Atascosa National Wildlife Refuge. The Refuge contains the largest continuous tract of thorn-scrub habitat in the U.S., which serves as a corridor for the endangered ocelot, and is intersected by the wildlife drive. Adding underpasses will reduce the risk of WVCs and help protect this species from extinction.

US 89 Wildlife Safety Corridor Project



Applicant: Utah Department of Transportation
Location: Kanab, UT
Award: \$5,497,000

The Utah Department of Transportation will receive approximately \$5.5 million to construct three wildlife underpasses and extend existing wildlife fencing along US 89. These underpasses will reduce the number of wildlife-vehicle collisions and reconnect mule deer habitat and critical ranges.

Prioritizing Wildlife Crossing Locations in Virginia



Applicant: Virginia Department of Transportation
Location: Statewide
Award: \$604,318

The Virginia Department of Transportation (VDOT) will receive approximately \$600,000 to collaboratively develop a statewide plan to identify roads with the highest risk of large mammal collisions in the State. Through a collaboration with Virginia Department of Wildlife Resources, the Virginia Department of Conservation and Recreation, and the Virginia Department of Forestry, VDOT will build on their Wildlife Corridor Action Plan to create several models and GIS layers to allow for better identification of wildlife crossing sites and provide site-specific recommendations.

Sharkeyville Brook Wildlife Crossing



Applicant: Vermont Agency of Transportation
Location: Statewide
Award: \$1,620,000

The Vermont Agency of Transportation will receive \$1.6 million to design a wildlife crossing to reduce WVCs and reestablish wildlife connectivity in the heart of the Green Mountains, between some of the largest and least fragmented forest blocks in the northeastern U.S. The proposed underpass will reduce WVCs, improve road safety, and increase habitat connectivity for large animals, such as black bears, white-tailed deer, and moose, as well as small aquatic animals, such as salamanders and wood turtles.

Habitat Connectivity in the South Cascades of Washington State to Benefit Tribally Significant Wildlife Species via SR 12 Overpass Planning and Scoping



Applicant: Puyallup Tribe of Indians
Location: Lewis County, WA
Award: \$216,250

The Puyallup Tribe of Indians will receive \$216,250 to complete the planning and scoping of wildlife crossing structures in partnership with the Washington State Department of Transportation, Washington State Department of Fish and Wildlife, and United States Forest Service, and with support from the Medicine Creek Treaty Tribes. This project location addresses an area of high concern for WVCs due to large numbers of elk-vehicle collisions on SR 12 across the 24-mile project corridor.

Red Cabin Creek Wildlife Overpass on SR 20, Washington State



Applicant: Stillaguamish Tribe of Indians of Washington
Location: Hamilton Junction, WA
Award: \$8,495,000

The Stillaguamish Tribe in Washington State will receive \$8.5 million to design and construct a wildlife overpass with fencing on rural State Route 20 in Skagit County. The Red Cabin Creek Wildlife overpass at Milepost 76.2 will span two lanes of traffic and is aimed at helping multiple species, including an elk herd whose home range and core habitats straddle the highway.

US 189 Habitat Connectivity Corridor Expansion



Applicant: Wyoming Department of Transportation
Location: Statewide
Award: \$24,358,000

The Wyoming Department of Transportation will receive approximately \$24 million to implement strategies to mitigate WVC fatalities and improve wildlife connectivity for pronghorn and mule deer along US 189 in southwest Wyoming. The proposed project includes a wildlife crossing overpass, several underpasses, and the installation of high barrier wildlife fencing to improve motorist safety and improve habitat access for pronghorn and mule deer.

Sample grant awards reproduced from Federal Highway Administration's Wildlife Crossings Pilot Program FY 2022–FY 2023 Grant Selections highways.dot.gov/sites/fhwa.dot.gov/files/wcpp-grant-selections-table.pdf



23 USC § 124

BIP Bridge Investment Program

BIP funds projects to improve the safety and reliability of our nation's bridges and culverts for both people and freight, including projects to improve flood control or habitat connectivity for aquatic species.

The BIP is ideal for applicants seeking to improve connectivity for aquatic and/or terrestrial species as part of a project to replace or improve a bridge or culvert on the National Bridge Inventory.



23 USC § 124

Bridge Investment Program (BIP)

Amount

Up to \$12.5 billion over five years

Eligible Projects

Funding is available for projects to replace, rehabilitate, preserve, or protect bridges and/or culverts on the National Bridge Inventory, including projects to replace or rehabilitate culverts in order to enhance flood control and aquatic habitat connectivity. Environmental mitigation measures, including wildlife crossing structures or other improvements to reduce wildlife-vehicle collisions, also qualify as eligible expenses for bridge or culvert construction or reconstruction projects.



Eligible Applicants

- A State or group of States
- Metropolitan planning organizations serving urbanized populations of over 200,000
- A local government unit or group of local governments
- Special purpose districts or public authorities with a transportation function
- Federal Land Management Agencies
- A Tribe or group of Tribes
- Multistate or multijurisdictional groups of entities described above

Selection Criteria

1. State of good repair
2. Safety and mobility
3. Economic competitiveness and opportunity
4. Climate change, sustainability, resiliency, and the environment
5. Equity and quality of life
6. Innovation

Federal Cost-Share and Match

The required match varies based on project size.

Bridge Project awards are capped at 80% of total eligible costs, while awards for **Large Bridge Projects** are capped at 50% of total eligible project costs.



80%



50%

A Federal land manager, a Tribe or a consortium of Tribes may use non-BIP Federal funds to pay for up to 100% of the non-Federal share (see 23 USC § 124(c)(4)(C)).



This image (above and opposite right) depicts Blackrock Creek Bridge on the Togwotee Corridor prior to a bridge extension project. Image courtesy of Darin Martens.

Funding Restrictions and Other Considerations



Start Date

Preliminary engineering must be completed, and construction must be expected to begin no later than 18 months after grant funds are obligated.



Project Size

BIP

Because the minimum BIP award size is \$2.5 million, and the maximum amount of BIP assistance cannot exceed 80% of total eligible project costs, the overall **Bridge Project** size must be at least \$3.125 million. The maximum size for a **Bridge Project** is \$100 million.



BIP-LARGE

Large Bridge Projects must have total eligible project costs of greater than \$100 million.



The bridge reconstruction project (pictured above and opposite left) integrated wildlife movement considerations into project design. Image courtesy of Darin Martens.



Award Size

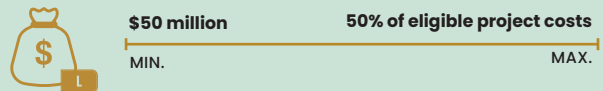
BIP

Grants for **Bridge Projects** must be for at least \$2.5 million.



BIP-LARGE

Grants for **Large Bridge Projects** must be at least \$50 million, with a maximum award amount of not more than 50% of total eligible project costs.



BIP-PLANNING

There is no minimum or maximum award amount size for **Bridge Planning Projects**.



Set-Asides

Up to 5% of the total funding available each year may be used for eligible projects consisting solely of **culvert replacement or rehabilitation**.



5%



BIP Sample Grant Award

Bridge Planning Grant: The Flathead County Bridge Improvement Project



Applicant: Flathead County
Location: Flathead County, MT
Award: \$240,000

Flathead County secured \$240,000 in funding to support initial planning activities for four county bridges: Dry Creek Bridge, Swift Creek Bridge, Baker Avenue Bridge, and Whitefish Stage Bridge. Project benefits included anticipated cost-savings from preventing the closure or reduced use of the bridges; numerous benefits to safety; infrastructure resiliency; and environmental benefits, including *wildlife connectivity*.

Sample grant award reproduced from Bridge Investment Program
Grant Recipients 2022 Planning Grant Award Recipients
www.fhwa.dot.gov/bridge/bip/planninggrants2022/



49 USC § 6703

CULVERT AOP National Culvert Removal, Replacement, and Restoration Grant Program

The Culvert AOP program funds projects that will meaningfully improve or restore anadromous fish passage by replacing, removing, repairing, or improving culverts or weirs.

This program is ideal for applicants seeking to improve anadromous fish passage.



49 USC § 6703

National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP)

Amount

Up to \$1 billion over five years, with the potential for additional annual appropriations

Eligible Projects

Funding is available for projects involving the replacement, removal, or repair of culverts or weirs that would meaningfully improve or restore anadromous fish passage, including weir improvements and infrastructure to facilitate anadromous fish passage around or over weirs. Proposals that include a subset of eligible activities, such as project development (e.g. environmental studies and reviews or preliminary engineering) or project construction (e.g. final design and construction), are also eligible.



Eligible Applicants

- States
- Indian Tribes
- Local governments

Federal Cost-Share and Match

The required match varies based on location.

For projects carried out with a grant to a **State or local government**, Federal funds may be used to pay for up to 80% of total project costs, with a required match of at least 20%.



80%

Tribes are not required to provide a match.



100%

Selection Criteria

1. Conservation benefits to anadromous fish
2. Regional and watershed context
3. Ecosystem benefits
4. Project design and delivery methods
5. Project monitoring and evaluation
6. Climate change, sustainability, and resilience
7. Equity and barriers to opportunity

Funding Restrictions and Other Considerations



Award Size

There is no minimum or maximum award size.

No minimum

No maximum



Priority Projects

Priority projects include the following:

1. projects that would open up **more than 200 meters of upstream (anadromous) natural habitat**; and
2. projects that would **improve fish passage for anadromous fish stocks** that fit the following descriptions:
 - A. are listed as federally endangered or threatened;
 - B. could reasonably become listed as federally endangered or threatened;
 - C. are identified as prey for endangered, threatened, or protected species, including southern resident orcas (*Orcinus orca*); or
 - D. are identified as climate resilient stocks.



Culvert AOP Sample Grant Awards

SH-14 Five Culvert AOP Replacements



Applicant: Idaho Department of Transportation
Location: State Highway 14, ID
Award: \$3,200,000

This application will replace five culverts along Idaho State Highway 14 (SH-14) with open bottom arch culverts to *allow for fish passage*. This application would include design and construction work. The Idaho Transportation Department is partnering with USFS and the Nez Perce Tribe on this project.

Reconnecting Habitats for Anadromous Fishes and Tribal Resources in Downeast Maine



Applicant: Passamaquoddy Tribe
Location: Washington County, ME
Award: \$7,700,000

This project will replace four municipal road-stream culvert replacements in the towns of East Machias, Perry, and Pembroke, Maine. These replacements will benefit ESA-listed Atlantic salmon, rainbow smelt, river herring (blueback herring and alewife), American shad, sea lamprey, Atlantic tomcod, and sea-run brook trout by *restoring access to 265 salmon habitat units, 7,631 acres of alewife spawning habitat, and over 45 miles of spawning and migratory habitat for the suite of anadromous species*. These projects, which fall within the traditional Passamaquoddy homeland, will benefit anadromous fisheries and other important Tribal resources.

Reconnecting Habitats for Anadromous Fishes and Tribal Resources in Downeast Maine



Applicant: Passamaquoddy Tribe
Location: Washington County, ME
Award: \$7,700,000

This project will replace four municipal road-stream culvert replacements in the towns of East Machias, Perry, and Pembroke, Maine. These replacements will benefit ESA-listed Atlantic salmon, rainbow smelt, river herring (blueback herring and alewife), American shad, sea lamprey, Atlantic tomcod, and sea-run brook trout by *restoring access to 265 salmon habitat units, 7,631 acres of alewife spawning habitat, and over 45 miles of spawning and migratory habitat for the suite of anadromous species*. These projects, which fall within the traditional Passamaquoddy homeland, will benefit anadromous fisheries and other important tribal resources.

Town Brook Stream Restoration: Deep Water Culvert Replacement



Applicant: Town of Plymouth
Location: Town Brook, ME
Award: \$2,000,000

This application will fund the design, permitting, and construction for the replacement of two culverts (one which is in disrepair and the other which has high probability for severe scour) and the removal of a no longer functional water control structure on Town Brook, a first order coastal stream that flows from the Billington Sea to Plymouth Harbor. *The three culverts are hydraulically connected and currently restrict passage for blueback herring and alewife*. The culverts to be replaced both provide vehicular and pedestrian access to residential properties and open space.

Sample grant awards reproduced from National Culvert Removal Replacement and Restoration Grant Program Year One [FY 2022] Grant Recipients: www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/2022recipients.pdf



23 USC § 117

INFRA

Nationally Significant Multimodal Freight and Highway Projects

The INFRA program funds nationally or regionally significant freight or highway projects that advance a host of goals, including improving freight and highway safety, economic strength and global competitiveness, equity, and climate and sustainability.

This program is ideal for applicants seeking to integrate highway crossings for wildlife into a nationally or regionally significant highway or freight project.



23 USC § 117

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

Amount

Up to \$8 billion over five years

Eligible Projects

Funding is available for **wildlife crossing projects and environmental mitigation**, including projects to replace or rehabilitate culverts, or to reduce stormwater runoff to improve aquatic habitat.



Image courtesy of Western Transportation Institute, Montana State University.

Eligible Applicants

- States
- Metropolitan planning organizations
- Local governments
- Special purpose districts or public transportation authorities, including port authorities
- Federal Land Management Agencies applying jointly with one or more States
- Tribes or groups of Tribes
- Multistate corridor organizations
- Multistate or multijurisdictional groups of applicants that are otherwise eligible

Selection Criteria

Criteria vary based on project size.

In addition to demonstrating compliance with statutory requirements, including financial need and completeness, cost-effectiveness (defined as a benefit-cost ratio of greater than one), and project readiness (including the ability to begin construction within 18 months of funding being obligated), **Large Projects** will be evaluated based on the following criteria:

1. Safety
2. State of good repair
3. Economic impacts, freight movement, and job creation
4. Climate change, resiliency, and the environment
5. Equity, multimodal options, and quality of life
6. Innovation in technology, project delivery, or financing

Federal Cost-Share and Match

The required match varies based on location.

In general, INFRA may be used to pay for up to 60% of total project costs.



Small Projects will be evaluated for cost effectiveness, the project's effect on State and regional mobility (considered as part of criteria #3 and #5 above), and the project's effect on freight corridor safety hazards including wildlife crossing onto the roadway (considered as part of criteria #1, #3, and #4 above).

Funding Restrictions and Other Considerations



Start Date

Preliminary engineering must be completed, and construction must be expected to begin no later than 18 months after grant funds are obligated.



Set-Asides

Up to 85% of the total funding available is reserved for **Large Projects**. A minimum of 15% of the total funding available is reserved for **Small Projects**.



At least 25% of **Large Project** funds must be awarded in **rural** areas (defined as an area outside an urbanized area with a population of over 200,000).



At least 30% of **Small Project** funds must be awarded in **rural** areas.



Project Size

INFRA projects must meet one of the following minimum project size requirements (including all future eligible costs plus previously-incurred eligible project costs expended as part of the proposed project).

LARGE PROJECTS

≥\$100 million*

*The following states have a Large Project threshold below \$100M: DE (\$70M), DC (\$66M), HI (\$70M), ME (\$76M), NH (\$68M), RI (\$91M), VT (\$84M).

SMALL PROJECTS

<\$100 million



Award Size

LARGE PROJECTS

Grant awards for **Large Projects** must be at least \$25 million.



SMALL PROJECTS

Grant awards for **Small Projects** must be at least \$5 million and less than \$25 million.



INFRA Sample Grant Awards

I-70 Floyd Hill to Veterans Memorial Tunnels Improvements



Applicant: Colorado Department of Transportation
Location: Clear Creek County, CO
Award: \$100,000,000

This project in Clear Creek County, Colorado, received a \$100 million INFRA grant to increase safety along the I-70 Mountain Corridor by adding a third westbound travel lane, a frontage road connection, and a new on-ramp for US Highway 6, among other improvements. In addition to using innovative technologies such as dynamic signage, connected vehicle infrastructure, and electric vehicle charging, the multimodal project provides funding to restore nearby creek and wetland areas and to integrate *wildlife crossings and associated fencing*.

I-70 Improvement Program



Applicant: Missouri Department of Transportation
Location: Various Counties, MO
Award: \$92,883,609

This project stretches across various counties in Missouri and focuses on reconstruction of three segments of the 191 miles of I-70 that stretch across Missouri. In addition to the reconstruction, the project includes truck parking facilities and information systems, and Intelligent Transportation System additions. The project also incorporates *wildlife crossing infrastructure* and pollinator habitat conservation.

US 160 Safety, Mobility, and Wildlife Infrastructure Improvements



Applicant: Colorado Department of Transportation
Location: La Plata County, CO
Award: \$58,940,000

The project in La Plata County, Colorado, just east of Durango, received a nearly \$59 million INFRA grant to increase safety and mobility along a 4.1 mile stretch of US 160. The project will widen the road from two to four lanes, add a new two-way left turn lane, and widen shoulders. Importantly, the project also incorporates crucial *wildlife infrastructure: wildlife exclusion fencing, paired with one wildlife underpass. The project is expected to reduce crashes by 45% and WVCs by 90%.*

Sample grant awards reproduced from the following:

I-70 Floyd Hill
www.transportation.gov/sites/dot.gov/files/2022-09/INFRA%20Fact%20Sheets%20FY%202022.pdf

US 160 & I-70 Improvement
www.transportation.gov/sites/dot.gov/files/2024-01/INFRA%20Fact%20Sheets%20FY%202023-2024_Final_0.pdf



FAST Act § 1123(c)

NSFLTP Nationally Significant Federal Lands and Tribal Projects

The NSFLTP program funds nationally significant projects to construct, reconstruct, or rehabilitate transportation facilities within or near Federal or Tribal lands.

This program is ideal for applicants seeking to reduce wildlife-vehicle collisions and/or improve habitat connectivity for terrestrial or aquatic species as part of a nationally significant project located on or near Tribal or Federal lands.



FAST Act § 1123(c)

Nationally Significant Federal Lands and Tribal Projects (NSFLTP)

Amount

Up to \$275 million over five years, with the potential for additional annual appropriations

Eligible Projects

Funding is available for environmental mitigation measures that are part of a single continuous project to construct, reconstruct, or rehabilitate a Federal Lands Transportation Facility, Federal Lands Access Transportation Facility, or Tribal Transportation Facility. Eligible activities vary by facility and include environmental mitigation to improve public safety by reducing wildlife-vehicle collisions while maintaining habitat connectivity, as well as activities to mitigate the harmful effects of roadways on wildlife, aquatic passage, habitat, and ecosystem connectivity, including projects to construct, maintain, replace, or remove culverts or bridges.

NOTE

Only construction-related activities are eligible for NSFLTP funding; associated design or preliminary engineering activities are not eligible for funding, nor may they be used to satisfy any required match.

1

CONSTRUCTION



Mule deer and elk crossing on Highway 160 in Colorado. Image courtesy of Aran Johnson, Southern Ute Wildlife Division.

Eligible Applicants

Eligible applicants vary depending upon the type of facility and include the following:

- An Indian Tribe or consortia of such Tribes
- A Federal Land Management Agency (FLMA) or group of FLMAs

In addition, a State or group of States; a unit or group of local government; Metropolitan Planning Organizations; special purpose districts or public authorities with a transportation function, including ports; or a multistate or multijurisdictional group may apply for NSFLTP funding *but only* if sponsored by an eligible FLMA or federally-recognized Tribe.

Selection Criteria

In addition to meeting applicable project readiness requirements, including documenting that the National Environmental Policy Act review process has been completed, the Federal Highway Administration (FHWA) will consider the extent to which the projects satisfies the following Statutory Criteria.

Statutory Criteria

1. Advances U.S. Department of Transportation goals, including safety, quality of life, economic competitiveness, and state of good repair
2. Improves critical transportation facilities, including multimodal facilities
3. Demonstrates a need for construction, reconstruction, or rehabilitation
4. Commits matching non-NSFLTP funds
5. Is included on or eligible for the National Register of Historic Places
6. Uses new technologies and innovations to increase project efficiency
7. Is supported by additional non-NSFLTP funds (beyond those committed for match) to construct, maintain, and operate the facility
8. Spans two or more States
9. Serves land owned by multiple FLMAs or Indian Tribes



Image courtesy of Aran Johnson, Southern Ute Wildlife Division.

In addition, FHWA will consider the following Discretionary Criteria when reviewing applications for projects located on Federal Lands Transportation Facilities or Federal Lands Access Transportation Facilities.

Discretionary Criteria

1. Is located within an underserved community
2. Reduces greenhouse gas emissions and improves environmental justice
3. Advances the Racial Equity and Barriers to Opportunity Program objectives
4. Advances job quality, workforce development, and workforce equity objectives

Federal Cost-Share and Match

The required match varies based on location.

Projects on **Federal Lands Transportation and Federal Lands Access Transportation Facilities** may use NSFLTP funds to pay for up to 90% of total project costs, with a required match of at least 10%.



Projects on **Tribal Transportation Facilities** may use NSFLTP funds to pay for up to 100% of total project costs, and thus do not require a match.



Funding Restrictions and Other Considerations



Total Costs

Proposed projects must have estimated construction costs of at least \$12.5 million.



Set-Asides

Fifty percent (50%) of funding shall be awarded to projects on **Federal Lands Transportation and Federal Lands Access Transportation Facilities**. Fifty percent (50%) of funding shall be awarded to projects on **Tribal Transportation Facilities**.



50%



50%

NOTE

At least one eligible project submitted for a National Park Service unit with at least three million annual visitors shall be funded.

NSFLTP Sample Grant Award

US 93 Dublin Gulch Road to Gunlock Road



Applicant: Confederated Salish and Kootenai Tribes

Location: Lake County, MT

Award: \$30,500,000

Part of a larger highway reconstruction effort, this project will rehabilitate a portion of US 93 located within the Flathead Indian Reservation that includes the Ninepipes National Wildlife Refuge and the Ninepipes Reservoir. In addition to *developing highway crossings to improve motorist safety and provide safe passage for local wildlife including grizzly bears*, the project will construct a multi-span bridge over the Ninepipes Reservoir, implement traffic safety improvements, and develop a separated multi-use path.

Sample grant award reproduced from Nationally Significant Federal Lands & Tribal Projects Program (NSFLTP) Grant Selections:
highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/programs/significant/37221/fy-2022-nsfltp-award-selectees.pdf



23 USC § 176(d)

PROTECT

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

The PROTECT discretionary grant program funds projects to improve the resilience of critical local, regional, or national surface transportation facilities to climate change, extreme weather events, and natural disasters.

The PROTECT discretionary grant program is ideal for applicants that seek to co-benefit terrestrial and aquatic habitat connectivity as part of a project to improve the resiliency of critical transportation facilities.



23 USC § 176(d)

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Amount

Up to \$1.4 billion over five years

Eligible Projects

Although wildlife infrastructure is not expressly eligible, and eligible project activities vary by grant type, PROTECT discretionary grant awards may be used to plan and construct infrastructure resiliency improvements that at the same time co-benefit aquatic and terrestrial connectivity. Examples of PROTECT projects that may offer such co-benefits include lengthening or raising bridges, increasing the size or number of drainage culverts; or integrating nature-based solutions, such as conserving, restoring or constructing riparian and streambed treatments, marshes, wetlands, native vegetation, stormwater bioswales, breakwaters, reefs, dunes, parks, urban forests, and shade trees.



Eligible Applicants

Eligibility varies by grant type.

(1) Planning; (2) Resilience Improvement; and (3) Community Resilience and Evacuation Route Grants

- A State or political subdivision of a State, including the District of Columbia and Puerto Rico
- Metropolitan Planning Organizations (MPOs)
- Local governments
- Special purpose district or transportation related public authority, including port authorities
- Indian Tribes
- Federal Land Management Agencies (FLMAs) applying jointly with one or more States
- Multistate or multijurisdictional combinations of eligible entities

(4) At-Risk Coastal Infrastructure Grants

- A State in, or bordering on, the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes
- A political subdivision of a State described above
- An MPO in a State described above
- A local government in a State described above
- A special purpose district or transportation related public authority, including a port authority, in a State described above
- An Indian Tribe in a State described above
- An FLMA applying jointly with a State or group of States described above
- A multistate or multijurisdictional group of eligible entities listed above

Selection Criteria

Specific criteria varies by grant type.

(1) Planning Grants

1. Program alignment
2. Schedule and budget
3. Public engagement, partnerships, and collaboration
4. Innovation

(2) Resilience Improvement; (3) Community Resilience and Evacuation Route; and (4) At-Risk Coastal Infrastructure Grants

1. Vulnerability and risk
2. Criticality to community
3. Design elements
4. Public engagement, partnerships, and collaboration
5. Equity and justice
6. Climate change and sustainability
7. Schedule and budget
8. Innovation

Federal Cost-Share and Match

The required match varies based on the type of facility.

In general, PROTECT discretionary grant awards may be used to pay for 80% to 100% of total eligible project costs, depending on project type, grant recipient, and other factors, as follows:

1. **(1) Planning Grants.**

Federal funding may be used to pay for 100% of eligible planning activities.



100%

2. **(2) Resilience Improvement; (3) Community Resilience and Evacuation Route; (4) At-Risk Coastal Infrastructure Grants**

Federal funding typically may be used to pay for up to 80% of total eligible project costs.



80%

Noted exceptions include the following:

1. **Indian Tribes.**

Tribal recipients of a (2) Resilience Improvement; (3) Community Resilience and Evacuation Route; or (4) At-Risk Coastal Infrastructure grant may qualify for up to 100% Federal funding.



100%

2. **Resilience Improvement Plan Priority Projects.**

The non-Federal share of a priority project included in a Resilience Improvement Plan may also be reduced by up to 10% under the following circumstances:



10%

- A reduction of 7% for projects that are prioritized within a Resilience Improvement Plan developed in accordance with Section 176(e); and
- A reduction of 3% if the Section 176(e) Resilience Improvement Plan is incorporated into the relevant metropolitan transportation plan or statewide long-range transportation plan, as appropriate.

Funding Restrictions and Other Considerations



Award Size

(1) PLANNING GRANTS

The minimum award size is \$100,000. There is no maximum.



\$100,000

MIN.

No maximum

(2) RESILIENCE IMPROVEMENT; (3) COMMUNITY RESILIENCE & EVACUATION ROUTES; AND (4) AT-RISK COASTAL INFRASTRUCTURE GRANTS

The minimum award size is \$500,000. There is no maximum.



\$500,000

MIN.

No maximum



Set-Asides

At least 25% of the total funding available each year is reserved for projects in **rural** areas.



25%

At least 2% of the total funding available each year is reserved for **Indian Tribes**.



2%

PROTECT Sample Grant Award

US 101: Butte Creek Culvert Replacement Project



Applicant: Oregon Department of Transportation

Grant type: Resilience Improvement

Location: Between Tillamook and Lincoln City, OR

Award: \$6,100,000

Oregon Department of Transportation was selected during the inaugural round of PROTECT funding to receive \$6.1 million to replace an existing culvert under Highway 101 with a new bridge over Butte Creek that will better handle the effects of flooding and rising sea levels. Located between Tillamook and Lincoln City, the project will also co-benefit wildlife and habitat connectivity by including a new stream-crossing feature to allow unrestricted migration of native migratory fish.

Sample grant award reproduced from PROTECT Discretionary Grant Program FY22-23 Award Recipients: www.fhwa.dot.gov/environment/protect/discretionary/grant_recipients/



49 USC § 6702

RAISE Rebuilding American Infrastructure with Sustainability and Equity

The RAISE program funds surface transportation improvement projects that will have a significant local or regional impact.

This program is ideal for applicants seeking to reduce wildlife-vehicle collisions or improve aquatic habitat at-scale by integrating wildlife crossings or bundling culvert repairs or replacements into a locally or regionally significant transportation improvement project.



49 USC § 6702

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Amount

Up to \$7.5 billion over five years, with the potential for additional annual appropriations

Eligible Projects

Funding is available for both planning and capital projects to improve surface transportation facilities, including wildlife-related elements of eligible highway, bridge, or other roadway projects; public transportation projects; passenger or freight rail projects; port, airport, or inter-modal projects; improvements in Federally owned or maintained surface transportation facilities located on Tribal lands; or projects to improve aquatic habitat while advancing the goals of RAISE by replacing or rehabilitating culverts or preventing stormwater runoff.



Eligible Applicants

- States and the District of Columbia
- U.S. territories or possessions
- Indian Tribes or consortia of such Tribes
- Local governments
- State-established public agencies or publicly-chartered authorities
- Special purpose districts or public authorities with a transportation function, including ports
- Transit agencies
- Multistate or multijurisdictional applicants that are otherwise separately eligible

Selection Criteria

In addition to meeting applicable cost-effectiveness and project readiness requirements, projects will be assessed based on the following merit selection criteria:

1. Safety
2. Environmental sustainability
3. Quality of life
4. Mobility and community connectivity
5. Economic competitiveness and opportunity
6. State of good repair
7. Partnerships and collaboration
8. Innovation

Federal Cost-Share and Match

The required match varies based on the type of facility.

Projects located in **rural** areas (defined as having a population of 200,000 residents or less) and **historically disadvantaged communities or areas of persistent poverty** may use Federal funds to pay for up to 100% of total project costs, with no required match.



100%



100%

Projects located in **urban** areas (defined as having a population of greater than 200,000) that are not located in an historically disadvantaged community or area of persistent poverty may use Federal funds to pay for up to 80% of total project costs, with a required match of 20%.



80%

Funding Restrictions and Other Considerations



Award Size

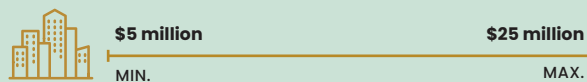
PLANNING PROJECTS

Total grant awards may not exceed \$25 million. *Grant size limitations for RAISE projects funded by annual appropriations may differ from those funded under the IIJA.*



CAPITAL PROJECTS

Grant awards for RAISE capital projects must be at least \$5 million in **urban** areas or at least \$1 million in **rural** areas.



Pronghorn antelope using overpasses at Trappers Point near Pinedale, Wyoming. Image courtesy of Darin Martens

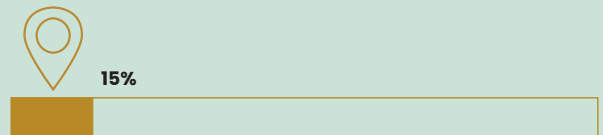


Set-Asides

Urban and **rural** areas may each receive up to 50% of the total funding available each year.



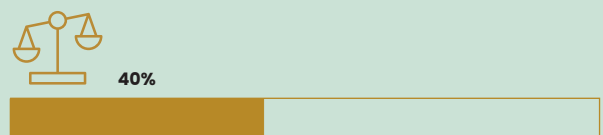
No **single state** may receive more than 15% of total funding available during a single year.



At least 5% of the total funding available each year shall be awarded for the **planning**, preparation, or design of eligible projects.



At least 1% of the total funding available each year must be awarded to projects in **historically disadvantaged communities or areas of persistent poverty**; however, to the extent possible, the U.S. Department of Transportation seeks to fund projects that target at least 40% of benefits and resources toward low-income, disadvantaged, overburdened, or underserved communities.



RAISE Sample Grant Awards

Juneau Douglas North Crossing Project



Applicant: City and Borough of Juneau
Location: Juneau, AK
Award: \$16,500,000

This project includes the final design of a bridge between Douglas Island and the Alaskan mainland. As a crucial part of this project, more than 40 culverts will be redesigned to improve fish passage. This project will improve quality of life for inhabitants while *improving aquatic connectivity*.

N15 Highway Reconstruction



Applicant: Navajo Nation
Location: Apache County, AZ
Award: \$20,000,000

This project will reconstruct approximately 7.1 miles of BIA Route N15 from Sunrise Springs to Cornfields by widening the roadway, adding a shoulder, *elevating the roadway, improving drainage structures, and installing livestock underpasses*. The project area experiences a high number of lane departure, road departure, and wildlife-related crashes. The project will improve safety and state of good repair by installing guardrails for steep side slopes, cattle guards, and underpasses to keep livestock off the roadway. It improves state of good repair by addressing rutting and installing properly sized culverts.

Davis Road Planning Project



Applicant: Cochise County
Location: Cochise County, AZ
Award: \$2,100,000

The project seeks to *mitigate safety incidents related to vehicles, pedestrians, and local wildlife along the corridor*, and will incorporate specific actions from the National Highway Safety Council. The project will solve flooding issues on Davis Road and reduce total vehicle emissions, in addition to bringing the roadway into a state of good repair.

Mill Creek Highway Safety Project



Applicant: Anaconda-Deer Lodge County
Location: Anaconda-Deer Lodge County, MT
Award: \$19,300,000

This project will fund the reconstruction of approximately five miles of Highway 569 North with increased travel lane and shoulder widths. The project will also address curved radii, steep elevations, and correctable slopes, as well as install guardrails, culvert and stormwater facilities, rumble strips, safety and *wildlife crossing signage*, and upgraded pavement markings. In addition, the project will increase the resilience of at-risk infrastructure by replacing culverts to improve the passage of aquatic species, particularly the native fish in the region. This will also avoid adverse environmental impacts to water quality, wetlands, and endangered species from road runoff and sliding hazards.

Dry Piney Creek Wildlife Habitat Connectivity Project



Applicant: Wyoming Department of Transportation
Location: Nugget Canyon, WY
Award: \$14,500,000

Various applicants have submitted proposals to RAISE's predecessors, BUILD and, before that, TIGER, seeking funding for wildlife infrastructure. While earlier proposals were not successful, Wyoming was awarded \$14.5 million in BUILD funding in 2019 for the Dry Piney Creek Wildlife Habitat Connectivity Project, which entailed *construction of a network of wildlife crossings and associated fencing, jump-outs and other improvements along a 19-mile stretch of US 189 between La Barge and Big Piney, Woming*. Breaking ground in May of 2022, the project was completed in October 2023.



23 USC § 173

RURAL

Rural Surface Transportation Grant Program

The Rural program funds transportation infrastructure projects that serve to advance safety, expand economic opportunities, and improve the quality of life in rural areas.

This program is ideal for applicants seeking to deploy wildlife infrastructure or other appropriate measures aimed at reducing wildlife-vehicle collisions in rural areas.



23 USC § 173

Rural Surface Transportation Grant Program (Rural)

Amount

Up to \$2 billion over five years

Eligible Projects

Rather than establish an independent list of eligible projects, Rural provides funding for activities that are otherwise eligible under several existing Federal programs, including the following wildlife-related projects: construction of wildlife crossing structures; projects and strategies aimed at reducing wildlife-vehicle collisions (WVCs), including certain project-related costs, such as planning, design, preventative maintenance, and monitoring; environmental mitigation to reduce wildlife mortality due to vehicles or to restore and maintain terrestrial and aquatic habitat connectivity; activities to reduce the effect of roadways on or adjacent to Tribal lands on wildlife, aquatic passage, habitat, and ecosystem connectivity, including projects to construct, maintain, replace, or remove culverts or bridges; and projects to add or retrofit infrastructure or other measures aimed at reducing WVCs.



Eligible Applicants

- States
- Regional Transportation Planning Organizations
- Local governments
- Tribes or groups of Tribes
- Multijurisdictional groups of applicants that are otherwise separately eligible

In addition, Metropolitan Planning Organizations (MPOs) may apply for eligible Rural projects within the MPO that are outside of an urban area.

Selection Criteria

In addition to demonstrating compliance with statutory requirements, including financial completeness, cost-effectiveness (defined as a benefit-cost ratio of greater than one), and project readiness (including the ability to begin construction within 18 months of funding being obligated), projects will be evaluated based on the following criteria:

1. Safety
2. State of good repair
3. Economic impacts, freight movement, and job creation
4. Climate change, resiliency, and the environment
5. Equity, multimodal options, and quality of life
6. Innovation in technology, project delivery, or financing

Federal Cost-Share and Match

The required match varies based on location.

In general, Federal funds may be used to pay for up to 80% of project costs, except for certain projects on the **Appalachian Development Highway System (ADHS)** and the **Denali Access System Program (DASP)**, which may apply for up to 100% Federal funding. Federal funds from other sources may be used to satisfy the required non-Rural match.



80%



100%

Funding Restrictions and Other Considerations



Start Date

Preliminary engineering must be completed, and construction must be expected to begin no later than 18 months after grant funds are obligated.



Award Size

With the exception of Small Projects, Rural grant awards must be at least \$25 million.

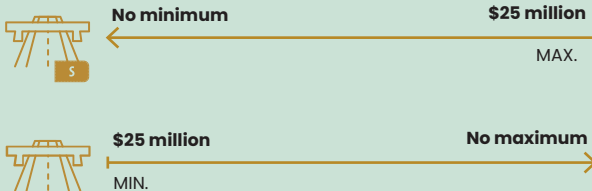


Image courtesy of Patricia White.



Set-Asides

At least 90% of the total funding available each year is reserved for projects of at least \$25 million. Up to 10% of the total funding available each year is reserved for **Small Projects**, which are defined as projects seeking less than \$25 million in funding.



90%



10%

Twenty-five percent (25%) of total funding available each year is reserved for projects aiding in the completion of select routes on the **Appalachian Development Highway System (ADHS)**.



25%

Fifteen percent (15%) of total funding available each year is reserved for projects located in states that have a greater than average number of fatalities due to **rural roadway lane departures**.



15%

Rural Sample Grant Awards

NOTE

Review of FY22–24 Rural Surface Transportation Grant Program award recipients did not reveal any sample grant awards integrating wildlife connectivity considerations.



23 USC § 202(e)

TTPSF Tribal Transportation Program Safety Fund

TTPSF funds highway safety planning and capital projects that seek to address transportation safety issues and opportunities on Tribal lands.

This program is ideal for applicants seeking to reduce wildlife-vehicle collisions on Tribal lands.



23 USC § 202(e)

Tribal Transportation Program Safety Fund (TTPSF)

Amount

Up to \$120 million over five years

Eligible Projects

Funding is available for wildlife-related Tribal transportation safety planning; data assessment, improvement, and analysis activities; and projects that correct or improve a roadway hazard or address a highway safety problem, including the addition or retrofitting of structures or other measures to eliminate or reduce wildlife-vehicle collisions.



Eligible Applicants

- Indian Tribes

Selection Criteria

Specific criteria vary by grant type.

Transportation Safety Plans

All requests that seek to either (1) develop a new transportation safety plan; or (2) update an existing plan that is at least three years old will receive a rating of “Highly Qualified.” Proposals that seek to update a plan that is less than three years old will be rated “Not Qualified.”

Data Assessment, Improvement, and Analysis Activities

1. Strategic safety planning
2. Supporting safety data
3. Facility ownership

Systemic Roadway Departure Countermeasures

1. Strategic safety planning
2. Supporting safety data
3. Systemic prioritization
4. Facility ownership

Infrastructure Improvement and Other Eligible Activities

1. Strategic safety planning
2. Supporting safety data
3. Facility ownership
4. Expected crash reduction
5. Time elapsed since previous TTPSF construction award

Federal Cost-Share and Match

No match is required; however, if the total amount of “Highly Qualified” and “Qualified” applications exceed the total amount of funding available, projects that commit additional funds may be prioritized.



100%

Funding Restrictions and Other Considerations



Award Size

SAFETY PLANS

TTPSF emphasizes the development of strategic **transportation safety plans** using a data-driven process and provides up to \$15,000 to develop a new Tribal transportation safety plan, or up to \$10,000 to update an existing transportation safety plan that is more than three years old. A safety plan or other safety study is needed to apply for implementation funding.

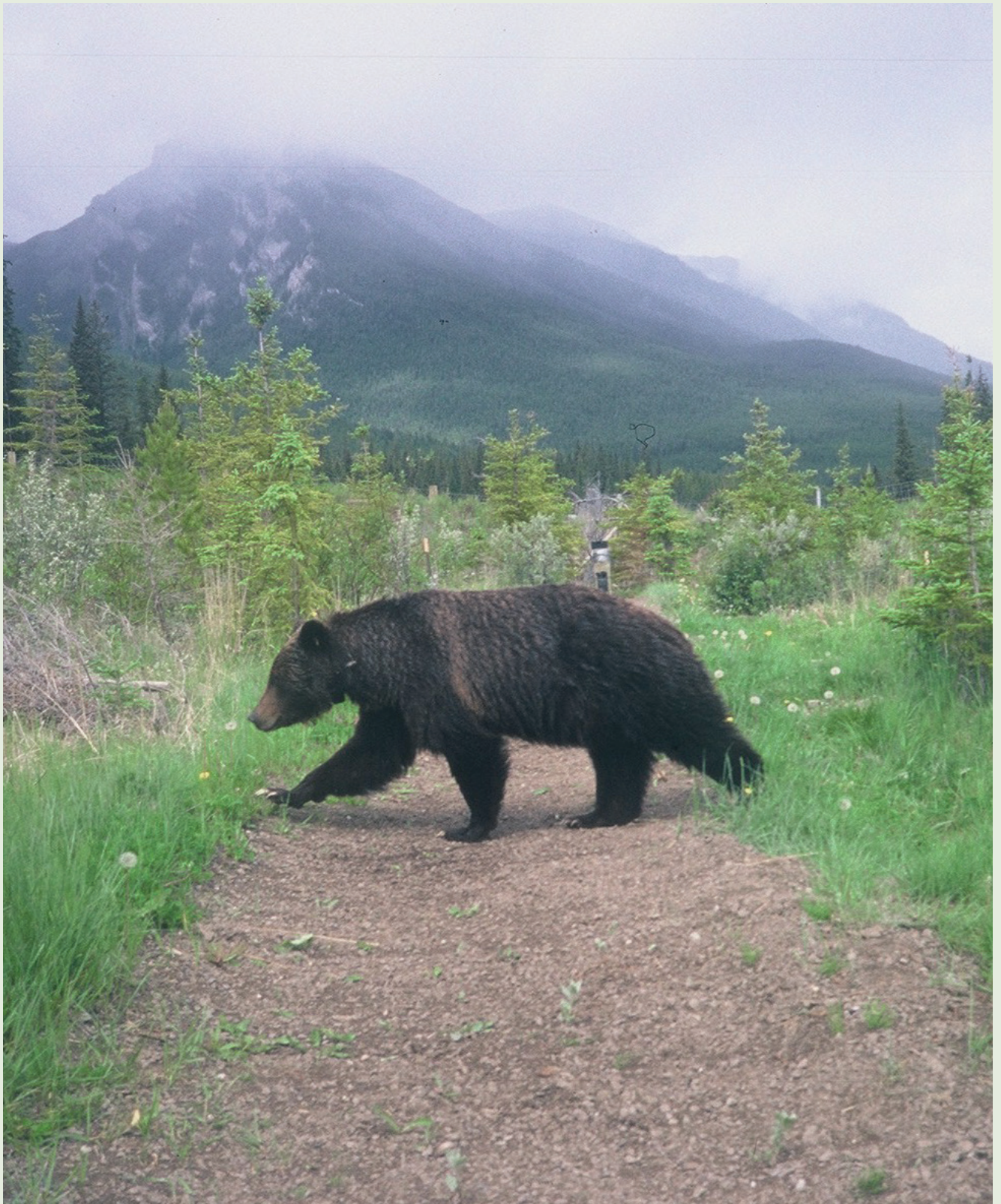


Image courtesy of Tony Clevenger.

TTPSF Sample Grant Award

Blackfeet Animal-Vehicle Collision Reduction Master Plan



Applicant: Blackfeet Nation

Location: Glacier County and Pondera County, MT

Award: \$140,000

This project represents the *first Reservation-wide animal-vehicle collision (AVC) study, which identifies, prioritizes, and proposes mitigation measures for road stretches with the highest incidence of AVCs*. In addition to crash and carcass data, the resulting plan incorporates animal movement data and connectivity modeling output to identify areas on the Reservation with the greatest conservation value, where preserving connectivity across roads is critical for wildlife, and where wildlife are most likely to cross roads and encounter vehicle traffic. The final plan provides a blueprint for the Blackfeet Nation to propose specific AVC reduction mitigation projects for further development, design, and construction.

Statutory and Formula Allocation Programs

Federal funding for the eight programs covered in this section of the guide is “apportioned” or distributed to State, Tribal, or Federal Lands Transportation Agencies based on program-specific appropriations and funding distribution formulas set by Congress.¹ For these programs, agency decision-makers are authorized to spend Federal dollars on eligible transportation planning and projects based on program-specific criteria and identified needs and priorities.

In most cases, programming decisions are made internally by the funding recipient in consultation with other highway, wildlife, and natural resource agencies and interested stakeholders; two exceptions are the Transportation Alternatives and Federal Lands Access programs, which employ a statewide grant process to identify and select projects for funding. As a result, in contrast to discretionary grant programs that operate nationwide, decisions about how, when, and where to invest statutory and formula allocation program funding are made closer to home.

Although agency processes vary, there are a handful of common practices that may help practitioners and other interested stakeholders assess whether and how their communities are using statutory and formula allocation funding to address wildlife-vehicle collisions (WVCs), as a first step toward proactively engaging decision-makers on priority wildlife-related projects. Foremost is the requirement that States, Tribes, and Federal land managers develop and make publicly available long-range transportation plans and short-range transportation improvement programs.² Long-range plans, for example, must discuss potential environmental mitigation measures, including potential mitigation areas and activities likely to have the greatest effect on restoring and maintaining environmental functions affected by the plan.³ Similarly, transportation improvement programs must include a list of upcoming highway projects, which may include “low-hanging fruit” opportunities to integrate wildlife considerations.⁴ While not required, States are also authorized to develop programmatic mitigation plans to address the potential

environmental impacts of future transportation projects on a regional, ecosystem, watershed, or statewide scale; these plans may encompass multiple resources within a defined geography, or focus on a specific resource, such as parkland, aquatic, or wildlife habitat.⁵

While no “one-size-fits-all,” key strategies that have proven successful in elevating the issue of WVCs with agency decision-makers include the following:

- Ensure that WVCs and the detrimental effects of roads on aquatic and terrestrial connectivity are addressed within the relevant agency’s long-range transportation plan and short-range transportation improvement program.
- Seek to raise agency awareness about the proven role of wildlife infrastructure in reducing WVCs and the public safety benefits anticipated to accrue from investing in appropriate measures to mitigate priority WVC “hot spots.”
- Meet regularly with agency representatives to identify where planned future construction projects overlap with known WVC “hot spots.”
- Explore opportunities to make it “standard operating procedure” for wildlife to be considered early during project scoping and planning.
- Get involved with an existing coalition or convene a new public-private partnership to identify and holistically address WVCs within your community, including collaboratively planning, funding, and building wildlife crossing structures and related infrastructure wherever needed.
- Work with public, private, and philanthropic leaders to explore how best to advance wildlife-friendly practices and policies, including dedicated funding to reduce WVCs and improve habitat connectivity across roads.⁶

Bridge Formula Program

IJA § 11108(a)(2)(A)

SUMMARY

Bridge Formula Program funding may be used to pay for the replacement, rehabilitation, preservation, protection, or construction of bridges on public roads.⁷

AMOUNT

\$27.5 billion over five years

ELIGIBLE PROJECTS

Funding is available for projects to replace, rehabilitate, preserve, protect, or construct bridges (including both on- and off-system bridges), as well as to make improvements to reduce wildlife-vehicle collisions during bridge construction projects.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Each state shall receive a minimum allocation of at least \$45 million per fiscal year.
- \$165 million per fiscal year is set aside for Tribal Transportation Facility Bridges.
- Projects involving off-system bridges owned by Tribes or localities qualify for 100% Federal funding, with no required local or Tribal match.

Highway Safety Improvement Program

23 USC § 148

SUMMARY

Highway Safety Improvement (HISP) funding may be used to pay for projects to reduce traffic fatalities and serious injuries on all public roads.

AMOUNT

\$15.6 billion over five years

ELIGIBLE PROJECTS

Eligible wildlife-related projects include the addition or retrofitting of structures or other measures to improve safety by eliminating or reducing crashes involving vehicles and wildlife.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- The HISP requires States to use these funds for safety projects consistent with their highway safety plans.
- In producing these plans, State DOTs are required to consult with other State, Federal, Tribal, regional, and local stakeholders to develop a series of strategies and countermeasures aimed at reducing or eliminating identified safety hazards based on traffic, crash, and roadway safety data, as well as other relevant considerations.
- *Sample Grant Award:* The [Colorado Highway 160](#) project includes a network of 24 planned wildlife structures aimed at reducing crashes involving mule deer and elk as well as smaller animals along a 20-mile segment of Highway 160 near Durango, CO. Eighty percent of funding for an underpass implemented as part of this project came from the HISP, which was supplemented by a 20% state/local match.

Surface Transportation Block Grant Program

23 USC § 133

SUMMARY

The Surface Transportation Block Grant Program provides flexible funding for State and local governments to pay for surface transportation projects on Federal-aid highways.

AMOUNT

\$64.8 billion over five years (excluding Transportation Alternatives Program)

ELIGIBLE PROJECTS

Eligible wildlife-related projects include (1) construction of wildlife crossing structures and (2) projects and strategies to reduce wildlife-vehicle collisions (WVCs), including planning, design, construction, monitoring, and preventative maintenance. Protective features aimed at enhancing the resilience of eligible transportation facilities, including natural infrastructure, are also eligible for funding.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Funding is available for bridge projects on any public road and for highway projects on the approximately one million miles of Federal-aid highways.⁸
- One of the largest sources of Federal transportation funding, this program constitutes an important potential source of funding for wildlife infrastructure and other strategies to reduce WVCs on State, Tribal, and local roads, bridges, and other eligible facilities.

Transportation Alternatives Program

23 USC § 133(h)

SUMMARY

Transportation Alternatives Program (TAP) funding may be used to pay for measures to mitigate the effects of highways on wildlife mortality, or to restore and maintain habitat connectivity across roads.⁹

AMOUNT

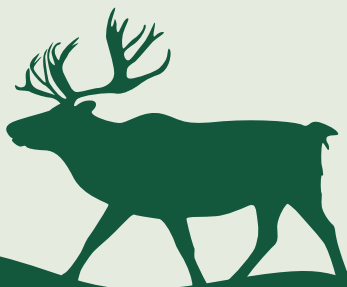
\$7.2 billion over five years

ELIGIBLE PROJECTS

Eligible wildlife-related projects include environmental mitigation to reduce highway-related wildlife mortality or to restore and maintain connectivity among aquatic or terrestrial habitats.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Funding from TAP is unique because it focuses on activities aimed at either reducing wildlife mortality caused by highways (untethered from public safety), or restoring and maintaining aquatic or terrestrial habitat connectivity across roads.
- This funding is also unique in that it requires States to employ a competitive grant process for local governments and other entities eligible to apply for funding.
- States may suballocate up to 100% of funds to local governments.
- Non-profit entities are eligible to apply directly for funding.
- *Sample Grant Award:* The [Monkton Amphibian Crossings](#) in Vermont were partially funded through TAP funds.



Federal Lands Transportation Program

23 USC § 203

SUMMARY

Federal Lands Transportation Program (FLTP) funds may be used to pay for projects on Federal Lands Transportation Facilities owned and maintained by FLMAs, including primarily the National Park Service, Forest Service, Fish and Wildlife Service, Corps of Engineers, Bureau of Land Management, and Bureau of Reclamation, as well other eligible projects on public roads that are within, adjacent to, or provide access to Federal lands.

AMOUNT

\$2.2 billion over five years

ELIGIBLE PROJECTS

Eligible wildlife-related projects include environmental mitigation to increase public safety and reduce highway-related wildlife mortality while maintaining habitat connectivity or to mitigate damage to wildlife, aquatic passage, habitat, and ecosystem connectivity, including constructing, maintaining, replacing, or removing culverts and bridges.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Funds are allocated on the basis of need as determined by the USDOT in consultation with FLMAs and in coordination with their required transportation plans.
- Over the five-year term of the Infrastructure Investment and Jobs Act, the National Park Service receives the largest share of FLTP funds (~\$1.7 billion), followed by the Fish and Wildlife Service (\$180 million), and the Forest Service (\$130 million).
- There is a cap of \$20 million per fiscal year for eligible FLTP activities aimed at improving public safety and reducing vehicle-caused wildlife mortality while maintaining habitat connectivity.
- *Sample Grant Award:* Wildlife crossings to support [ocelot movement](#) near Laguna Atascosa Wildlife Refuge in south Texas have been partially funded through FLTP.

Federal Lands Access Program

23 USC § 204

SUMMARY

The Federal Lands Access Program (FLAP) provides funding for projects to improve Federal Lands Access Transportation Facilities owned or maintained by a State, Tribe, or locality that are within, adjacent to, or provide access to Federal lands.¹⁰

AMOUNT

\$1.5 billion over five years

ELIGIBLE PROJECTS

Eligible wildlife-related projects include environmental mitigation to improve public safety and reduce wildlife mortality due to roads, while maintaining habitat connectivity.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Funding is allocated by formula among States with Federal lands.
- A competitive selection process is conducted at the State level by a Programming Decision Committee (PDC), with a preference for projects associated with high-use Federal recreation sites or economic generators.
- FLAP and the Federal Lands Transportation Program (FLTP) complement each other. FLAP provides funds for State and local roads that access the Federal estate, while FLTP funds transportation infrastructure owned and maintained by Federal Land Management Agencies.
- *Sample Grant Award:* Idaho's first wildlife overpass on [State Highway 21](#) was funded through a FLAP grant.



Tribal Transportation Program

23 USC § 202

SUMMARY

The Tribal Transportation Program (TTP) is the largest source of Federal transportation funding for projects that provide access to basic community services and enhance the quality of life on Tribal lands.¹¹

AMOUNT

\$3 billion over five years

ELIGIBLE PROJECTS

Eligible wildlife-related projects include environmental mitigation to increase public safety and reduce highway-related wildlife mortality while maintaining habitat connectivity or to mitigate damage to wildlife, aquatic passage, habitat, and ecosystem connectivity, including constructing, maintaining, replacing, or removing culverts and bridges.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- TTP funding is unique in that it may be used for activities to mitigate damage to wildlife, aquatic passage, habitat, and ecosystem connectivity on Tribal lands.
- Up to 2% of funding for each fiscal year may be allocated among Tribes seeking to undertake Tribal transportation planning.
- Up to 4% of funding for each fiscal year shall be allocated to the Tribal Transportation Program Safety Fund (TTPSF), which employs a competitive grant process for Tribal applicants seeking to address identified highway safety issues on Tribal lands.
- *Sample Grant Award:* The [Colorado Highway 160](#) project includes a network of 24 planned wildlife structures aimed at reducing crashes involving mule deer and elk as well as smaller animals along a 20-mile segment of Highway 160 near Durango, CO. This project was funded in part through TTP.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

23 USC § 176(c)

SUMMARY

As with the PROTECT discretionary grant, the PROTECT formula program provides enhanced opportunities to upsize culverts and bridges to the potential benefit of terrestrial and aquatic connectivity, where doing so would improve infrastructure resiliency.

AMOUNT

\$7.3 billion over five years

ELIGIBLE PROJECTS

Although wildlife infrastructure is not expressly eligible, and eligible project activities vary by grant type, PROTECT formula program funds generally may be used to plan and construct infrastructure resiliency improvements that at the same time may co-benefit terrestrial and aquatic connectivity. Examples of such projects include lengthening or raising bridges, increasing the size or number of drainage culverts, or integrating nature-based solutions.

FUNDING RESTRICTIONS AND OTHER CONSIDERATIONS

- Aimed at increasing infrastructure resiliency to weather events and natural disasters, the PROTECT formula program supports most of the same activities as the discretionary grant program, including activities to improve the resilience of existing surface transportation assets in the face of extreme weather events, natural disasters, or other changing conditions, including sea level rise, flooding, and wildfires.
- Projects involving natural infrastructure and protective features may offer cost-effective opportunities to protect transportation assets and improve ecosystem conditions by ensuring adequate hydrologic flows in rivers and estuarine systems.

Additional Information

Sample Application Review and Rating

The following section illustrates the various elements of a typical discretionary grant application review and rating process. *Future application review and rating protocols may differ from the outcomes, merit criteria, and assessment rubrics described in this section.*

Overview

In addition to meeting applicable cost-effectiveness and project readiness requirements, discretionary grant proposals are assessed based on program-specific evaluation criteria. Sample criteria vary by program but often include a subset of the following:

1. Safety
2. Environmental sustainability
3. Quality of life
4. Mobility and community connectivity
5. Economic competitiveness and opportunity
6. State of good repair
7. Partnerships and collaboration
8. Innovation

To provide insight into the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) processes for reviewing and assessing discretionary grant proposals, the following summary illustrates the competitive grant process for two programs:

1. [Rural Surface Transportation Grant Program \(Rural\)](#), which is overseen by USDOT, and
2. [Wildlife Crossings Pilot Program \(WCPP\)](#), which is overseen by FHWA.

Sample Application Review and Rating

Rural Surface Transportation

Grant Program (Rural)

The Rural Surface Transportation Grant Program (Rural) application review and rating system is described below.

Criteria Evaluation

1. An evaluation of outcome areas will result in a rating of “3” to “0” based on the following rubric:

RATING OF “3”	RATING OF “2”	RATING OF “1”	RATING OF “0”
The outcome is a primary purpose of the project and results in clear and direct, data-driven, and significant benefits to the outcome area.	The project results in identified benefits to the outcome area, but is not a primary purpose of the project, or doesn’t otherwise warrant a rating of “3.”	The application contains insufficient information to assess its effect on the outcome area.	The project negatively affects the outcome area.

2. A project ranking of “High” to “Low” will be assigned based on the following:

HIGH	MEDIUM-HIGH	MEDIUM	MEDIUM-LOW	LOW
To receive a rating of “High,” the project must receive an evaluation criteria score of at least three “3s,” no “1s,” and no “0s.”	To receive a rating of “Medium-High,” the project must receive an evaluation criteria score of at least one “3,” fewer than two “1s,” and no “0s.”	To receive a rating of “Medium,” the project must receive an evaluation criteria score of no “3s,” fewer than two “1s,” and no “0s.”	To receive a rating of “Medium-Low,” the project must receive two “1s” and no “0s.”	To receive a rating of “Low,” the project must receive an evaluation criteria score of three or more “1s” or any “0s.”

Although projects are not *required* to score highly on each evaluation criterion, projects that are able to demonstrate clear, direct, data-driven, and significant benefits for the greatest number of categories will score the highest rating.

Review, Overall Application Rating, and Selection

Upon completion of the *project evaluation criteria, economic analysis, and project readiness assessments*, each eligible project will be assigned an overall rating of “Highly Recommended,” “Recommended,” or “Not Recommended,” as described below:

HIGHLY RECOMMENDED	RECOMMENDED	NOT RECOMMENDED
<p>Assigned to a project that:</p> <ul style="list-style-type: none">meets all the statutory requirements for an award; and receives a “High” rating for (1) all project evaluation criteria, (2) economic analysis; and (3) project readiness; ormeets all the statutory requirements for an award and is otherwise determined to be an exemplary project of national or regional significance that generates significant benefits in one of the project evaluation areas.	<p>Assigned to a project that:</p> <ul style="list-style-type: none">meets all the statutory requirements for an award; andis not otherwise assigned a “Highly Recommended” or “Not Recommended” rating.	<p>Assigned to a project that:</p> <ul style="list-style-type: none">does not meet one or more statutory requirements for an award or additional information is required to confirm compliance with one or more statutory requirements; orreceives a “Low” rating for one or more of the project evaluation criteria, economic analysis, or project readiness; oris otherwise identified as not suitable for a grant award.

Once all eligible projects have been assessed and assigned an overall rating, a list of “Highly Recommended” Projects for Consideration will be generated and reviewed to determine whether sufficient projects are included to meet required program set-asides.

In the event any requirements are not met by the list of “Highly Recommended” projects, “Recommended” projects may be added to the list of Projects for Consideration under the following circumstances:

- the project directly addresses an identified program deficiency regarding set-asides or other requirements, and
- all similarly-situated “Recommended” projects are treated the same.

The final list of Projects for Consideration are presented to the USDOT Secretary, who selects the final projects for awards.

Sample Application Review and Rating

Wildlife Crossings Pilot Program (WCPP)

The Wildlife Crossings Pilot Program (WCPP) application review and rating system is described below.

Criteria Evaluation

Primary Merit Criteria

Using the data and information provided by the applicant, FHWA will first score applications against the two Primary Merit Criteria using ratings of “Strong Alignment,” “Alignment,” or “No Alignment,” as described below.

PRIMARY MERIT CRITERIA 1.1: REDUCTION OF WILDLIFE-VEHICLE COLLISIONS (WVCs)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project will significantly improve safety by reducing WVCs.	The project will moderately improve safety by reducing WVCs.	The project does not demonstrate or poorly demonstrates that it will improve safety by reducing WVCs.

PRIMARY MERIT CRITERIA 1.2: IMPROVEMENT OF TERRESTRIAL OR AQUATIC HABITAT CONNECTIVITY

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project will significantly improve wildlife habitat connectivity.	The project will moderately improve wildlife habitat connectivity.	The project does not demonstrate or poorly demonstrates an improvement to wildlife habitat connectivity.

Secondary Merit Criteria

Applications that receive a ranking of either “Strong Alignment” or “Alignment” in both Primary Merit Criterion #1.1 and #1.2 will be evaluated against the following Secondary Merit Criteria.

SECONDARY MERIT CRITERIA 2.1: LEVERAGING INVESTMENTS
(including public-private partnerships)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project will substantially leverage dedicated non-Federal contributions above the required non-Federal share.	The project will leverage dedicated non-Federal contributions above the required non-Federal share.	The project does not document or poorly documents that it includes dedicated non-Federal contributions above the required non-Federal share..

SECONDARY MERIT CRITERIA 2.2: ECONOMIC DEVELOPMENT AND VISITATION OPPORTUNITIES

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project will support the local economy and improve visitation opportunities.	The project will either support the local economy or improve visitation opportunities.	The project does not demonstrate or poorly demonstrates that it supports the local economy or improves visitation opportunities.

SECONDARY MERIT CRITERIA 2.3: INNOVATION

(including innovative technologies, advanced design techniques, and other innovative strategies to reduce WVCs and improve habitat connectivity)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project will use one new technology or innovation that is expected to substantially enhance its efficiency and effectiveness.	The project will use one new technology or innovation that is expected to enhance its efficiency and effectiveness.	The project does not demonstrate or poorly demonstrates that it will use new or innovative technologies expected to enhance its efficiency and effectiveness..

SECONDARY MERIT CRITERIA 2.4: EDUCATION AND OUTREACH

(including how the project will engage and educate the public on WVCs, motorist safety, or habitat connectivity)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project describes how it will effectively and equitably engage and educate the public.	The project describes how it plans to engage the public.	The project does not demonstrate or poorly demonstrates a plan for public engagement.

SECONDARY MERIT CRITERIA 2.5: MONITORING AND RESEARCH

(including a plan to effectively monitor and evaluate the project's effect on WVCs or habitat connectivity)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project includes an effective plan to monitor, evaluate, and report on WVCs or habitat connectivity.	The project includes data collection and monitoring efforts.	The project does not demonstrate or poorly demonstrates data collection or monitoring efforts.

SECONDARY MERIT CRITERIA 2.6: SURVIVAL OF SPECIES

(including whether the project is expected to significantly benefit Federally-listed threatened or endangered species, or proposed or candidate species for listing)

STRONG ALIGNMENT	ALIGNMENT	NO ALIGNMENT
The project is expected to directly benefit one or more federally threatened, endangered, proposed, or candidate species.	The project is expected to indirectly benefit or may provide direct benefits in the future for one or more federally threatened, endangered, proposed, or candidate species.	The project does not demonstrate or poorly demonstrates a benefit to one or more federally threatened, endangered, proposed, or candidate species.

Project Readiness

Applications that are “Strongly Recommended” or “Recommended” in both Primary Merit and Secondary Merit Criteria will be assessed for Project Readiness based on a three-part evaluation that will be combined into an overall rating of “High,” “Medium,” or “Low”:

1. **Technical Assessment**

Using a rating of “Certain,” “Somewhat Certain,” “Uncertain”

2. **Environmental Review and Permitting Risk**

Using a rating of “Low Risk,” “Moderate Risk,” “High Risk”

3. **Financial Completeness**

Using a rating of “Complete,” “Partially Complete,” “Incomplete”

Review and Selection

The Review and Selection process consists of four steps:

1. **Intake and Eligibility Review**

The Technical Evaluation Team will undertake an intake and eligibility review to confirm compliance with statutory eligibility requirements, including applicant eligibility and submission of a complete application by the deadline. Applications that are not eligible will be given a rating of “Not Eligible” and will receive no further evaluation.

2. **Technical Review**

The Technical Evaluation Team will provide all “Highly Recommended” and “Recommended” applications to the Senior-Level Review Team, based on the following rubric.

RUBRIC #1: PRIMARY MERIT CRITERIA

The Technical Evaluation Team will assess the project’s alignment with the Primary Merit Criteria based on the data and information provided in the application and will translate those ratings into an overall Primary Merit Criteria ranking of “Strongly Recommended,” “Recommended,” or “Not Recommended.” Applications rated as “Not Recommended” for the Primary Merit Criteria will not receive funding during this cycle.

RUBRIC #2: SECONDARY MERIT CRITERIA

The Technical Evaluation Team will then assess applications rated “Strongly Recommended” or “Recommended” in the Primary Merit Criteria against each of the six Secondary Merit Criteria. Individual Secondary Merit Selection Criterion ratings will be translated into an overall Secondary Merit Criteria ranking of “Strongly Recommended,” “Recommended,” or “Not Recommended.” Applications rated as “Not Recommended” for the Secondary Merit Criteria will not receive funding during this cycle.

PROJECT READINESS EVALUATION

Applications that are “Strongly Recommended” or “Recommended” from the Primary Merit Criteria and Secondary Merit Criteria will undergo a Project Readiness Evaluation and receive an overall Project Readiness rating of “High,” “Medium,” or “Low.” Applications that receive a rating of “Low” for their Project Readiness rating will not receive funding during this cycle.

OVERALL RATING

The Technical Evaluation Team will assign an Overall Rating based on the review as follows:

HIGHLY RECOMMENDED	RECOMMENDED	NOT RECOMMENDED
Applications will have ratings of: <ol style="list-style-type: none">1. "Strongly Recommended" in Primary Merit Criteria;2. Either "Strongly Recommended" or "Recommended" in Secondary Merit Criteria; and3. Either "High" or "Medium" in Project Readiness.	Applications will have ratings of: <ol style="list-style-type: none">1. "Recommended" in Primary Merit Criteria;2. Either "Strongly Recommended" or "Recommended" in Secondary Merit Criteria; and3. Either "High" or "Medium" in Project Readiness.	Applications will have ratings of: <ol style="list-style-type: none">1. "Not Recommended" in Primary Merit Criteria;2. "Not Recommended" in Secondary Merit Criteria; or3. "Low" in Project Readiness.

3. Senior-Level Review Team

The Senior-Level Review Team will advance as many "Highly Recommended" applications as possible to the FHWA Administrator for potential grant awards, consistent with the statutory requirement that 60% of available funds be awarded to projects in rural areas. The Senior-Level Review Team may also advance "Recommended" applications, or advance a "Recommended" project over a "Highly Recommended" project, based on:

- A. How the application meets USDOT priority Selection Considerations, including Safety; Climate change and sustainability; Equity; and Workforce development, job quality, and wealth creation;
- B. Primary and Secondary Merit rankings for individual criterion;
- C. Project Readiness; and
- D. Geographic diversity (consistent with the requirement that 60% of funds go to projects in rural areas)

The Senior-Level Review Team may also offer guidance on options for reduced awards or for awards from a different funding opportunity.

4. FHWA Administrator Selections

From the list of applications advanced by the Senior-Level Review Team, the FHWA Administrator will make final project selections based on those applications that best address the goals of the pilot program, priority Selection Considerations, geographic diversity, while ensuring the effective use of Federal funding.

Snapshot Guide

Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment and Jobs Act

Program Name	Amount [†] (FY22-26)	Eligible Applicants					New, Expanded, or Existing	Proce
		FLMAs	TRIBE	STATE DOT	MPO	LOCAL GOV'T		
Wildlife Crossings Pilot Program (WCPP) (23 USC § 171)	\$350M						New	DG
Nationally Significant Multimodal Freight and Highway Projects (INFRA) (23 USC § 117)	\$8B						Expanded	DG
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (49 USC § 6702)	\$7.5B						Existing	DG
Rural Surface Transportation Grant Program (Rural) (23 USC § 173)	\$2B						New	DG
National Culvert Removal, Replacement, and Restoration Program (Culvert AOP) (49 USC § 6703)	\$1B						New	DG
Bridge Investment Program (BIP) (23 USC § 124)	\$12.5B						New	DG
Small Bridge								
Large Bridge								
Planning								
Tribal Transportation Program Safety Fund (TTPSF) (23 USC § 202(e))	\$120M						Existing	DG

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

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](#)

ss	Federal Share (%)	Eligible Wildlife-Related Activities
	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
	INFRA award may be used for up to 60% of project costs	Wildlife crossing projects
	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
	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
	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
	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
	Up to 100%	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions

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

To see previous award cycles and currently open programs see our [dynamic funding calendar](#).

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

Program Name	Amount [†] (FY22-26)	Eligible Applicants					New, Expanded, or Existing	Proce
		FLMAs	TRIBE	STATE DOT	MPO	LOCAL GOV'T		
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) (FAST Act § 1123(c))	\$275M						Existing	DG
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (23 USC § 176)[‡]	\$1.4B						New	DG
Roadside Pollinator Program (23 USC § 332)	\$10M (\$3M in FY23)						New	DG
PROTECT (formula program) (23 USC § 176)[‡]	\$7.3B						New	S/FA
Bridge Formula Program (IIJA § 11108(a)(2)(A))	\$27.5B						New	S/FA
Highway Safety Improvement Program (23 USC § 148)	\$15.6B						Existing	S/FA
Surface Transportation Block Grant Program (23 USC § 133)	\$64.8B (excluding TAP)						Expanded	S/FA
Transportation Alternatives Program (23 USC § 133(h))	\$7.2B						Existing	S/FA
Federal Lands Access Program (23 USC § 204)	\$1.5B						Existing	S/FA
Federal Lands Transportation Program (23 USC § 203)	\$2.2B						Expanded	S/FA
Tribal Transportation Program (23 USC § 202)	\$3B						Existing	S/FA

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

ss	Federal Share (%)	Eligible Wildlife-Related Activities
	Up to 90% for Federal lands; 100% for Tribal lands	Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program
	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
	Up to 100%	Pollinator-friendly activities on roadsides and highway rights-of-way, including planting and seeding native grasses and wildflowers, including milkweed
	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
	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”
	Up to 90%, with statutory exceptions	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
	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
	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
	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while improving or maintaining habitat connectivity
	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
	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

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

‡ 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.

To see previous award cycles and currently open programs see our [dynamic funding calendar](#).

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

Glossary of Terms and Abbreviations

Anadromous

A fish or fish species that spends portions of its life cycle in both fresh and salt waters, entering fresh water from the sea to spawn.

Area of Persistent Poverty (APP)¹

As defined by the Infrastructure Investment and Jobs Act, a project is located in an Area of Persistent Poverty if:

1. the County in which the project is located consistently had greater than or equal to 20% of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent (2021) Small Area Income Poverty Estimates; or
2. the Census Tract in which the project is located has a poverty rate of at least 20% as measured by the 2014–2018, 5-year data series available from the American Community Survey of the Bureau of the Census; or
3. the project is located in any territory or possession of the United States.

Bipartisan Infrastructure Law²

Enacted in 2021, the Bipartisan Infrastructure Law is another name for the Infrastructure Investment and Jobs Act.

Federal Highway Administration (FHWA)³

FHWA is an operating agency within the U.S. Department of Transportation that supports State, local governments, and various federally and tribal owned lands in the design, construction, and maintenance of the nation's highway system.

Fiscal Year (FY)

A fiscal year is a 12-month accounting period used for financial and reporting purposes. The Federal fiscal year begins on October 1 and ends on September 30.

Federal Land Management Agencies (FLMAs)

FLMAs include the Bureau of Land Management, National Park Service, Fish and Wildlife Service, and the Forest Service.

Historically Disadvantaged Community (HDC)⁴

As defined by the Justice40 Interim Guidance Addendum, an Historically Disadvantaged Community is:

1. any Census Tract identified as disadvantaged by the White House Council on Environmental Quality's Climate and Economic Justice Screening Tool ([geoplatform.gov](https://www.geoplatform.gov)) (CEJST), which identifies communities that have been marginalized by underinvestment and overburdened by pollution; or
2. any Federally-recognized Tribe.

Infrastructure Investment and Jobs Act (IIJA)⁵

Signed into law by President Biden on November 15, 2021, the Infrastructure Investment and Jobs Act authorizes \$1.2 trillion over Fiscal Years 2022 to 2026 for transportation and infrastructure spending.

Municipal Planning Organization (MPO)⁶

An MPO represents a locality in an urbanized area with a population of more than 50,000, as determined by the U.S. Census.

United States Department of Transportation (USDOT)

Established by an act of Congress in 1966 and headed by the Secretary of Transportation, the U.S. Department of Transportation is an executive department of the United States Federal Government.

Wildlife infrastructure

Infrastructure designed to enhance wildlife movement, connect and/or enhance wildlife habitat, or prevent wildlife mortality, including but not limited to wildlife crossing structures and associated infrastructure such as funnel fencing and jump-outs.

Wildlife-vehicle collision (WVC)

A collision between a vehicle and wild animal on a roadway.

Additional Resources and Endnotes

Each program has an associated website hosted by the Federal Highway Administration that provides additional resources, including webinars, answers to frequently asked questions, application checklists, prior funding awards, and additional information to support prospective applicants.

Federal Discretionary Grant Programs

Wildlife Crossings Pilot Program (WCPP)

information available at: highways.dot.gov/federal-lands/programs/wildlife-crossings

Bridge Investment Program (BIP)

information available at: www.fhwa.dot.gov/bridge/bip/

National Culvert Removal, Replacement and Restoration (Culvert AOP)

information available at: www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop.cfm

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

information available at: www.transportation.gov/grants/mpdg-program

Nationally Significant Federal Lands and Tribal Projects (NSFLTP)

information available at: highways.dot.gov/federal-lands/programs/significant

Promoting Resilient Operations For Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

information available at: www.fhwa.dot.gov/environment/protect/discretionary/

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

information available at: www.transportation.gov/RAISEgrants

Rural Surface Transportation Grant Program (Rural)

information available at: www.transportation.gov/grants/mpdg-program

Tribal Transportation Program Safety Fund (TTPSF)

information available at: highways.dot.gov/federal-lands/programs-tribal/safety/funds

Statutory and Formula Allocation Programs

Bridge Formula Program

information available at: highways.dot.gov/newsroom/dot-announces-historic-bridge-investment-under-bipartisan-infrastructure-law

Highway Safety Improvement Program

information available at: highways.dot.gov/safety/hsip

Surface Transportation Block Grant Program

information available at: www.fhwa.dot.gov/specialfunding/stp

Transportation Alternatives Program

information available at: www.fhwa.dot.gov/environment/transportation_alternatives

Federal Lands Transportation Program

information available at: highways.dot.gov/federal-lands/programs/transportation

Federal Lands Access Program

information available at: highways.dot.gov/federal-lands/programs-access

Tribal Transportation Program

information available at: highways.dot.gov/federal-lands/programs-tribal

Promoting Resilient Operations For Transformative, Efficient, and Cost-Saving Transportation (PROTECT formula program)

information available at: www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Key Notices of Funding Opportunity

Information about key notices of funding opportunity are available at: www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity

Competitive Grant Funding Matrix

Federal Highways Administration provides program guidance summarized in a funding matrix: www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

Sources & Citations

Introduction

- 1 USDOT 2021, www.bts.gov/content/system-mileage-within-united-states
- 2 Huijser, M.P., P. McGowen, J. Fuller, A. Hardy, A. Kociolek, A.P. Clevenger, D. Smith, & R. Ament. 2008. Wildlife-vehicle collision reduction study. *Report to Congress*. U.S. DOT, FHWA, Washington, DC. [fhwa.dot.gov/publications/research/safety/08034/08034.pdf](http://www.fhwa.dot.gov/publications/research/safety/08034/08034.pdf)
- 3 Huijser et al. 2008; Cramer, P., J. Kintsch, J. Gagnon, N. Dodd, T. Brennan, L. Loftus-Otway, K. Andrews, P. Basting, L. Frazier, & L. Sielecki. 2022. The Strategic Integration of Wildlife Mitigation into Transportation Procedures: A Manual for Agencies and Partners. Report No. 700-18-803C. Carson City, NV: Nevada DOT. wildlifeconnectivity.org/s/700-18-803-Final-Report.pdf
- 4 Heller, N. E. & E. S. Zavaleta. 2009. Biodiversity management in the face of climate change: A review of 22 years of recommendations. *Biological Conservation* 142: 14-32.
- 5 Huijser, M. P., J. W. Duffield, A. P. Clevenger, R. J. Ament, & P. T. McGowen. 2009. Cost-benefit analyses of mitigation measures aimed at reducing collisions with large ungulates in the United States and Canada: A decision support tool. *Ecology and Society* 14(2):15. ecologyandsociety.org/vol14/iss2/art15/
- 6 Huijser et al. 2009.
- 7 Huijser et al. 2009.

- 8 Joint Statement regarding Climate-Informed Wildlife Crossings 2023, arc-solutions.org/wp-content/uploads/2023/02/Climate-and-Crossings-Consensus-Statement-232023-1.pdf
- 9 ARC Solutions. 2014. Implementing Wildlife Crossing Infrastructure: Understanding DOT Culture. arc-solutions.org/wp-content/uploads/2014/03/FINAL-ARC-DOT-Survey-Results-and-Tool-Jan-2014.pdf
- 10 USDOT 2022, www.transportation.gov/grants/dot-navigator/overview-funding-and-financing-usdot
- 11 Although “wildlife infrastructure” is not expressly eligible, PROTECT funding may be used to pay for improved infrastructure resiliency via “protective features,” such as increasing the size or number of culverts and nature-based solutions that offer the potential to co-benefit aquatic and/or terrestrial species.
- 12 FHWA 2024, www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm
- 13 USDOT 2022, www.transportation.gov/grants/dot-navigator/overview-funding-and-financing-usdot
- 14 See footnote #11.
- 15 23 U.S.C. § 101(a)(4)(H).
- 16 Huijser et al. 2008.
- 17 Donaldson B.; Gillespie, J.; Danese, R. 2024. Valuing Wildlife Crashes and Calculating Benefits and Costs for Safety Improvement Projects. *Institute of Transportation Engineers (ITE) Journal* 94(5): 35-39. Available at: <https://ite.ygsclicbook.com/pubs/itejournal/2024/may-2024/live/index.html#p=38>

Program Information: Discretionary Grants
FHWA Bipartisan Infrastructure Law website
www.fhwa.dot.gov/bipartisan-infrastructure-law/

Infrastructure Investment and Jobs Act
congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf

Statutes and Notices of Funding Opportunity

Program information has been distilled from statute information and previously issued Notices of Funding Opportunity.

Wildlife Crossings Pilot Program (WCPP)

Statute: 23 USC § 171

¹ WCPP NOFO at 9.

² WCPP NOFO at 9.

³ WCPP NOFO at 8.

FY2024–26 Notice of Funding Opportunity available at: <https://www.grants.gov/search-results-detail/354738>

Bridge Investment Program (BIP)

Statute: 23 USC § 124

FY2023–26 Notice of Funding Opportunity available at: [grants.gov/search-results-detail/351567](https://www.grants.gov/search-results-detail/351567)

National Culvert Removal, Replacement, and Restoration Program (Culvert AOP)

Statute: 49 USC § 6703

FY2022 Notice of Funding Opportunity available at: www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop_nofo.pdf

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

Statute: 23 USC § 117

FY2023–24 Notice of Funding Opportunity available at: www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_O.pdf

Nationally Significant Federal Lands and Tribal Projects (NSFLTP)

Statute: FAST Act § 1123(c)

FY2023 Notice of Funding Opportunity available at: highways.dot.gov/sites/fhwa.dot.gov/files/fy-2023-nsfltp-award-selectees.pdf

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

Statute: 23 USC § 176

FY2022–23 Notice of Funding Opportunity available at: [grants.gov/search-results-detail/347585](https://www.grants.gov/search-results-detail/347585)

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Statute: 49 USC § 6702

FY2024 Notice of Funding Opportunity available at: www.transportation.gov/sites/dot.gov/files/2024-02/FY%202024%20RAISE%20NOFO%20Amendment%201.pdf

Rural Surface Transportation Grant Program (Rural)

Statute: 23 USC § 173

FY2023–24 Notice of Funding Opportunity available at: www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_O.pdf

Tribal Transportation Program Safety Fund (TTPSF)

Statute: 23 USC § 202(e)

FY2022–26 Notice of Funding Opportunity available at: highways.dot.gov/media/48686

Sample Grant Awards

Wildlife Crossings Pilot Program (WCPP)

Funding award information available at:

highways.dot.gov/sites/fhwa.dot.gov/files/wcpp-grant-selections-table.pdf

Bridge Investment Program (BIP)

Funding award information available at: www.fhwa.dot.gov/bridge/bip/planninggrants2022/

National Culvert Removal, Replacement, and Restoration Program (Culvert AOP)

Funding award information available at:

www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/2022recipients.pdf

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

I-70 Floyd Hill to Veterans Memorial Tunnels Improvements Project

information available at:

www.transportation.gov/sites/dot.gov/files/2022-09/INFRA%20Fact%20Sheets%20FY%202022.pdf

US 160 Safety, Mobility and Wildlife Infrastructure Improvements Project

information available at: www.transportation.gov/sites/dot.gov/files/2024-01/INFRA%20Fact%20Sheets%20FY%202023-2024_Final_O.pdf

I-70 Improvement Program Project

information available at: www.transportation.gov/sites/dot.gov/files/2024-01/INFRA%20Fact%20Sheets%20FY%202023-2024_Final_0.pdf

Nationally Significant Federal Lands and Tribal Projects (NSFLTP)

Funding award information available at: highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/programs/significant/37221/fy-2022-nsfltp-award-selectees.pdf

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Juneau Douglas North Crossing Project

information available at: www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

N15 Highway Reconstruction Project

information available at: www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

Davis Road Planning Project

information available at: www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

Mill Creek Highway Safety Project

information available at: www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

Dry Piney Creek Wildlife Habitat Connectivity Project

information available at: www.transportation.gov/sites/dot.gov/files/2021-03/build-fact-sheet2019.pdf

Tribal Transportation Program Safety Fund (TTPSF)

Blackfeet Animal-Vehicle Collision Reduction Master Plan Project

information available at: arc-solutions.org/wp-content/uploads/2024/03/Blackfeet-Nation-Animal-Vehicle-Collision-Reduction-Master-Plan.pdf

Statutory and Formula Allocation Programs

1 FHWA 2024, www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm

2 23 U.S.C. §§ 135, 136, 201-205.

3 23 C.F.R. § 450.216.

4 23 C.F.R. § 450.218.

5 23 U.S.C. § 169.

6 To learn more about working with transportation agencies and their partners to normalize consideration of wildlife during transportation planning processes and individual projects, see *Integrating Wildlife Connectivity and Safety Concerns into Transportation Planning Processes*, by Daniel Buford, Dr. Patricia Cramer, and Nova Simpson. highways.dot.gov/public-roads/winter-2023/04

7 BFP Guidance, www.fhwa.dot.gov/legsregs/directives/notices/n4510882.cfm

8 whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf

9 Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act, www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

10 Federal Lands Access Program (FLAP), www.fhwa.dot.gov/bipartisan-infrastructure-law/flap_fact_sheet.cfm

11 Tribal Transportation Program (TTP), www.fhwa.dot.gov/bipartisan-infrastructure-law/ttp.cfm

Glossary of Terms and Abbreviations

1 Areas of Persistent Poverty and Historically Disadvantaged Communities, www.transportation.gov/RAISEgrants/raise-app-hdc

2 Bipartisan Infrastructure Law, www.fhwa.dot.gov/bipartisan-infrastructure-law/

3 About FHWA, highways.dot.gov/about/about-fhwa

4 Areas of Persistent Poverty and Historically Disadvantaged Communities, www.transportation.gov/RAISEgrants/raise-app-hdc

5 Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA), www.phmsa.dot.gov/legislative-mandates/bipartisan-infrastructure-law-bil-infrastructure-investment-and-jobs-act-iija

6 Metropolitan Planning Organization (MPO), transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo

Image Credits

Front Cover

This project—between Durango and Pagosa Springs near Chimney Rock National Monument—allows wildlife to move safely across US Highway 160. This highway bisects a critical migration corridor that elk and deer use annually to move between seasonal ranges. Keeping this corridor connected for wildlife also serves as a cultural connection between the Southern Ute Tribe and these culturally significant animals. Prior to the construction of this project in 2022 wildlife-vehicle collisions (WVCs) accounted for 60% of the accidents in this area. Image courtesy of Aran Johnson, Southern Ute Wildlife Division.

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Wildlife overpass on Interstate 11 in Nevada. Image courtesy of Nevada Department of Transportation and Arizona Game and Fish Department.

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(Re)Connecting Wild tells the remarkable story of the decade-long effort by the Nevada Department of Transportation and its partners to improve human safety by re-connecting an historic mule deer migration that crosses over both US 93 and I-80 in rural Elko County, Nevada. Witness the wildlife crossing structures along I-80 from construction to the restoration of safe passage for migratory mule deer to more than 1.5 million acres of summer and winter habitat. Image courtesy of NineCaribou.
<https://vimeo.com/357164380>

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Small animal crossing shelf installed in culvert on Route 12 in New York supports passage of terrestrial wildlife without impeding culvert's hydrological functions. Image courtesy of The Nature Conservancy and Kurt Gardner.

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Herd of elk crossing over Dry Creek Road less than one mile from US Highway 89 in Paradise Valley, Montana. US Highway 89 provides access to the iconic Roosevelt Arch entrance to Yellowstone National Park. Image courtesy of Renee Callahan.

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The People's Way wildlife overpass on Highway 93. Image courtesy of Western Transportation Institute.

