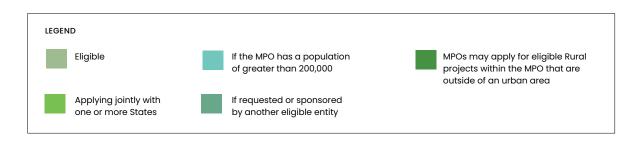
Snapshot Guide

For detailed program information please refer to the Wildlife Infrastructure Funding Guide

Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment and Jobs Act

Program Name	Amount [†] (FY22-26)		Elig	jible Appl	licants		New, Expanded, or Existing	Process	Federal Share (%)
		FLMAs	TRIBE	STATE DOT	MPO	LOCAL GOV'T			
Wildlife Crossings Pilot Program (WCPP) (23 USC § 171)	\$350M						New	DG	Typically 80%; up to 90% for projects on Interstates
Nationally Significant Multimodal Freight and Highway Projects (INFRA) (23 USC § 117)	\$8B						Expanded	DG	INFRA award may be used for up to 60% of project costs
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (49 USC § 6702)	\$7.5B						Existing	DG	Typically 80%; except rural, disadvantaged, or persistent poverty areas
Rural Surface Transportation Grant Program (Rural) (23 USC § 173)	\$2B						New	DG	Typically 80%, except Appalachian Development Highway System and Denali Access System Program projects
National Culvert Removal, Replacement, and Restoration Program (Culvert AOP) (49 USC § 6703)	\$1B						New	DG	Up to 80% for State/local; up to 100% for Tribes
Bridge Investment Program (BIP) (23 USC § 124) Small Bridge Large Bridge Planning	\$12.5B						New	DG	Typically up to 50% for Large Bridges; up to 80% for Small Bridges; up to 90% for Off-System Bridges
Tribal Transportation Program Safety Fund (TTPSF) (23 USC § 202(e))	\$120M						Existing	DG	Up to 100%



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

DG - Discretionary Grant - distributed at the national level S/FA - Statutory or Formula Allocation

Suggested citation: Callahan, R. (2024). Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment & Jobs Act. Summary prepared on behalf of ARC Solutions, NPCA, Wildlands Network. Bozeman, MT.

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

Eligible Wildlife-Related Activities

Projects to reduce wildlife-vehicle collisions and improve terrestrial/ aquatic connectivity, including construction and non-construction projects involving planning, research, outreach, and feasibility analyses

Wildlife crossing projects

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

Wildlife-related projects in Rural Areas otherwise eligible under the Surface Transportation Block Grant Program, Tribal Transportation Program, and Highway Safety Improvement Program

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

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

Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions

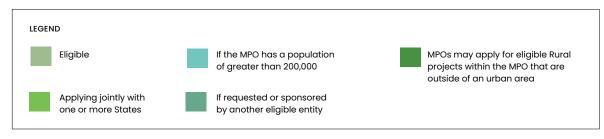
PROCESS ABBREVIATIONS

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)		Elig	ible Appl	icants		New, Expanded, or Existing	Process	Federal Share (%)	E
		FLMAs	TRIBE	STATE DOT	МРО	LOCAL GOV'T				
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) (FAST Act § 1123(c))	\$275M						Existing	DG	Up to 90% for Federal lands; 100% for Tribal lands	S
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (23 USC § 176)‡	\$1.4B						New	DG	Typically 80%; up to 100% for Federal/Tribal	V ir ir c
Roadside Pollinator Program (23 USC § 332)	\$10M (\$3M in FY23)						New	DG	Up to 100%	P w ir
PROTECT (formula program) (23 USC § 176)‡	\$7.3B						New	S/FA	Typically 80%; up to 100% for Federal/Tribal	V ir ir c
Bridge Formula Program (IIJA § 11108(a)(2)(A))	\$27.5B						New	S/FA	Same as 23 USC § 120; plus up to 100% for Off-System Bridges	V c
Highway Safety Improvement Program (23 USC § 148)	\$15.6B						Existing	S/FA	Up to 90%, with statutory exceptions	A re
Surface Transportation Block Grant Program (23 USC § 133)	\$64.8B (excluding TAP)						Expanded	S/FA	Typically 80%, except projects on Interstate System (90%) and certain states	C c re
Transportation Alternatives Program (23 USC § 133(h))	\$7.2B						Existing	S/FA	Typically 80%, except in certain states	E
Federal Lands Access Program (23 USC § 204)	\$1.5B						Existing	S/FA	Up to 100%	E C C
Federal Lands Transportation Program (23 USC § 203)	\$2.2B						Expanded	S/FA	Up to 100%	E C n e
Tribal Transportation Program (23 USC § 202)	\$3B						Existing	s/fa	Up to 100%	E C n e o



[†] 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.

national level

Eligible Wildlife-Related Activities

Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program

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

Pollinator-friendly activities on roadsides and highway rights-ofway, including planting and seeding native grasses and wildflowers, including milkweed

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

Wildlife mitigation is an eligible expense during bridge reconstruction/ construction, given expanded definition of "construction"

Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions

Construction, addition or retrofitting of wildlife crossings plus projects and strategies to reduce wildlife-vehicle collisions, including projectrelated planning, design, construction, monitoring, and preventative maintenance

Environmental mitigation to reduce vehicle-caused wildlife mortality or to restore or maintain connectivity among terrestrial or aquatic habitats

Environmental mitigation to improve public safety and reduce vehiclecaused wildlife mortality while improving or maintaining habitat connectivity

Environmental mitigation to improve public safety and reduce vehiclecaused 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

Environmental mitigation to improve public safety and reduce vehiclecaused 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

PROCESS ABBREVIATIONS

DG - Discretionary Grant - distributed at the S/FA - Statutory or Formula Allocation

ELIGIBLE APPLICANTS

FLMAs - Federal Land Management Aaencies DOT - Department of Transportation MPO - Metropolitan Planning Organization Local Gov't - Local Government

