



Federal Funding Opportunities for Wildlife Crossings

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Program with *dedicated* funding for habitat connectivity or wildlife-vehicle collision reduction projects:

Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Federal Cost Share (remainder is match)	Program Details
Wildlife Crossings Pilot Program	\$350M <i>(spread across FY22-26)</i>	Competitive	Yes	80%	Pilot program to improve habitat connectivity and reduce wildlife-vehicle collisions (WVCs). Eligible entities: state departments of transportation, Tribes, federal land management agencies (FLMAs), metropolitan planning organizations (MPOs), local governments, regional transportation authorities (RTAs), and special districts. Eligible partners: foundations, non-governmental organizations, universities, and other government agencies. 60% of funds will go to projects in rural areas.

Programs with *eligibility* for habitat connectivity or wildlife-vehicle collision reduction projects:

The following programs provide funding for a wide range of transportation projects. The program details contain underlined references to eligibility for projects relating to habitat connectivity or wildlife-vehicle collisions. There is no set amount of the total Congressional funding available (spread across Fiscal Years 2022-2026), that will be awarded to habitat connectivity or wildlife-vehicle collision reduction projects. The U.S. Department of Transportation’s estimated Notice of Funding Opportunity (NOFO) announcement date is listed where known.



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Surface Transportation Block Grant Program (STBG)	\$72B	Formula	No	Generally, in accordance with 23 USC 120.	Available for federal-aid highways, bridges on any public road, and transit capital projects. Includes <u>design, construction, monitoring, maintenance of wildlife crossing structures or projects/strategies designed to reduce WVCs.</u>
STBG set-aside: Transportation Alternatives	\$7.2B	Formula	No		Includes smaller-scale projects, such as recreational trails, community improvements (e.g., historic preservation and vegetation management), and environmental mitigation related to stormwater and <u>habitat connectivity</u> . Includes state-developed competitive process to allow eligible entities to submit projects for funding that achieve program objectives. Adds as eligible entities MPOs representing a pop. ≤200,000, any nonprofit entities, and states, at the request of another eligible entity.
Rural Surface Transportation Grant Program	\$1B	Competitive	Yes	Generally, 80%. Other sources of federal assistance can be used for match.	For highway, bridge, or tunnel projects, highway safety improvement projects, etc. Supports projects to improve and expand the surface transportation infrastructure in rural area transportation systems (pop. <200,000) to increase connectivity; improve the safety and reliability of the movement of people and freight; and generate regional economic growth and improve quality of life. <u>Wildlife infrastructure eligible</u> , including tunnels and detection systems. Can include bundled projects.



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Nationally Significant Freight and Highway Projects Program (INFRA)	\$7.25B	Competitive	No	Generally, 60%. Up to 80% (60% in INFRA grants plus up to 20% additional federal assistance) for small projects	Intended for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Intended to increase funding for “small projects,” and projects that increase safety on freight corridors with <u>significant wildlife crossings on the roadway</u> . Communities are eligible to complete critical large projects that would otherwise be unachievable without assistance.
Highway Safety Improvement Program	\$15.6B	Competitive		90%, except as provided in 23 U.S.C. 120 and 130.	Provides States with critical safety funding that is used to save lives and prevent serious injuries on all public roads. The Highway Safety Improvement Program is based on a performance-driven process that identifies and analyzes highway safety problems and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries.
Federal Lands Transportation Program (FLTP)	\$2.2B	USFWS & NPS: Federal spending USFS: Direct federal spending Other FLMA's: Competitive	No	100%	Direct distribution/federal spending available to federal agencies (\$130M USFS, \$180M USFWS, and \$1.7B NPS) <i>and</i> competitive grant (\$153M) for other FLMA's. For projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities. Doubles cap from \$10M to \$20M per year for projects that <u>reduce WVCs collisions while maintaining habitat connectivity</u> .



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Federal Lands Access Program (FLAP)	\$1.49B	Formula	No	Up to 100%	Intended to improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities that access the federal estate on infrastructure owned (or maintained) by states and local governments, with an emphasis on high-use federal recreation sites and federal economic generators. Includes environmental mitigation (during planning, engineering, construction, etc. phases) in or adjacent to federal lands to reduce <u>WVCs and maintain connectivity</u> .
Tribal Transportation Program	\$3B	Formula	No	Up to 100%	Supports projects to provide safe and adequate multimodal transportation and public road access to and within Indian reservations, Tribal lands, and Alaska Native Village communities.
National Culvert Removal, Replacement, and Restoration Program	\$1B	Competitive	Yes	100% for tribes and up to 80% for others.	Provides grants to states, local governments, and Tribes to address anadromous <u>fish passage</u> as well as provide funding for certain freshwater impacts to marine fish and shellfish species.
Local and Regional Project Assistance Grants: Rebuilding American Infrastructure Sustainably and Equitably (RAISE)	\$7.5B	Competitive	Yes*	Generally, 80%. USDOT may increase the federal share of costs above 80% for projects located in rural, disadvantaged, or impoverished areas.	*Codifies the existing RAISE program previously established through appropriations legislation (and formerly known as TIGER and BUILD). Provides funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria includes safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Includes projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of <u>improving habitat for aquatic species</u> .



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Bridge Formula Program	\$26.7B	Formula	Yes	Cost share in accordance with 23 USC 120. For “off-system” (non-federal-aid highway) bridge projects, federal share is 100% if the facility is owned by a local agency or federally-recognized Tribe.	Provides funds to states for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads and to replace, rehabilitate, preserve, protect, and construct bridges on public roads.
<i>Bridge Formula Funding set-aside:</i> Tribal Transportation Facility Bridges	\$825M	Formula	Yes		Set-aside for tribal transportation facility bridges. Administered as if made available under the Tribal Transportation Program. Funds can be used to plan, design, engineer, or construct bridges; to replace and rehabilitate bridges; and to improve bridges in poor condition.



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Bridge Investment Program	\$12.2B	Competitive	Yes	50% for large bridge projects, 80% for other bridge projects, and up to 90% for "off-system" bridges	For projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory; replace or rehabilitate culverts for purposes of improving flood control; and to improve <u>habitat connectivity for aquatic species</u> .
<i>Bridge Investment Program set-aside: Grants for Planning, Feasibility Analysis, and Revenue Forecasting</i>	\$100M	Competitive	Yes		Intended to improve bridge and culvert condition, safety, efficiency, and reliability; and to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Supports projects to replace or rehabilitate culverts to improve flood control and <u>habitat connectivity for aquatic species</u> .
<i>Bridge Investment Program set-aside: Tribal Transportation Facility Bridges</i>	\$200M	Competitive	Yes		Supports projects to improve bridge (and culvert) condition, safety, efficiency, and reliability; and to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and <u>habitat connectivity for aquatic species</u> .



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
<p>Nationally Significant Federal Lands and Tribal Projects</p>	<p>\$275M</p>	<p>Competitive</p>	<p>No</p>	<p>100% for projects on a tribal transportation facility. Other federal funds may be used to pay the non-federal share. Up to 90% for projects on non-tribal transportation facilities.</p>	<p>Provides funding for the construction, reconstruction, and rehabilitation of nationally significant federal lands transportation projects and tribal transportation projects on a federal lands transportation facility, a federal lands access facility, or a tribal transportation facility. Federal entities, and state, county, or local government may apply if sponsored by an eligible federal land management agency or Indian tribe.</p>
<p>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)</p>	<p>\$7.3B</p>	<p>Formula</p>	<p>Yes</p>	<p>Generally, up to 80%. USDOT may determine to provide 100% share for tribal projects.</p>	<p>Intended to support planning, resilience improvements, at-risk coastal infrastructure, community resilience, and evacuation routes. Includes “protective features” that increase the size or number of drainage structures, replace culverts with bridges, lengthen or raise bridges, and upsize culverts. Designed to mitigate the risk of recurring damage—or the cost of future repairs—from extreme weather events, flooding, or other natural disasters.</p>
	<p>\$1.4B</p>	<p>Competitive</p>	<p>Yes</p>		<p>Intended to support planning, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.</p>



Program	Total Congressional Authorization	*Funding Mechanism	New Program?	Cost Share Info	Program Details
Collaborative-based, Aquatic-focused, Landscape-scale Restoration Program	\$80M	Competitive	Yes	Projects should contain proposed non-federal funding and request no more than \$5M.	Five-year projects to restore water quality or fish passage on federal and non-federal lands, including Indian forest land or rangeland. For five-year projects to <u>restore fish passage</u> or water quality. Up to \$5M available per project. Priority given to a proposal resulting in the most miles of streams being restored for the lowest amount of federal funding.
Forest Service Legacy Roads and Trails Remediation Program (Capital Improvement and Maintenance)	\$250M	Direct federal spending	No		Funding to <u>decommission and repairing roads and trails to mitigate detrimental impacts to sensitive ecosystems and watersheds</u> . Work that includes replacing or installing bridges and culverts (or low-water trail crossings), addressing public safety of roads and trails, restoring unneeded roads and trails to a more natural state, addressing storm-damaged areas, and <u>removing or replacing pipes and other structures that restrict or prevent fish and other aquatic organisms from reaching their traditional habitat</u> .

Formula grant: Direct distribution to states, typically based on population sizes and distributions. States have discretion on how to set up the grantmaking process. **Competitive grant: Funding distributed via competitive granting application process (also called “discretionary”).*



Eligible Recipients for Each Program

(FLMA = federal land management agency; MPO = metropolitan planning organization; RTPO = rural transportation planning organization)

PROGRAM	State	MPO/RTPO	Local	Tribe	FLMA
<i>Bridge Program</i>	x				
<i>Bridge Program Set-Aside - Tribal Transportation Facility Bridges</i>				x	
<i>Bridge Investment Program BIP</i>	x	x	x	x	x
<i>BIP set-aside - Tribal Transportation Facility Bridges</i>				x	
<i>BIP set-aside - Grants for Planning, Feasibility Analysis, and Revenue Forecasting</i>	x	x	x	x	x
<i>Federal Lands Access Program (FLAP)</i>	x		x	x	x
<i>Federal Lands Transportation Program (FLTP)</i>					x
<i>Local and Regional Project Assistance Grants (RAISE)</i>	x	x	x	x	x
<i>National Culvert Removal, Replacement, and Restoration Program</i>	x		x	x	
<i>National Infrastructure Project Assistance Program (Megaprojects or MEGA)</i>	x	x	x	x	
<i>Nationally Significant Federal Lands and Tribal Projects</i>	x		x	x	x
<i>Nationally Significant Freight & Highway Projects (INFRA)</i>	x	x	x	x	x
<i>PROTECT Grants (competitive)</i>	x	x	x	x	x
<i>PROTECT Grants (formula)</i>	x				
<i>Rural Surface Transportation Grant</i>	x	x	x	x	
<i>Surface Transportation Block Grant</i>	x				
<i>Tribal Transportation Program</i>				x	
<i>Wildlife Crossing Pilot Program</i>	x	x	x	x	x



Sources & Additional Resources

- Infrastructure Investment and Jobs Act of 2021: <https://www.congress.gov/bill/117th-congress/house-bill/3684/>
- A Guidebook to the Bipartisan Infrastructure Law: <https://www.whitehouse.gov/build/>
- Bipartisan Infrastructure Law (BIL) FHWA Overview: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
 - BIL Fact Sheets on many of the programs mentioned above: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm
- Notice of Funding Opportunity Announcements: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
- State by State BIL Fact Sheets: <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan>
- Additional Resources on BIL from the Center for Large Landscape Conservation: <https://largelandscapes.org/bipartisan-infrastructure-law/>
- Resources on BIL from ARC Solutions: <https://arc-solutions.org/article/dedicated-funding/>

Statutory Reference for Each Program (alphabetical order)

- Bridge Formula Program (23 USC 124)
 - Tribal Transportation Facility Bridge (set-aside, formula) (23 USC 124)
- Bridge Investment Program (23 USC 124)
 - Tribal Transportation Facility Bridge (set-aside, competitive) (23 USC 124)
 - Grants for Planning, Feasibility Analysis, and Revenue Forecasting (set-aside, competitive)
- Collaborative-based, Aquatic-focused, Landscape-scale Restoration Program
- Federal Lands and Tribal Transportation Programs
 - Tribal Transportation Program (23 USC 202)
 - Tribal Transportation Facility Bridge (set-aside) (23 USC 202d)
 - Federal Lands Transportation Program (23 USC 203)
 - Federal Lands Access Program (23 USC 204)
- National Culvert Removal, Replacement, and Restoration Program (49 USC 6703)
- Local and Regional Project Assistance Grants (RAISE) (49 USC 6702)
- National Infrastructure Project Assistance Program (Megaprojects or MEGA) (49 USC 6701)
- Nationally Significant Federal Lands and Tribal Projects (FAST Act §1123 - 23 USC 201)
- Nationally Significant Freight & Highway Projects (INFRA) (23 USC 117)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (23 USC 176)
- Rural Surface Transportation Grant Program (23 USC 173)
- Surface Transportation Block Grant Program (23 USC 133)
 - Transportation Alternative Program (23 USC 133)
- Wildlife Crossings Pilot Program (23 USC 171)