

| Program Title | Total Funding Amount | Funding Type | Federal Cost Share | Eligible Recipients | Habitat Connectivity & Wildlife-Vehicle Collision (WVC) Eligibility | Example Awarded Projects with Wildlife Crossings Components |
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| Bridge Formula Program | \$27.5B (including \$825M for Tribal transportation facility bridges) | Formula | See 23 USC § 120; up to 100% for Tribes | State, Local, Tribal, Federal | Funding for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. The set-aside for tribal transportation facility bridges can be used to plan, design, engineer, and construct bridges, as well as to replace, improve, or rehabilitate bridges. Given that the definition of "construction" for federal-aid highways in 23 USC § 101 now includes "improvements that reduce the number of wildlife-vehicle collisions, such as wildlife crossing structures," related measures are presumably eligible project expenses. | No known relevant examples. |
| Bridge Investment Program | \$12.5B (including \$100M set-aside for planning, feasibility analysis, and revenue forecasting grants and \$200M for Tribal transportation facility bridges) | Discretionary | 50-90% | State, Metro/Regional, Local, Tribal, Federal | Funding for projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Up to 5% annually may go towards replacing or rehabilitating culverts for purposes of improving flood control and aquatic habitat connectivity. The set-asides also include eligibility for projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species. Additionally, environmental mitigation is an eligible expense. | In 2022, Flathead County (Montana) secured \$240,000 in Bridge Investment Program funding for bridge improvements, including wildlife connectivity improvements. Source: https://www.fhwa.dot.gov/bridge/bip/planninggrants2022/FY_2022_BIP_Planning_Grant_Award_Fact_Sheets.pdf |
| Federal Lands Access Program | \$1.5B | Formula | 100% | State, Local, Tribal | Funding to improve 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. Environmental mitigation (during planning, engineering, construction, etc. phases) efforts that reduce WVCs and maintain habitat connectivity on or adjacent to federal lands are eligible. | In 2017, the Idaho Department of Transportation received \$2.8 million in Federal Lands Access Program funds to build a wildlife overpass on State Highway 21, with \$220,000 in matching funds from a public-private partnership including Idaho Department of Fish and Game, the U.S. Forest Service, Army Corps of Engineers, the Western Federal Lands Highway Division, non-governmental organizations, and local cities and counties. Source: https://itdprojects.org/projects/cervidaeoverpass/ |

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| Federal Lands Transportation Program | \$20M cap for connectivity projects | Formula | 100% | Federal | Funding for the U.S. Fish and Wildlife Service (\$180M), National Park Service (\$1.7B) and the U.S. Forest Service (\$130), as well as a competitive grant program for other federal land management agencies for improvements to roads, bridges, trails, transit systems, and other transportation facilities. Projects that reduce WVCs while maintaining habitat connectivity, including constructing, replacing, maintaining, or removing culverts and bridges are eligible for funding (up to \$20M total per year). | In recent years, the Texas Department of Transportation, in coordination with the US. Fish and Wildlife Service, constructed a series of wildlife underpasses, primarily for ocelots, around the Laguna Atascosa National Wildlife Refuge using \$2 million in Federal Lands Transportation Program funds. Source: https://highways.dot.gov/federal-lands/programs-planning/tip/cfl-transportation-improvement-program |
| Forest Service Collaborative-based Aquatic-focused, Landscape-scale Restoration Program | \$80M | Direct Federal Spending | | | Five-year projects (up to \$5M each) to restore water quality or fish passage on federal and non-federal lands, including tribal forest land or rangeland. For five-year projects to restore fish passage or water quality. | All funded proposals listed here: https://www.fs.usda.gov/managing-land/natural-resources/collaborative-aquatic-landscape-restoration |
| Forest Service Legacy Roads & Trails Remediation Program | \$250M | Direct Federal Spending | | | Funding to decommission and repair roads and trails to mitigate detrimental impacts to sensitive ecosystems and watersheds. Eligible activities include 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 removing or replacing barriers to aquatic organism passage. | In 2009, the Clearwater National Forest in Idaho used \$310,000 of Legacy Roads funding, along with \$1.5M in matching funds, to restore access to 28.7 miles of aquatic habitat and reduce the risk of a culvert failure and potential sediment input into an 13.7 miles habitat downstream. This built off a long history of efforts with the Nez Perce Tribe to address fish passage barriers and reduce erosion from roads. Source: https://www.fs.usda.gov/restoration/Legacy_Roads_and_Trails/results.shtml |
| Highway Safety Improvement Program | \$15.6B | Formula | Generally up to 90% | State | Funding for projects that reduce fatalities and serious injuries on public roads | In 2015, Colorado Department of Transportation used Highway Safety Improvement Program dollars to construct a series of wildlife underpasses along US-160. Source: https://safety.fhwa.dot.gov/hsip/reports/pdf/2015/co.pdf |
| National Culvert Removal, Replacement & Restoration Program | \$1B | Discretionary | Up to 80% | State, Local, Tribal | Dedicated funding to address aquatic organism passage. | Grants not yet awarded. |

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| National Infrastructure Project Assistance (Mega) Program | \$5B | Discretionary | 60-80% | State, Metro/Regional, Local, Tribal | Funding for large, complex projects with national or regional economic, mobility, or safety benefits. While habitat connectivity and WVC projects are not listed explicitly as eligible activities, projects with such measures have recently received funding under this program. | In 2023, the North Carolina Department of Transportation was awarded a \$110-million Mega grant to replace the Alligator River Bridge on U.S. Highway 64. The project includes wildlife crossing structures and directional fencing to improve habitat connectivity between the north and south areas of the roadway and reduce wildlife-vehicle collisions. Source: https://www.transportation.gov/sites/dot.gov/files/2023-01/MEGA_FY_2023_Combined_Fact_Sheet.pdf |
| Nationally Significant Federal Lands & Tribal Projects | \$275M | Discretionary | Generally up to 90%; up to 100% for Tribes | State, Metro/Regional, Local, Tribal, Federal | 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. Eligibility for wildlife-related projects is similar to FLTP, FLAP, and TTP. | In 2023, the Confederated Salish and Kootenai Tribes in Montana were awarded a \$30.5-million Nationally Significant Federal Lands & Tribal Projects grant to update and rehabilitate U.S. Highway 93. This includes constructing a multi-span bridge over Post Creek and other wildlife-vehicle collision reduction infrastructure. Source: www.charkoosta.com/news/cskt-awarded-30-million-in-federal-funding/article_fc57da42-112e-11ee-8e8c-cb874ba49313.html |
| Nationally Significant Multimodal Freight & Highway Projects (INFRA) | \$8B | Discretionary | Generally 60% | State, Metro/Regional, Local, Tribal, Federal | Funding for multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Projects that increase safety on freight corridors with significant wildlife crossings on the roadway are eligible. | In 2022, the Colorado Department of Transportation (CDOT) received a \$100-million INFRA grant for highway improvements on Interstate-70. The project includes construction of a wildlife underpass and directional fencing, "the first major wildlife crossing to be constructed along the I-70 Mountain Corridor, and it will allow wildlife to safely cross underneath the interstate at a location which has historically been a hotspot for wildlife related crashes," according to CDOT. Source: https://www.codot.gov/news/2022/november/i70-genese-wildlife-crossing-project-begins |
| Pollinator-Friendly Practices on Roadside & Highway Rights-of-Way Program | \$10B authorized | Discretionary | 100% | State, Tribal, Federal | Funding for projects to benefit pollinators on roadsides and highway rights-of-way, including planting native seeds. While not a stated purpose, such projects often have the effect of improving habitat connectivity. | Grants not yet awarded. |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program | \$7.3B \$1.4B | Formula Discretionary | Generally up to 80%; up to 100% for federal or Tribes | Formula: State Discretionary: State, Metro/Regional, Local, Tribal, Federal | Funding for efforts to mitigate the risk of recurring damage from extreme weather and natural disasters. "Protective features" that increase the size or number of drainage structures, replace culverts with bridges, lengthen or raise bridges, and upsize culverts are eligible. Such activities have the potential to improve habitat connectivity. | Grants not yet awarded. |

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| Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Program | \$7.5B | Discretionary | Generally 80% | State, Metro/Regional, Local, Tribal | Funding for surface transportation projects of local and/or regional significance that improve safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Replacing or rehabilitating a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species is an eligible activity. | In 2023, the Douglas North Crossing Project in Juneau, Alaska was awarded a \$16.5M RAISE grant for a bridge project that includes improvements for over 40 culverts to enable fish passage. Similarly, the Navajo Nation in Arizona received \$20M for Phase II of the N15 Highway Reconstruction Project, which includes installation of properly sized culverts and livestock underpasses. Source: https://www.transportation.gov/raisegrants/raise-2023-fact-sheets |
| Rural Surface Transportation Grants | \$2B | Discretionary | Generally 80% | State, Metro/Regional, Local, Tribal, Federal | Funding for highway, bridge, or tunnel projects, highway safety improvement projects, etc. that improve and expand the surface transportation infrastructure in rural area transportation systems (areas with a population of less than 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. Wildlife infrastructure is eligible, including tunnels and detection systems. | No known relevant examples. |
| Surface Transportation Block Grants | \$72B total (including \$7.2B set-aside for transportation alternatives) | Formula | Generally 80% | State, Metro/Regional, Local, Tribal, Federal | Funding for federal-aid highways, bridges on any public road, and transit capital projects. Design, construction, monitoring, maintenance of wildlife crossing structures or projects/strategies designed to reduce WVCs are eligible. The set aside for transportation alternatives funds smaller-scale projects, such as recreational trails, community improvements (e.g., historic preservation and vegetation management), and environmental mitigation related to stormwater, habitat connectivity, and vehicle-caused wildlife mortality. | In 2010, a public-private partnership secured a Transportation Alternatives grant that—when matched with a State Wildlife Grant and from the U.S. Fish and Wildlife Service and private dollars—funded construction of underpasses and fencing to provide safe passage for amphibians during their seasonal migration across the Monkton-Vergennes Road in Vermont. Source: https://www.burlingtonfreepress.com/story/news/2016/03/28/hundreds-saved-new-vermont-salamander-crossing/82336084/ |
| Tribal Transportation Program Safety Fund | \$3B | Discretionary | Up to 100% | Tribal | Funding for projects to improve transportation safety and public road access to and within tribal lands. Measures to reduce WVCs while maintaining habitat connectivity, including constructing, replacing, maintaining, or removing culverts and bridges, are eligible for funding. | In 2022, the Southern Ute Tribe contributed \$1.3 million in Tribal Transportation Program funding for studies and research into additional wildlife crossing structures on US-160, complementing investments from the Colorado Department of Transportation out of their Highway Safety Improvement Program dollars. Source: https://www.codot.gov/news/2022/august/us160-wildlife-overpass-completion |
| Wildlife Crossings Pilot Program | \$350M | Discretionary | Generally 80% | State, Metro/Regional, Local, Tribal, Federal | Dedicated funding for projects that aim improve habitat connectivity and reduce WVCs. | Grants not yet awarded. |

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