



**Department:** U.S. Department of Transportation  
**Agency:** Federal Highway Administration

## FY 2024-2026 Wildlife Crossings Pilot Program

### Grant Overview

The purpose of this program is to improve safety, protect motorists and wildlife by reducing wildlife vehicle collisions (WVCs), and improve habitat connectivity for terrestrial and aquatic species. Eligible applicants are units of local governments, regional transportation authorities, special purpose district or public authority with a transportation function, Indian Tribes, State Departments of Transportation, metropolitan planning organizations, and Federal Land Management Agencies.

### Program History

	Total Funding	# of Awards
2022/2023	\$109,580,582	19

### Key Information & Tips

**Total Funding:** \$145 million (FY 2024/FY 2025), \$80 million (FY 2026)

**Award Range:** Varies

**Match:** 20 percent

**Solicitation date:** June 6, 2024 (FY 2024/FY 2025), May 1, 2025 (FY 2026)

**Proposal due:** September 4, 2024 (FY 2024/2025), August 1, 2025 (FY 2026)

- The funding agency will award 60 percent or more of available funds for projects located in rural areas. The definition of “rural areas” refers to all areas of a State that are not urban areas. An urban area is an FHWA Adjusted Urban Area, a map of which can be found here. All locations not entirely designated as urban will be considered rural.

<https://www.grants.gov/search-results-detail/354738>



### Awardee Profile

California Department of Transportation, CA

**AMOUNT:** \$8 million

**YEAR:** 2022/2023

The California Department of Transportation received funding to reduce wildlife vehicle collisions 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.

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## Detailed Summary

The purpose of this program is to improve safety, protect motorists and wildlife by reducing wildlife vehicle collisions (WVCs), and improve habitat connectivity for terrestrial and aquatic species. Reduction of WVCs and improvement of terrestrial and aquatic habitat connectivity are the primary merit criteria that will be used in reviewing applications, and each of the primary merit criteria are of equal importance.

Grants are available for all project activities, including but not limited to research, planning, design, and construction. The agency seeks to award non-construction and construction projects under this program.

Examples of Non-Construction Projects include, but are not limited to the following:

- 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;
- Tracking wildlife and mapping WVCs; or
- Outreach activities to educate the public on the hazards of WVCs.

Examples of Construction projects include, but are not limited to the following:

- Design and pre-construction of an underpass or overpass for wildlife passage;
- Environmental permitting and right-of-way acquisition to construct a wildlife crossing structure;
- 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 project; or
- Construction of multiple crossing structures in an area to connect habitat for terrestrial or aquatic species.

The funding agency will prioritize projects that demonstrate the extent to which the project will improve the overall safety of the traveling public, mitigate any significant safety risks that could result after the project completion, does not negatively impact the safety of the traveling public, and any relevant group applicable to the program, and align with the [National Roadway Safety Strategy](#). FHWA will consider the benefits of reduced public burden and economic drain caused by WVCs, such as loss of income, medical costs, costs of replacing property damage, and decline in productivity and quality of life.

Additionally, the funding agency will prioritize projects for which reducing greenhouse gas (GHG) emissions and improving climate resilience are a primary project purpose. Applicants are encouraged to use the [DOT Navigator Climate checklist](#) in responding to this selection consideration.

The agency also prioritizes projects that will create positive outcomes that will reduce, mitigate, or reverse how a community is experiencing disadvantage through increasing affordable transportation options, improving health or safety, reducing pollution, connecting Americans to good-paying jobs, fighting climate change, and/or improving access to nature, resources, transportation or mobility, and quality of life. Applicants are strongly encouraged to use the [USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#) to understand how their project area is experiencing disadvantage in any of five areas that transportation projects with a direct relationship

## Applicant Eligibility

Eligible applicants include units of local governments, regional transportation authorities, special purpose district or public authority with a transportation function, Indian Tribes, State Departments of Transportation (State DOT), metropolitan planning organizations (MPO), and Federal Land Management Agencies (FLMA).

The funding agency encourages multiple Eligible Applicants to submit a joint application.

Eligible Applicants can apply for funding in concert with Eligible Partners, and if funding is received, may provide such funding to Eligible Partners of the project. Eligible Partners include the following entities or a group of the following entities:

- An MPO;
- A unit of local government;
- A regional transportation authority;
- A special purpose district or public authority with a transportation function;
- An Indian Tribe;
- An FLMA;
- A foundation, nongovernmental organization, or institution of higher education; or
- A Federal, Tribal, regional, or State government entity.

If the grant recipient is any Eligible Entity other than an Indian Tribe or an FLMA, then the State DOT of the State in which the project is located must administer the grant. Where the State DOT administers the grant on behalf of the Eligible Entity, the State DOT must serve as a pass-through entity.

If a grant recipient is a State DOT or if a State DOT will serve as a pass-through entity to the Eligible Entity or an Eligible Partner of the Eligible Entity, WCPP funds will be awarded upon the execution of a project agreement, which is a type of grant agreement for administration of funds to a State DOT in the Federal Highway Administration Fiscal Management Information System (FMIS).

If the grant recipient is an FLMA or Indian Tribe, funds will be administered with advanced payment upon the execution of a grant agreement with the FHWA or through existing agreements, and Federal Highway Administration's Office of Federal Lands Highway will administer the project.

If the grant recipient is not an FLMA or Indian Tribe, grant awards will be administered on a reimbursement basis.

## Funding

In FY 2024-2026, the total amount of funding available is up to \$227,269,418 across two application periods, combined FY 2024 and FY 2025 and subsequently FY 2026. Additionally, the agency will award 60 percent or more of available funds for projects located in rural areas.

There is no minimum or maximum award size; however, applicants are encouraged to submit comprehensive applications for large-scale projects with total project costs of \$200,000 or greater.

The funding agency expects to obligate FY 2024/2025 funds before the application period for FY 2026 funds.

If a grant recipient will be a State DOT or if a State DOT will serve as a pass-through entity to a non-State DOT entity awarded a grant, the start of the period of performance will begin on the date that WCPP funds are authorized in FMIS and end on the project end date in FMIS.

If a grant recipient will be a Tribe or FLMA, the DOT Payment System will be “DELPHI iSupplier” and the start of the period of performance will begin on the effective date of the grant agreement as executed by FHWA and the recipient, which will obligate the WCPP, and end on the project end date of the period of performance that is listed in the grant agreement.

## Matching and Cost Sharing

Applicants must provide at least 20 percent of the total project cost as a non-Federal match.

## Contact Information

Agreement Officer

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