



Wildlife Crossings Pilot Program (WCPP) FY24/25/26

<b>Agency</b>	Federal Highway Administration
<b>Program Description</b>	In creating the Wildlife Crossing Program, Congress found that there are more than 1,000,000 wildlife vehicle collisions (WVCs) annually which present a danger to human safety and wildlife survival, cost over \$8 billion, and result in approximately tens of thousands of serious injuries and hundreds of fatalities on U.S. roadways. The Wildlife Crossings Program was established in the Infrastructure Investment and Jobs Act of 2021 (Pub. L. No. 117-58, November 15, 2021), also known as the Bipartisan Infrastructure Law (BIL), and codified at 23 U.S.C. § 171. BIL includes several provisions to reduce WVCs and improve habitat connectivity.
<b>Application Due</b>	FY 2024 and FY 2025 Application Period Deadline: September 4, 2024, 11:59 p.m. ET FY 2026 Application Period Deadline: August 1, 2025, 11:59 p.m. ET
<b>Total Funding</b>	Up to \$145M for FY2024 and FY2025 , \$80M for FY2026
<b>Award Amount</b>	15-50 *FY24/25), 5-25 (FY26)      Max Award: no maximum (\$25M)      Min Award: no minimum (\$200,000) 60% awards to rural areas
<b>Local Match:</b>	YES - minimum 20% non-Federal match
<b>Eligible Applicants</b>	A State department of Transportation (State DOT); A metropolitan planning organization (MPO); A unit of local government; A regional transportation authority; A special purpose district or public authority with a transportation function; An Indian Tribe; A Federal Land Management Agency (FLMA); or a group of the above entities.
<b>Eligible Activities/ Projects</b>	Non-construction and construction projects, ranging from statewide plans and corridor studies to design and construction. 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; 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.
<b>Review Criteria</b>	The FHWA will evaluate the extent to which proposed projects will <b>reduce Wildlife Vehicle Collisions (WVCs) and improve terrestrial and aquatic habitat connectivity</b> . Applications should detail the current and projected WVC problem, severity, impacts, and costs, as well as existing and projected traffic and WVC data, species involved, and specific actions to reduce WVCs. Additionally, applications should include information on the current habitat connectivity problem, species benefiting from improved connectivity, and actions to improve connectivity. Supporting data, plans, and graphics should be included. Secondary merit criteria will be assessed for projects showing strong alignment in primary criteria, focusing on <b>leveraging investments, supporting economic development and visitation, incorporating innovation, providing education and outreach, including monitoring and research, and surviving federally-listed species</b> . FHWA will consider project readiness to assess the likelihood of a successful project. In the project readiness analysis, FHWA will consider three components: <b>Technical Assessment, Environmental Review and Permitting Risk, and Financial Completeness</b> .
<b>Link:</b>	<ul style="list-style-type: none"> <li>• <a href="https://highways.dot.gov/federal-lands/wildlife-crossings">https://highways.dot.gov/federal-lands/wildlife-crossings</a></li> <li>• <a href="https://www.grants.gov">Grants.gov</a></li> </ul>
<b>Example Application</b>	<ul style="list-style-type: none"> <li>• WCPP program reports a 28% successful rate in FY22/23</li> <li>• <a href="#">Sharkeyville Brook Wildlife Crossing</a></li> </ul>
<b>BAC Partnership Opportunity</b>	<ul style="list-style-type: none"> <li>• The Build America Center (BAC) is a technical assistance program funded by the USDOT, offering grant development services to localities at NO CHARGE. For more information, please visit our websites: <a href="https://bac.umd.edu/">https://bac.umd.edu/</a> and <a href="https://billlaunchpad.com/">https://billlaunchpad.com/</a></li> </ul>

If your agency is interested in exploring this opportunity, contact us at [bac@umd.edu](mailto:bac@umd.edu) for details on collaboration