

Substantive Legislation

California

[AB 2344](#) (September 30, 2022) **The Safe Roads and Wildlife Protection Act**

Agencies Affected: *Caltrans and the California Department of Fish and Wildlife (CDFW)*

This bill (1) creates a state program to identify roads that impede important wildlife movement and have a high rate of wildlife-vehicle collisions; (2) authorizes Caltrans to develop wildlife connectivity improvement projects as standalone projects; (3) requires Caltrans and the CDFW to develop an inventory of connectivity needs and a system to prioritize connectivity projects that address the most dangerous wildlife-vehicle collision hotspots and enhance important wildlife movement; and (4) requires Caltrans to incorporate wildlife passage features into the designs of road projects that overlap with state-identified “connectivity areas.”

[SB 790](#) (October 11, 2021) **Wildlife Connectivity Actions; Compensatory Mitigation Credits**

Agencies Affected: *CDFW*

This bill authorized the department to approve compensatory mitigation credits for wildlife connectivity actions taken under the state’s conservation and mitigation banking program or the regional conservation investment strategy program that meet specified requirements.

[AB 498](#) (October 8, 2015) **An Act to Amend Sections 1797.5, 1930, and 1930.5 of the Fish and Game Code, Relating to Fish and Wildlife**

Agencies Affected: *CDFW*

Amended the California Fish and Game Code to encourage, wherever feasible, voluntary steps to protect the functioning of wildlife corridors.

[AB 2785](#) (September 26, 2008) **Wildlife Conservation: Habitat Connectivity;**

Agencies Affected: *CDFW*

Directs CDFW to “investigate, study, and identify” California’s essential wildlife corridors and habitat linkages. The bill also directed CDFW to develop a

public-facing database of those identified areas. This bill, in part, spurred development of CDFW and Caltrans’s California

Essential Habitat Connectivity Project, which identified large remaining blocks of intact habitat and the existing and needed linkages between.

Colorado

[SJR 21-021](#) (June 11, 2021) **Colorado Habitat Connectivity**

Agencies Affected: *Colorado Parks and Wildlife, Department of Natural Resources, and Department of Transportation (CDOT)*

Established an Interim Committee on Wildlife Habitat Connectivity to conduct and issue a report that explores the direct and indirect benefits of if habitat connectivity, the need for wildlife corridors and potential crossings, the voluntary programs and incentives available for landowners to improve connectivity, and potential funding mechanisms for connectivity monitoring and projects.

Florida

[SB 976](#) (July 1, 2021) **An Act Relating to the Protection of Ecological Systems: Florida Wildlife Corridor Act**

Agencies Affected: *Fish and Wildlife Conservation Commission and the Department of Transportation*

This act tasks state agencies with “maintaining wildlife access to the habitats needed to allow for migration of and genetic exchange amongst regional wildlife populations,” as well as “preventing fragmentation of wildlife habitats,” and “providing for wildlife crossings for the protection and safety of wildlife.” The bill designates the Florida Wildlife Corridor as an existing physical, geographically defined area comprised of over 18 million acres, of which almost 10 million acres are conservation lands. A separate appropriations bill was simultaneously passed to help the state acquire lands to conserve the corridor (see funding bills section below).

Massachusetts

[H.5151](#) (August 10, 2022) **An Act Relative to Massachusetts’s Transportation Resources and Climate**



Agencies Affected: MassDOT and the Executive Office of Energy and Environmental Affairs

Massachusetts passed a transportation and climate-focused bill in 2022, which included a section directing MassDOT to study the feasibility of wildlife crossings projects for the purpose of establishing and maintaining wildlife crossings projects. The study will consider the federal grant eligibility criteria and requirements for wildlife crossings pilot programs under the Infrastructure Investment and Jobs Act of 2021, Public Law 117-58. The department shall post a copy of the study on its website not later than December 31, 2022.

New Hampshire

SB 200 (July 12, 2019) **An Act Relative to Wildlife Corridors**

Agencies Affected: New Hampshire Department of Transportation (NHDOT)

This bill required the NHDOT to consider fish and wildlife crossings and mitigation measures in future road and culvert projects. It additionally made crossings eligible for funding under the state's Community Heritage and Investment Program.

SB 376 (August 9, 2016) **An Act Relative to Wildlife Corridors**

Agencies Affected: New Hampshire Fish and Game (NHFG), Department of Environmental Services (NHDES), and NHDOT

Required the Fish and Game Department to provide a report to the legislature in 2018 that would identify existing wildlife corridors, including riparian corridors, and potential crossings of transportation arteries; assess the need for new corridors; and assess existing statutes, rules, and regulations that affect wildlife corridors and make recommendations concerning changes.

New Mexico

SB 228 (March 28, 2019) **Wildlife Corridors Act**

Agencies Affected: New Mexico Department of Game & Fish (NMDGF) and the New Mexico Department of Transportation (NMDOT)

Required NMGF and NMDOT to create a [Wildlife Corridors Action Plan](#) that included comprehensive guidance to agencies for identifying, prioritizing, and maintaining important areas for wildlife movement. The bill also requires annual reporting on progress made in the Wildlife Corridor Action Plan, as well as plan for future progress.

Oregon

HB 2834 (June 7, 2019) **An Act Relating to Wildlife Corridors**

Agencies Affected: Oregon Department of Transportation (ODOT) and Oregon Department of Fish and Wildlife (ODFW)

Directed ODOT and ODFW to collect and analyze data to create a Wildlife Corridor Action Plan (WCAP) to preserve long-term habitat connectivity for wildlife. The WCAP must include identified species of concern at risk from habitat fragmentation, known dispersal corridors, a description of how climate change may affect species movement, a map of existing and potential corridors, and a list of areas for potential designation and land acquisition. The bill also required the state Department of Transportation to establish a program to reduce wildlife-vehicle collisions. The Wildlife Corridor Action Plan must be updated every 5 years.

Utah

HB 427 (March 21, 2022) **Wildlife Accident Protections**

Agencies Affected: Utah Department of Transportation (UDOT)

Requires UDOT to report annually on wildlife mitigation measures. This annual report will help formulate and guide investments in reducing wildlife vehicular collision and to help leverage the federal dollars from the grant funds through the IJA for wildlife crossings.

HCR 13 (March 24, 2020) **Concurrent Resolution Supporting the Protection and Restoration of Wildlife Corridors**

Agencies Affected: UDOT and the Utah Division of Wildlife Resources

Urged continued state investment in wildlife connectivity, encouraging state and local agencies to adopt policies that protect and restore intact fish and wildlife connectivity, migration corridors and promote road safety.

Vermont


H. 857 (Act 171) (June 7, 2016) **An Act Relating to Timber Harvesting**

Agencies Affected: Vermont Department of Forests, Parks and Recreation

This bill primarily focusing on timber harvesting regulations also stated that it is a goal of Vermont to manage forestlands to maintain and improve "forest blocks and habitat connectors." The bill also called for a study "to protect contiguous areas of forestland from fragmentation and promote habitat connectivity between forestlands" that would include any needed potential revisions to state regulations.



Virginia

-  **SB 1274** (January 22, 2021) **An Act Relating to Government Planning; Wildlife Corridors**
Agencies Affected: *The Virginia Department of Wildlife Resources (DWR)*

Directs state agencies to incorporate, where applicable, wildlife corridors and other recommendations made in the state Wildlife Corridor Action Plan (WCAP); and directs DWR to incorporate wildlife corridors and recommendations of the WCAP when developing any governmental strategic plan, map or action.

-  **SB1004** (April 6, 2020) **An Act Relating to Wildlife Corridor Action Plan**
Agencies Affected: *The Department of Wildlife Resources (DWR), Department of Transportation (VDOT), and Department of Conservation and Recreation (DCR)*

Directed DWR to work with the VDOT to create a WCAP that would identify barriers to wildlife movement, prioritize and recommend wildlife crossing projects to protect motorists and wildlife, and to create a public-facing map that highlights that detail high-priority areas for wildlife corridor infrastructure. The bill also required VDOT to include in any “environmental impact statement a list of any existing terrestrial or aquatic wildlife corridor identified” in the WCAP.

 The wolverine pawprint denotes legislation where Wildlands Network was involved.



Funding Legislation

California

[SB-154](#), [AB-178](#), [AB-180](#), [AB-179](#), [AB-211](#) (Last budget bill of 2022 enacted September 27, 2022).

Four budget bills, budget amendments, and a natural resources bill passed in 2022 in California. The budget specifically set aside \$118 million for fiscal year 2022-2023 to help fund wildlife corridor and fish passage projects. Funding was also separately made available in the budget and in the natural resources trailer bill to fund state projects addressing climate resiliency, watershed protections, nature-based solutions, and the state's 30 by 30 initiative, which could also potentially be put towards crossings and connectivity projects depending on their relatedness to the above focus are

[AB 128](#) (June 28, 2021)

California appropriated \$61.5 million dollars for wildlife crossing projects, \$7 million of which was dedicated to the Liberty Canyon crossing to improve mountain lion movement.

Colorado

 [SB 22-151](#) – (June 1, 2022)

Created the Colorado Wildlife safe passages fund in the state treasury for the CO DOT to use for road projects that reduce wildlife vehicle collision and improve connectivity. The fund can collect private or public grants, gifts, donations, and appropriations. The bill also secured \$5 million from the general fund to go towards the newly created grant fund, which will receive any interest accrued by the fund. The CO DOT can use the money for feasibility studies, planning, construction, retrofitting, and maintenance of crossing structures. The state can also put forth the fund's money leverage federal grant dollars that require a state match.

Florida

[S2500](#) – (May 3, 2021)


A one-time sum of \$300,000,000 from the General Revenue Fund was appropriated to the Department of Environmental Protection for the acquisition of lands, in fee simple or using alternatives to fee simple, such as conservation easements, to protect natural and working landscapes, with priority given to lands that preserve, protect, or enhance wildlife habitats or corridors and linkages or agricultural or rural lands.

New Mexico

 [HB 2](#) – (February 16, 2022)


The state legislature appropriated \$2 million to the NM DOT for design and construction of wildlife crossings to mitigate wildlife-vehicle collisions.

Oregon

 [HB 5202](#) – (April 4, 2022)

Transportation Infrastructure Fund established under ORS 367.015, to help fund OR DOT projects that reduce the number of wildlife-vehicle collisions and improve habitat connectivity for wildlife.

Utah

 [HB 3](#) (Item 162) (March 24, 2022)

Allocated \$1 million dollars through the budget bill to help mitigate wildlife-vehicle collisions at one of the most dangerous places for wildlife and people driving in the state – the intersection of Interstates 84. The \$1 million for a wildlife crossing to explicitly serve as match for federal funding. UDOT may not independently spend the money.

Washington

[SB 5689](#) – (March 25, 2022)

As part of the Move Washington Forward Budget, \$2,738,000 was appropriated to the WSDOT motor vehicle account, solely for the US 97 Wildlife Crossing Improvements project. WSDOT was also encouraged to apply for matching federal funds, treating this money as a state match, so additional wildlife crossing improvements might also be implemented along the same corridor. Additionally, WSDOT must now report to the transportation committees of the legislature with additional corridors that could benefit from wildlife crossing improvements and are likely competitive projects for federal funding consideration.

Wyoming

[SF0048](#) (March 15, 2022) Large Project Funding

The Wyoming legislature authorized several habitat connectivity-focused appropriations including \$1.38 million to fund fencing, roadway replacement, and



underpass construction on approximately 15 miles of Interstate 25 between the towns of Buffalo and Kaycee in Johnson County to provide for safe mule deer movement across and reduce wildlife-vehicle collisions.

HB 69 (July 1, 2020) An Act Relating to Wildlife Conservation

Established a system where funds from outdoor recreation could go towards wildlife conservation efforts withing the state's transportation system. Voluntary donation opportunities were made available on application forms for hunting and fishing licenses, conservation stamps, and state park permits. The account created by the bill can only be used for wildlife conservation projects "related to the transportation system, including signage, wildlife corridors, wildlife crossings and game fences."

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