



Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

Grant Request Information

Title of Project

McArthur Lake Wildlife Safety Project

Total Amount Requested

\$ 117,650.70

Matching Contributions Proposed

\$ 117,650.70

Proposed Grant Period

11/01/2011 - 11/01/2013

Project Description

Identify, prioritize and implement transportation mitigation projects such as fencing and animal detection systems to improve wildlife safety at McArthur Lake, a NFWF Primary Priority Corridor.

Project Abstract

The McArthur Lake Wildlife Safety Project will increase connectivity and reduce mortality for at-risk species. The project area comprises the narrowest linkage between the Selkirk and Cabinet-Yaak Mountain ecosystems in northern Idaho, and is a Primary Priority Corridor as identified in NFWF's Business Plan for Wildlife Corridors in the Northern Rockies. It is also one of the deadliest places in Idaho for wildlife due to vehicle collisions. According to the Idaho Transportation Department, US 95 at McArthur Lake has more wildlife collisions than any other highway in the state.

Through the project, the Conservancy and partners will:

- 1) Complete a cost-benefit analysis that identifies and prioritizes transportation mitigation efforts in the McArthur Lake linkage area,
- 2) Implement on-the-ground mitigation projects to directly reduce wildlife-vehicle collisions,
- 3) Reduce human-wildlife conflicts through outreach and communications, and
- 4) Identify areas for future transportation mitigation, habitat protection, and stewardship projects.

The project directly addresses NFWF's Business Plan objectives and builds on a past NFWF Acres for America investment. In addition, it will build community support for wildlife conservation by addressing a significant human safety issue and increase the likelihood of future investments by federal, state, and local partners.

Organization and Primary Contact Information

Organization The Nature Conservancy, Idaho
Organization Type Non-profit Corporation 501(c)(3)
Organization Web Address www.nature.org
Organization Phone 703-841-5300
Street Line 1 4245 North Fairfax Drive

City, State, Country Postal Code Arlington, Virginia, North America - United States 22203
Region (if international)
Organization Congressional District
Tax Status Eligible
Tax ID N/A

Primary Contact

Position/Title Robyn Miller
Senior Conservation Manager
Street Line 1 318 S. Polk St.

City, State, Country Postal Code Moscow, Idaho, North America - United States 83843
Region (if international)
Phone and E-mail 208-691-2468 x; robyn_miller@tnc.org

Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

Keywords

Conservation Action; Conservation Threat; Major Habitat Type;
Species

Sub-keywords

Action - Species Management; Action - Education & Awareness;
Threat - Transportation & Service Corridors; Terrestrial - Coniferous
forest; Mammal

Other Keyword(s)

Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

Project Location Information

| | |
|-----------------------------------|--|
| Project Location Description | The McArthur Lake Wildlife Corridor straddles Hwy 95 in Boundary and Bonner Counties of northern Idaho. It connects the Selkirk and Cabinet-Yaak Mountains linking over a million acres of public lands. |
| Project Country(ies) | North America - United States |
| Project State(s) | Idaho |
| Project Congressional District(s) | District 1 (ID) |



Full Proposal Project Narrative

Instructions: Save this document on your computer and complete the narrative in the format provided. The final narrative should not exceed six (6) pages; do not delete the text provided below. Once complete, upload this document into the on-line application as instructed.

1. **Activities:** Elaborate on the primary activities that will be employed through the grant. Explain how these activities are expected to lead to the outcome(s). Describe how these activities relate to established plans (management, conservation, recovery, etc.) and priority conservation needs in the specific project location.
2. **Outcome(s):** Elaborate on the outcome(s) summarized previously in the application; discuss what makes this outcome(s) achievable and important.
3. **Tracking Metrics:** Indicate how the project will monitor/assess progress on the metrics selected previously in the application. Please note any challenges or limitations anticipated with tracking the metrics.
4. **Project Team:** List key individuals and describe their qualifications relevant for project implementation.
5. **Other (Optional):** Provide any further information important for the review of this proposal.

1. Activities. Primary activities that will be employed through the grant How these activities are expected to lead to the outcomes:

The McArthur Lake wildlife linkage area is the narrowest and most viable linkage between the Selkirk and Cabinet–Yaak Mountain ecosystems in northern Idaho. It connects over a million acres of public lands, including the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones. Identified as a **Primary Priority Corridor** for funding in NFWF’s *Business Plan for Wildlife Corridors in the Northern Rockies*, this linkage area provides important habitat and connectivity for six Threatened, Endangered, and Candidate species and over two dozen species designated as Idaho’s Species of Greatest Conservation Need. It is also one of the deadliest places in Idaho for wildlife due to vehicle collisions. According to the Idaho Transportation Department, US 95 at McArthur Lake has more wildlife collisions than any other highway in the state.

NFWF’s *Business Plan* lists two primary activities for McArthur Lake: 1) acquire conservation easements on private lands within the linkage area and 2) work with partners to develop and implement a comprehensive mitigation plan, including wildlife crossings, fencing and other measures. Ensuring the long-term viability of this wildlife linkage area requires success in both activities. In 2010, a NFWF Acres for America grant helped the Conservancy and Idaho Department of Lands acquire a perpetual conservation easement that protects 3,943 acres of private timberlands within the heart of the McArthur Lake wildlife linkage area. This project closed in December 2010, a major accomplishment for the first activity.

The McArthur Lake Safety Project will address NFWF’s second activity for the McArthur Lake wildlife linkage area and achieve **four primary conservation outcomes:**

- 1) Directly reduce vehicle collisions with deer, elk, moose and other wildlife by 50%
- 2) Increase permeability and gene flow for grizzly bears, wolverines, lynx and other at-risk species,
- 3) Reduce human-wildlife conflicts, and

- 4) Identify and prioritize lands for future transportation mitigation, protection, and stewardship projects within priority linkage areas in northern Idaho.

The McArthur Lake Safety Project will accomplish these outcomes with **four primary activities**:

- 1) Complete a cost-benefit analysis that identifies and prioritizes transportation mitigation efforts on 15 miles of highway in the McArthur Lake area,
- 2) Implement on-the-ground mitigation projects such as animal detection systems and fencing to directly reduce wildlife-vehicle collisions,
- 3) Support existing collaborative efforts to reduce human-wildlife conflicts through outreach and communications, and
- 4) Analyze additional wildlife linkage areas in Boundary County to identify areas for future transportation mitigation, habitat protection, and stewardship projects.

These activities will build on previous habitat protection successes by identifying the most strategic private lands for future protection and focusing our efforts to make the transportation system more permeable to wildlife. In addition, it will build community support for wildlife conservation by addressing a significant human safety issue and increase the likelihood of future investments by federal, state, and local partners.

How these activities relate to established plans and priority conservation needs in the specific project location:

NFWF, federal and state agencies, the Interagency Grizzly Bear Committee, conservation organizations, and scientists identify the McArthur Lake wildlife linkage area as a **critical international, regional, & local conservation priority**. For 20 years, 10 agencies and private organizations have focused conservation efforts and invested millions of dollars, already protecting over 6,400 acres of private properties within the linkage area.

More than a dozen conservation plans and strategies recognize the importance of the McArthur Lake wildlife linkage area. Most recently, NFWF's *Business Plan for wildlife linkage areas in the Northern Rockies* identified McArthur Lake as a Primary Priority Corridor for funding. The McArthur Lake linkage area is also a Focal Area in Idaho's Comprehensive Wildlife Conservation Strategy and the Canadian Rocky Mountains Ecoregional Assessment, published in 2004. Likewise, the American Wildlands' Priority Linkage Assessment completed in 2009 ranked McArthur Lake as a High Priority Linkage for the Northern Rockies for grizzly bear, black bear, wolf, lynx, wolverine, elk and deer.

This project incorporates recommended management actions identified by three species recovery plans and a critical habitat designation. The Idaho Panhandle National Forest has designated it as a "special project". The Heart of the Rockies Land Trust Initiative identified McArthur Lake as a High Priority for conservation efforts, and it aligns with the Wildlife Conservation Society's *Corridor Conservation in the Wild West*. The Yellowstone to Yukon Initiative (Y2Y) highlights McArthur Lake's role within the Cabinet-Purcell Mountain Corridor noting that it has, "been identified as one of the top conservation priorities in the United States."

The Nature Conservancy along with partner agencies and conservation groups continue to invest in the protection of the McArthur Lake wildlife linkage area. For example, Idaho Department of Lands and the Vital Ground Foundation received Forest Legacy funding to purchase a conservation easement on a 280-acre parcel within the McArthur Lake wildlife linkage area. The Trust for Public Lands is also submitting a request for Forest Legacy funds to purchase a conservation easement on an additional 7,000 acres within the linkage area. The McArthur Lake Wildlife Safety Project will leverage all of these habitat protection investments by addressing critical transportation issues to secure this critical linkage area forever.

2. Outcomes. Elaborate on the outcomes summarized previously in the application:

This project directly addresses all of the major elements of the *Business Plan's* Habitat Connectivity goal and will achieve **four primary conservation outcomes**:

- 1) Directly reduce vehicle collisions with deer, elk, moose and other wildlife by 50%
- 2) Increase permeability and gene flow for grizzly bears, wolverines, lynx and other at-risk species,
- 3) Reduce human-wildlife conflicts, and
- 4) Identify and prioritize lands for future transportation mitigation, protection, and stewardship projects within priority linkage areas in northern Idaho.

The primary focus of this project is to reduce wildlife transportation barriers and mortality within the McArthur Lake wildlife linkage area. Currently, there are serious human safety issues resulting from wildlife vehicle collisions in the project area. Between 2000 and 2010, there were 321 wildlife related accidents reported on Highway 95 from milepost 478 to 505. The majority of these accidents occurred from milepost 490 to 505, the proposed project area.

Two of these accidents caused human fatalities, and 36 more resulted in injuries. All told, these wildlife vehicle collisions cost an estimated \$4.9 million, ranging from loss of life to vehicle repairs. According to the Idaho Transportation Department, US 95 at **McArthur Lake has more wildlife collisions than any other highway in the state.**¹

This is not the end of the story, however, because accident reports underestimate the total number of wildlife killed. Many times, Idaho Transportation Department (ITD) crews find and report carcasses that did not result in an accident report. From 2000 to 2009, ITD reported nearly 500 deer, elk, and moose killed by vehicles in the proposed project area.

In order to identify and prioritize transportation mitigation efforts within the McArthur Lake wildlife linkage area, The Nature Conservancy, The Kootenai Tribe of Idaho, and project partners will contract with the Western Transportation Institute to conduct a cost-benefit analysis on 15 miles of highway in the McArthur Lake linkage area. This analysis will serve as a decision support tool for implementation efforts. More specifically, Western Transportation Institute will analyze wildlife carcass removal and animal vehicle crash data, identify potential mitigation locations along this road section, and conduct a cost-benefit analysis that **prioritizes site-specific mitigation measures to reduce wildlife-vehicle collisions** at McArthur Lake. Project partners have already drafted a scope of work and the analysis would be completed by fall of 2011.

The majority of the NFWF funding requested would be used to implement on-the-ground mitigation projects identified as a high priority by the cost-benefit analysis. These projects could include fencing, installation of animal detection systems and other motorist warnings, and thinning vegetation along the highway to increase the line of sight for drivers. All of these activities will **directly improve human safety and reduce wildlife losses due to vehicle collisions**. The primary species to benefit will be grizzly bears, black bears, wolverine, lynx, and big game such as elk, moose, and deer.

Protecting the long-term viability of this linkage area will contribute greatly to the conservation and recovery of the grizzly bear in the Northern Rockies by improving movement and gene flow between the Selkirk and Cabinet-Yaak grizzly bear populations, both currently warranted for endangered status under the Endangered Species Act. There have been multiple documented sightings of grizzly bears in the McArthur Lake area including two bears the Idaho Department of Fish and Game captured in the area last summer. The American Wildlands' Priority Linkage Assessment also notes that, "The Cabinet-Purcell Corridor is one of only two remaining North American corridors with the potential to connect wide ranging carnivore species, particularly

¹ Sparks, June. 2008. New web site alerts motorists to wildlife corridors and tracks game sightings. Idaho Transportation Department news release, Dec. 16, 2008.

grizzly bears, living in the U.S. to more robust populations in British Columbia.” This connectivity is vital to maintaining gene flow and movement for many species such as wolverine, lynx, black bears, big game species, and possibly caribou in the future.

Another important conservation outcome is to reduce human-wildlife conflicts through outreach and communications. Last year, The Nature Conservancy, Boundary County, Kootenai Tribe of Idaho, American Wildlands, Idaho Department of Fish and Game, Idaho Department of Transportation, US Forest Service, and US Fish and Wildlife Service formed a technical committee to raise awareness and develop recommendations for addressing wildlife vehicle collisions at McArthur Lake.

Recently, the Kootenai Valley Resource Initiative (KVRI) adopted this group as a subcommittee. KVRI is a well-established collaborative led by Boundary County, the City of Bonners Ferry, and the Kootenai Tribe of Idaho that addresses natural resource issues in Boundary County. Over the past decade, KVRI has worked hard to develop open communication and trust among its members and the public, which are essential when working on endangered species protection in rural communities such as Bonners Ferry. KVRI provides an effective conduit for **reaching out to the community for feedback and guidance, informing landowners on ways to reduce wildlife conflicts, and building support for transportation mitigation efforts.**

The project manager will lead the KVRI wildlife-vehicle subcommittee and coordinate its outreach activities. Specific outreach activities will include developing effective messages and targeting key audiences at critical times of the year. Key audiences include local drivers who travel US 95 regularly as well as through-traffic; we will tailor communication activities to each key audience. Wildlife-vehicle collision rates are highest during the fall and winter, so this is an important time for outreach efforts. Messages will be aimed at getting motorists to drive more carefully when the risks of wildlife collisions are highest.

The final conservation outcome of this project is an analysis to identify and prioritize additional high-priority linkage areas where future protection, stewardship, and transportation activities would further reduce wildlife mortality and human-wildlife conflicts across Boundary County. The analysis will use existing wildlife crossing information, vehicle collision, land ownership, land use, and forest condition data. With resources for private land protection and stewardship dwindling, this analysis will ensure that the most strategic and important projects are targeted for activities.

What makes this outcome(s) achievable and important:

The long-term viability of the McArthur Lake wildlife linkage area relies on two strategies: habitat protection within the linkage area and creating safe crossings for wildlife across Highway 95 and the railroad to access that habitat. To date, the majority of investments at McArthur Lake have focused on private land protection. This project will ensure that we focus future efforts on the most strategic opportunities. Furthermore, it will directly reduce wildlife transportation barriers and mortality within this Primary Priority Corridor by supporting a collaborative effort to implement the highest priority mitigation actions.

The project partners have made significant progress in raising the profile of this project with decision-makers. NFWF’s investment now will spark future efforts and leverage additional resources. For example, the Idaho Transportation Department is developing a corridor plan for US Highway 95 that will help determine how the department will spend state and federal transportation funds in northern Idaho. We have the opportunity to demonstrate the community commitment to the McArthur Lake Safety Project and potentially leverage multi-million dollar investments in wildlife-friendly improvements in the coming years.

3. Tracking Metrics. How the project will monitor/assess progress on the metrics selected previously in the application. Please note any challenges or limitations anticipated with tracking the metrics.

The Idaho Transportation Department (ITD) records the location of wildlife mortalities throughout the state. They have provided us their data spanning 2000-2009 for US 95 from milepost 490 to the Canadian border. These data show both the species killed and the location, typically by the tenth of a mile. During the past decade the data record 1368 wildlife mortalities in this key area, averaging 220 each year. We will use these data as the baseline to which we measure progress.

We will utilize both ITD's ongoing data collection but also propose using two other methods for collecting roadkill data. First, we will promote Idaho Department of Fish and Game's web-based reporting system for wildlife vehicle collisions (<https://fishandgame.idaho.gov/ifwis/roadkill/>). A great advantage of this is that it reports, in real-time the number of mortalities on the highway, and provides a powerful outreach tool. We will also create a reporting phone number that will allow drivers to report observations. These reports will be manually entered into the online database.

The third measure of success will be a change in the behavior of the animals. We anticipate that some of the actions taken (e.g., vegetation management) will be reflected in changes in where the animals stage prior to crossing and where they aggregate. We propose surveying the highway, at dusk, twice a month recording animal locations and distance from the road.

4. Project Team. List key individuals and describe their qualifications relevant for project implementation.

Kennon McClintock

North Idaho Field Representative, The Nature Conservancy of Idaho

Kennon is the McArthur Lake Safety Project lead. Kennon has strong roots in Boundary County where he has lived with his wife since 1987. He has been a professional forester for 30 years in northern Idaho and northwest Montana. Most recently, Kennon worked for Forest Capital Partners overseeing the management of their 275,000 acres of Idaho timberlands. Kennon has also been actively engaged with collaborative efforts such as the Interagency Grizzly Bear Committee, the Idaho Forest Practices Advisory Committee, Idaho Forest Owners Association, and the Idaho Working Lands Coalition. Kennon has a B.S. in Forest Resource Management from the University of Montana.

Robyn Miller

Inland Northwest Senior Conservation Manager, The Nature Conservancy of Idaho

Robyn will help oversee the project. She has worked as a conservation manager for The Nature Conservancy in northern Idaho for five years. Robyn's work is focused on promoting wildlife connectivity and forest health across private and public lands in northern Idaho. She currently represents conservation interests with the Kootenai Valley Resource Initiative. She has a B.S. in Forestry from the University of California at Berkeley and a M.S. in Wildlife Resources from the University of Idaho. In addition to The Nature Conservancy, she has also worked for the US Forest Service, Idaho Dept. of Fish & Game, and private consulting firms.

Robert S. Unnasch, Ph.D.

Director of Science, The Nature Conservancy of Idaho.

Bob serves as science lead for the project, responsible for monitoring the effectiveness of proposed conservation actions. Bob holds a B.S. in Wildlife Biology, an M.S. in Ornithology, and a Ph.D. in Evolutionary Ecology. Bob has worked in conservation for more than 25 years. He has been with TNC for 23 years, working as a scientist in various capacities in state, national, and global conservation programs. His expertise in conservation planning has allowed him to play key roles in the design of TNC's Conservation Action Planning framework, and the National Park Service's Ecological Integrity Assessment Framework. As TNC's National Director of Monitoring and Adaptive Management he oversaw monitoring and research programs nationwide, and contributed to the interagency handbook on monitoring of grasslands, shrublands, and savanna ecosystems.

Nathan Welch

Geographic Information Systems (GIS) Analyst, The Nature Conservancy of Idaho

Nathan will perform geospatial analyses and create maps for the Project. He is a scientist by training with master's degrees in animal and plant ecology from Utah State and Duke Universities. Nathan has spent the last four years using GIS to support land & water conservation in the non-profit and private sectors. Currently, he manages the GIS program for the Conservancy in Idaho.

5. Other (Optional): Provide any further information important for the review of this proposal.

Chris Servheen, the Grizzly Bear Recovery Coordinator has said, "If carnivores such as grizzly bears, wolves, wolverines, lynx, and fishers are to survive and recover to healthy population levels in the Rocky Mountains, the issue of fragmentation must be addressed in a proactive and effective manner." The McArthur Lake Safety Project aims to do just that. By leveraging ongoing habitat protection efforts, addressing the transportation issues will ensure that the McArthur Lake wildlife linkage area remains a viable linkage for the movement and genetic exchange of wide-ranging carnivores and big game. Protecting the ability for species to move across a landscape is especially important given the emerging threats of climate change. This project is a great step forward in protecting the expansive landscape of the Northern Rockies and the iconic wildlife that live there.

Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

| | |
|---------------------------|---|
| Conservation Activities | Cost-benefit analysis to prioritize mitigation projects at McArthur Lake |
| Progress Measures | Other (Analysis completed by Western Transportation Institute) |
| Value at Grant Completion | Complete Analysis |
| Conservation Activities | Implement on-the-ground mitigation projects such as animal detection systems and fencing to reduce wildlife vehicle collisions |
| Progress Measures | Other (Transportation mitigation projects completed at McArthur Lake) |
| Value at Grant Completion | Projects for 2 miles of highway completed |
| Conservation Activities | Support existing collaborative efforts to build project support and reduce human-wildlife conflicts through strategic outreach and communications |
| Progress Measures | Other (Completed outreach and communications materials distributed to key audiences) |
| Value at Grant Completion | Materials completed and distributed |
| Conservation Activities | Analysis of additional wildlife linkage areas in Boundary County to identify areas for future transportation mitigation and conservation projects |
| Progress Measures | Other (Analysis completed by The Nature Conservancy and partners) |
| Value at Grant Completion | Complete analysis prioritizing future projects |

| | |
|---|---|
| Conservation Outcome(s) | Reduce the number of wildlife vehicle collisions within the McArthur Lake linkage area |
| Conservation Indicator Metric(s) | Other (Number of wildlife vehicle collisions between milepost 478 to 505) |
| Baseline Metric Value | average of 32 per year for past 10 years |
| Metric Value at Grant Completion | Average of 32 per year |
| Long-term Goal Metric Value | 50% reduction to 16 or fewer collisions per year |
| Year in which Long Term Metric Value is Anticipated | 2016 |
| Conservation Outcome(s) | Reduce big game mortality within the McArthur Lake linkage area |
| Conservation Indicator Metric(s) | Other (Number of deer, elk, and moose killed by vehicles between milepost 478 to 505) |
| Baseline Metric Value | Average of 50 animals killed per year |
| Metric Value at Grant Completion | Average of 50 animals killed per year |
| Long-term Goal Metric Value | 50% reduction to 25 or fewer animals killed/year |
| Year in which Long Term Metric Value is Anticipated | 2016 |
| Conservation Outcome(s) | Maintain viable linkage for movement and gene flow for grizzly bear, wolverine, and other at-risk species between Selkirk and Cabinet-Yaak Ecosystems |
| Conservation Indicator Metric(s) | Other (Number of wide-ranging carnivores detected in project area or DNA evidence of genetic exchange) |
| Baseline Metric Value | 1 per 5 years |
| Metric Value at Grant Completion | 1 per 5 years |
| Long-term Goal Metric Value | 1 per 2 years |
| Year in which Long Term Metric Value is Anticipated | 2020 |

Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

| | Units | Cost Per Unit | Total |
|---|-------|---------------|--------------|
| Salaries and Benefits | | | |
| N Idaho Field Representative | 200 | \$29.00 | \$5,800.00 |
| N Idaho Conservation Manager | 80 | \$45.50 | \$3,640.00 |
| GIS Analyst | 20 | \$34.75 | \$695.00 |
| Director of Science | 10 | \$53.50 | \$535.00 |
| Total Salaries and Benefits | | | \$10,670.00 |
| Equipment | | | |
| Total Equipment | | | \$0.00 |
| Contractual Services | | | |
| Cost Benefit Analysis | 0.5 | \$20,000.00 | \$10,000.00 |
| Wildlife Vehicle Collision Mitigation Measures | 1 | \$75,000.00 | \$75,000.00 |
| Total Contractual Services | | | \$85,000.00 |
| Cost benefit analysis and prioritized, site-specific recommendations for mitigating wildlife vehicle collisions in 15-mile project area. Match will pay for other half of analysis. | | | |
| Supplies and Materials | | | |
| Total Supplies and Materials | | | \$0.00 |
| Printing | | | |
| Total Printing | | | \$0.00 |
| Travel | | | |
| Vehicle Mileage | 1500 | \$.51 | \$765.00 |
| Total Travel | | | \$765.00 |
| Other | | | |
| Indirect Cost Rate | 96435 | \$.22 | \$21,215.70 |
| Total Other | | | \$21,215.70 |
| The Nature Conservancy's current federal Negotiated Indirect Cost Rate is 22.55% | | | |
| Budget Grand Total | | | \$117,650.70 |

Title: McArthur Lake Wildlife Safety Project

Organization: The Nature Conservancy, Idaho

Matching Contribution Amount: \$47,650.70
Type: In-kind
Status: Intend to Apply
Source: The Nature Conservancy and project partners
Source Type: Non-Federal
Description: The Nature Conservancy and project partners will contribute in-kind match.

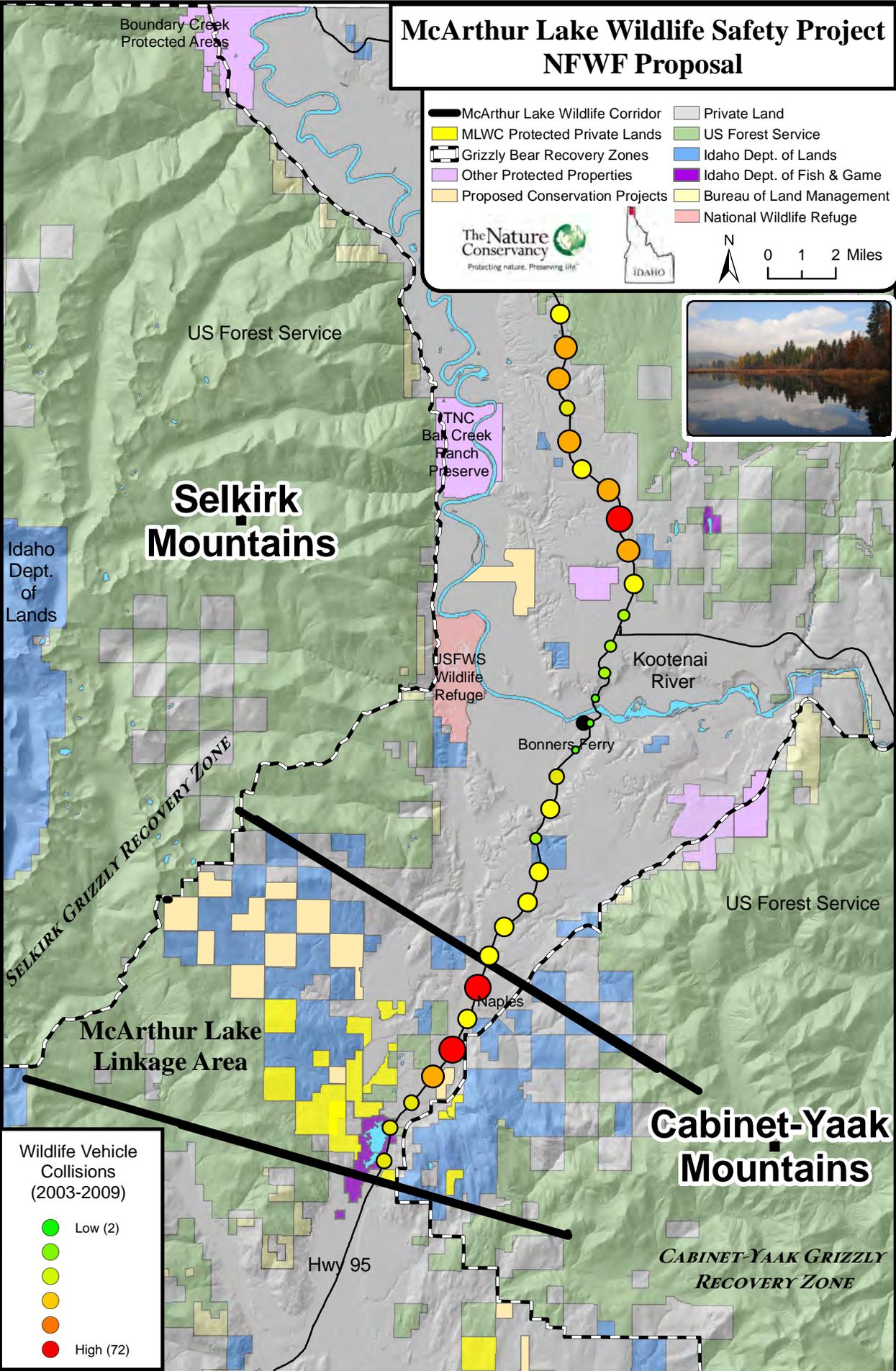
Matching Contribution Amount: \$70,000.00
Type: Cash
Status: Intend to Apply
Source: The Nature Conservancy and project partners
Source Type: Non-Federal
Description: The Nature Conservancy and project partners are committed to fundraising for the required private match.

Total Amount of Matching Contributions \$117,650.70

McArthur Lake Wildlife Safety Project NFWF Proposal

| | |
|---------------------------------|----------------------------|
| McArthur Lake Wildlife Corridor | Private Land |
| MLWC Protected Private Lands | US Forest Service |
| Grizzly Bear Recovery Zones | Idaho Dept. of Lands |
| Other Protected Properties | Idaho Dept. of Fish & Game |
| Proposed Conservation Projects | Bureau of Land Management |
| | National Wildlife Refuge |

The Nature Conservancy
 Protecting nature. Preserving life.
 IDAHO
 N
 0 1 2 Miles



Wildlife Vehicle Collisions (2003-2009)

| | |
|--|-----------|
| | Low (2) |
| | |
| | |
| | |
| | High (72) |



United States
Department of
Agriculture

Forest
Service

Idaho Panhandle
National Forests

3815 Schreiber Way
Coeur d'Alene, ID 83815

File Code: 4200

Date: May 31, 2011

National Fish and Wildlife Foundation
1133 Fifteenth Street N.W. Suite 1100
Washington, DC 20005

To Whom It May Concern:

The IGBC is the committee of state, federal, and Canadian agencies working cooperatively to implement the Grizzly Bear Recovery Plan (USFWS 1993) and conserve and recover the grizzly bear in the conterminous United States. As Forest Supervisor of the Idaho Panhandle National Forest, I would like to express my strong support for the McArthur Lake Safety Project proposal to the National Fish and Wildlife Foundation submitted by The Nature Conservancy.

The McArthur Lake area is the narrowest and most viable linkage between the Selkirk and Cabinet-Yaak ecosystem recovery zones in northern Idaho. It connects over a million acres of public lands, including the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones.

The Forest Service has an extensive history of working with the local community and partners to maintain these opportunities for linkage of wildlife populations and improve public safety. The Forest Service strongly supports ongoing cooperative and coordinated efforts such as these between the Kootenai Valley Resource Initiative, conservation groups, public land managers, fish and game agencies, and state and federal transportation agencies to maintain linkage zones that work for both people and wildlife. Maintaining linkage opportunities at critical linkage areas such as McArthur Lake will help secure the long-term viability of the grizzly bear and other important wildlife in Northern Idaho.

We appreciate the efforts of our partners at McArthur Lake and look forward to working with them on future projects.

Sincerely,

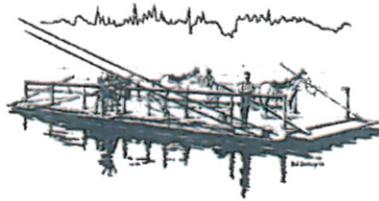
RANOTTA K. MCNAIR
Forest Supervisor

cc: Robyn Miller, Bas Hargrove





CITY OF BONNERS FERRY



Kootenai Valley Resource Initiative

May 31, 2011

To Whom It May Concern:

Kootenai Valley Resource Initiative members are writing to express our support of the McArthur Lake Safety Project proposal being submitted to the National Fish and Wildlife Foundation by The Nature Conservancy.

The Kootenai Valley Resource Initiative (KVRI) is a community-based collaborative effort in the Kootenai River Basin co-chaired by the Kootenai Tribe of Idaho, the City of Bonners Ferry, and Boundary County. It was founded in 2001 to improve coordination of local, state, federal and Tribal programs to restore and maintain social, cultural, economic, and natural resources.

The KVRI Board recognizes the value in addressing the high number of wildlife-vehicle collisions in Boundary County and specifically at McArthur Lake. The KVRI board has recently formed a subcommittee to develop collaborative strategies that improve public safety and reduce wildlife mortality on highways in Boundary County. We view this project as a meaningful step forward in better understanding the issue, coordinating partners' efforts, and implementing on-the-ground measures to reduce wildlife-vehicle collisions.

KVRI appreciated the opportunity to be informed of the plans and we look forward to working with The Nature Conservancy and partners in the future on this important issue. We view this project as a win-win and wish to convey our support as you move ahead in the process.

Sincerely,

Jennifer Porter, Chair
Kootenai Tribe of Idaho

Dan Dinning, Commissioner
Boundary County

Dave Anderson, Mayor
City of Bonners Ferry



Selkirk/Cabinet-Yaak Subcommittee

Interagency Grizzly Bear Committee

S/C-Y CHAIR

Ranotta McNair
Idaho Panhandle NFs

S/C-Y VICE-CHAIR

Paul Bradford
Kootenai NF

S/C-Y MEMBERS

Laura Jo West
Colville National Forest

Randy Hojem
Lolo National Forest

Vacant
US Fish & Wildlife Service
Northern Idaho Field Office

Mark Wilson
US Fish & Wildlife Service
Helena Field Office

Roger Jansson
Idaho Dept. of Lands

Kennon McClintock
State of Idaho

Steve Pozzanghera
WA Dept. of Fish & Wildlife

Jim Williams
MT Fish Wildlife & Parks

Garth Mowat
BC Parks & Environment

Gary Cooper
Bureau of Land Mgmt.

Dan Dinning
County Commissioners

I&E TASKFORCE CHAIR
Linda McFadden/Kim Annis
Idaho Panhandle NFs and
Montana Fish, Wildlife, &
Parks

SCIENCE ADVISORS

Wayne Kasworm
US Fish & Wildlife Service

Wayne Wakkinen
Idaho Dept. of Fish & Game

National Fish and Wildlife Foundation
1133 Fifteenth Street N.W. Suite 1100
Washington, DC 20005

To Whom it May Concern:

The Interagency Grizzly Bear Committee (IGBC) is the committee of state, federal, and Canadian agencies working cooperatively to implement the Grizzly Bear Recovery Plan (USFWS, 1993) and conserve and recover the grizzly bear in the conterminous United States. As the Chair of the Selkirk/Cabinet-Yaak Subcommittee of the IGBC, I would like to express my strong support for the McArthur Lake Safety Project proposal to the National Fish and Wildlife Foundation submitted by the Nature Conservancy.

The McArthur Lake Corridor has been identified as the narrowest and most viable linkage between the Selkirk and Cabinet-Yaak ecosystem recovery zone in northern Idaho. It connects over a million acres of public lands, including the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones. Our committee has been supportive of the efforts in the McArthur Lake area to maintain opportunities for linkage of wildlife populations and improve public safety. We believe this proposal reflects the ongoing cooperative and coordinated efforts between the Kootenai Valley Resource Initiative, conservation groups, public land managers, fish and game agencies, and state and federal transportation agencies to maintain linkage zones that work for both people and wildlife.

As an IGBC subcommittee we believe that maintaining linkage opportunities at critical linkage areas such as McArthur Lake will help secure the long-term viability of the grizzly bear and other important wildlife in Northern Idaho. We appreciate the efforts of our partners at McArthur Lake and look forward to working with them on future projects.

Sincerely,

Ranotta K. McNair
Chair of Selkirk/Cabinet-Yaak Subcommittee