Grant Application

Tim Greseth

Email : tim@myowf.org
Application ID : A48GT108
Custom Ref. -

Application Start Date: 2023-02-12 22:06:48
Application Completed Date: 2023-02-12 23:16:25

1	Have you previously applied for a grant from the Oregon Wildlife Foundation?	
		yes
2	Has a previously submitted grant application been denied funding support?	
		no
3	Title of your proposed project	
		B2S Wildlife Corridor Feasibility Study
4	Name of your organization	
		Oregon Wildlife Foundation
5	If your organization is not a 501c3 nonprofit, please identify your fiscal sponsor - If this does not apply to you, write N/A	
		NA
6	Your name or the name of the Project Manager	
		Tim Greseth

7	organization mailing address - Please enter full address with city, state & zip
	2337 NW York Street, Suite 201C, Portland, OR 97210
8	your phone number or that of the Project Manager
	503-939-2257
9	your email address or that of the Project Manager
	tim@myowf.org
10	a brief biographical statement about yourself or that of the Project Manager
	Tim is the Executive Director of the Oregon Wildlife Foundation
11	social media handles that your organization uses - Enter social handles or URLs such as instagram, facebook, twitter, youtube, etc. so that we can use to cross promote on our channels - if you do not have any, please place N/A
	NA
12	are you are currently following Oregon Wildlife Foundation on its social media channels?
	- Instagram - LinkedIn - Twitter - YouTube
13	what is the total estimated cost of your project?
	125000

14	Funding that you are requesting from OWF - If you're request is for more than $5,000, please contact Tim Greseth - tim@myowf.org before submitting your application.
	50000
15	what type of project are your proposing?
	fish or wildlife research
16	will your project address an Oregon Conservation Strategy habitat or species?
	yes
17	what is the location of your proposed project?
	Highway 20 between Bend, Oregon and Suttle Lake in central Oregon
18	what ecoregion and Conservation Opportunity Area (COA) is your proposed project located in? - See https://www.compass.dfw.state.or.us/ for the information you need to answer this question
	East Cascades, West Cascades; Metolius River Area COA
19	what is the anticipated start date of your project? - Day/Month/Year
	15-04-2023
20	what is the anticipated end date of your project?
	15-04-2024
21	has a local, state or federal biologist reviewed this project?
	yes
22	have you already or will you obtain necessary permits from all requisite agencies as applicable to proposed project?
	yes

23	what will the funds you are requesting be used for? - this would be a good time to review, if you haven't already done so, our grantmaking guidelines at www.myowf.org/grants	
	Contracting with a qualified firm to conduct a feasibility study of the target highway corridor	
24	provide us a brief summary of your proposed project	
	The Bend to Suttle Lake Wildlife Passage Initiative (“B2S”) would like to secure a contractor to produce a corridor assessment and conceptual design for wildlife crossings along Highway 20, between Bend and Suttle Lake, Oregon.	
25	upload pre-project pictures or a video - By submitting these photos or video I warrant that I am the legal owner of this media and grant the Foundation permission to reproduce, exhibit, or publish them for all general purposes in relation to Oregon Wildlife Foundation's work. If you have questions about photo or video submissions please refer to myowf.org/grants for guidance.	
	2 Documents Uploaded	
26	fill out our budget form	

Project Revenue	Cash	In-Kind	Committed / Pending
Oregon Wildlife Foundation Request	50000		Pending
Rocky Mountain Elk Foundation	25000		Pending
Oregon Conservation & Recreation Fund	50000		Pending
REVENUE	**125000.00**	**0.00**	
		TOTAL PROJECT SUPPORT	**125000.00**

Project Expenses	Cash	In-Kind	Total
Contacted Services to conduct a corridor assessment and conceptual design for wildlife crossings between Bend and Suttle Lake on Highway 20 in central Oregon	125000		125000.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
		TOTAL PROJECT EXPENSES	125000.00
Balanced budget? This cell should read "0" ---->		NET	0.00

27 upload a narrative of your proposed project

-

Please make sure your narrative is no more than 7 pages long, single spaced, 12 pt. font (Calibri preferred).

1 Document Uploaded

28 upload letters of support

-

letters of support are strongly encouraged. in particular a letter from a supervising biologist

1 Document Uploaded

29	I understand that I am required to submit a Project Completion Report, copies of any publications or social media posts crediting the Foundation's support, and post-project pictures at the completion of my project
	yes

Bend to Suttle Lake Wildlife Passage Initiative
Highway 20 Wildlife Crossing Project Assessment and Conceptual Design

OVERVIEW

The Bend to Suttle Lake Wildlife Passage Initiative ("B2S") is seeking a contractor to produce a corridor assessment and conceptual design for wildlife crossings along Highway 20, between Bend and Suttle Lake, Oregon.

NEED FOR THIS PROJECT

Mule deer in central Oregon must migrate to survive. Each summer, they travel westward, up to 100 miles, from the arid shrub-steppe to access lush vegetation in the foothills of the Cascade Mountains. In the fall they return to lower elevations, before snow accumulates, to spend the winter on publicly and privately-owned shrub-steppe lands. These long-distance movements between their winter and summer ranges often bring mule deer them into conflict with humans.

Mule deer and elk in Oregon are susceptible to wildlife-vehicle collisions (WVCs) in central and eastern Oregon along Hwy 20, a major highway bisecting their historic migration routes. This is especially concerning for the mule deer population, which are already in decline throughout central and eastern Oregon. Each year, the Oregon Department of Transportation (ODOT) documents more than 152 mule deer carcasses in this section of Hwy 20 as the result of vehicle strikes. According to Oregon Department of Fish and Wildlife (ODFW) estimates, between 50-100% of the number recorded are wounded and die outside the right-of-way, making the annual number of deer mortalities as high as 450 animals. This high rate of mortality accounts for almost 30% of known mule deer deaths in central Oregon (Schuyler et al. 2018).

As a major travel route from the Willamette Valley through central Oregon, Hwy 20 is currently undergoing expansion with passing lanes planned near Tumalo and Bend. Additional traffic is expected to increase WVCs involving migrating mule deer. Analyses of GPS locations from 492 mule deer tracked during a 2005-2011 ODFW study indicated that many critical migratory routes intersect Hwy 20 in this area. Annual average daily traffic (AADT) along this corridor is 12,000 vehicles and increasing. When considered alongside recent speed limit increases from 55 mph to 65 mph, volumes will almost certainly reach the threshold where Hwy 20 becomes a barrier to wildlife movement (Coe et al. 2015).

CONNECTION TO EXISTING FEDERAL, STATE, OR LOCAL ASSESSMENTS OR PLANS

The 2019 Oregon Action Plan for implementation of the Department of the Interior's Secretarial Order 3362 identified Hwy 20 as a priority for maintaining movement corridors for mule deer. In addition, "Barriers to Animal Movement" is one of seven Key Conservation Issues (KCIs) outlined within ODW's Oregon Conservation Strategy; the overarching state strategy for conserving Oregon's fish and wildlife species. The importance of species and habitat connectivity is identified under Goal 2 of the Barriers to Animal Movement KCI: 'Provide connectivity of habitat for the broad array of wildlife species throughout Oregon' (Oregon Department of Fish and Wildlife 2016).

Development of a wildlife passage corridor plan for this section of Hwy 20 will help inform future transportation planning efforts for Deschutes County and ODOT. Identifying possible wildlife passage features along Hwy 20 now creates opportunities as future road improvement and other projects are planned. Areas identified by this project can be considered in conjunction with other improvement projects, reducing the cost of implementation and increasing the likelihood that wildlife passage features to support wildlife movement and reduce collision risk will be buil

PROJECT GOAL

Improve wildlife passage and motorist safety along Highway 20 between Bend and Suttle Lake, Oregon.

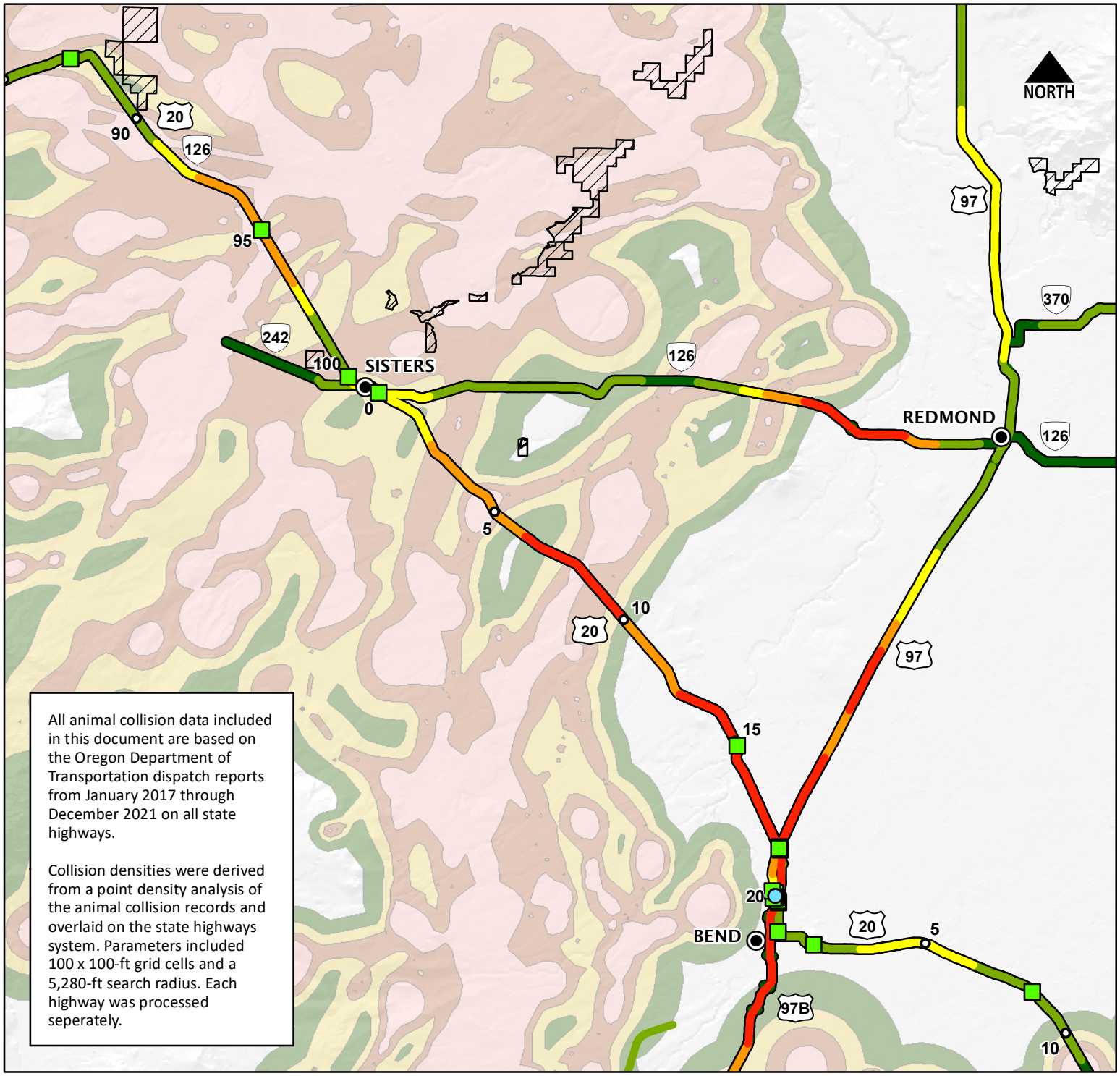
PROJECT OBJECTIVES

- Phase 1: Complete a corridor assessment for potential multi-species wildlife crossing sites along Highway 20 between mile marker 0-18 and 83-100.
- Phase 2: Complete alternatives analysis and conceptual designs for the wildlife crossings sites identified in the corridor assessments with sufficient detail to enable the Oregon Department of Transportation (ODOT) to begin preliminary design.
- Phase 3: Complete preliminary design for a dedicated wildlife crossing site at Indian Ford near Black Butte to enable ODOT to begin project initiation.
- Request for proposal should include a phased plan with costs per phase to achieve a final design.

This is an OWF-sponsored Project

DEER/ELK COLLISION DENSITY ON OREGON HIGHWAYS

JANUARY 2017 - DECEMBER 2021



All animal collision data included in this document are based on the Oregon Department of Transportation dispatch reports from January 2017 through December 2021 on all state highways.

Collision densities were derived from a point density analysis of the animal collision records and overlaid on the state highways system. Parameters included 100 x 100-ft grid cells and a 5,280-ft search radius. Each highway was processed seperately.

WILDLIFE-VEHICLE COLLISION DENSITY

- 1 - 5 per mile
- 6 - 15 per mile
- 16 - 20 per mile
- 21 - 30 per mile
- 31 - 46 per mile

PROBABILITY MULE DEER PRESENCE

- Low
- Medium Low
- Medium High
- High

- Deschutes Land Trust Properties
- Culvert ≥ 6' Wide
- Bridge
- Milepoint

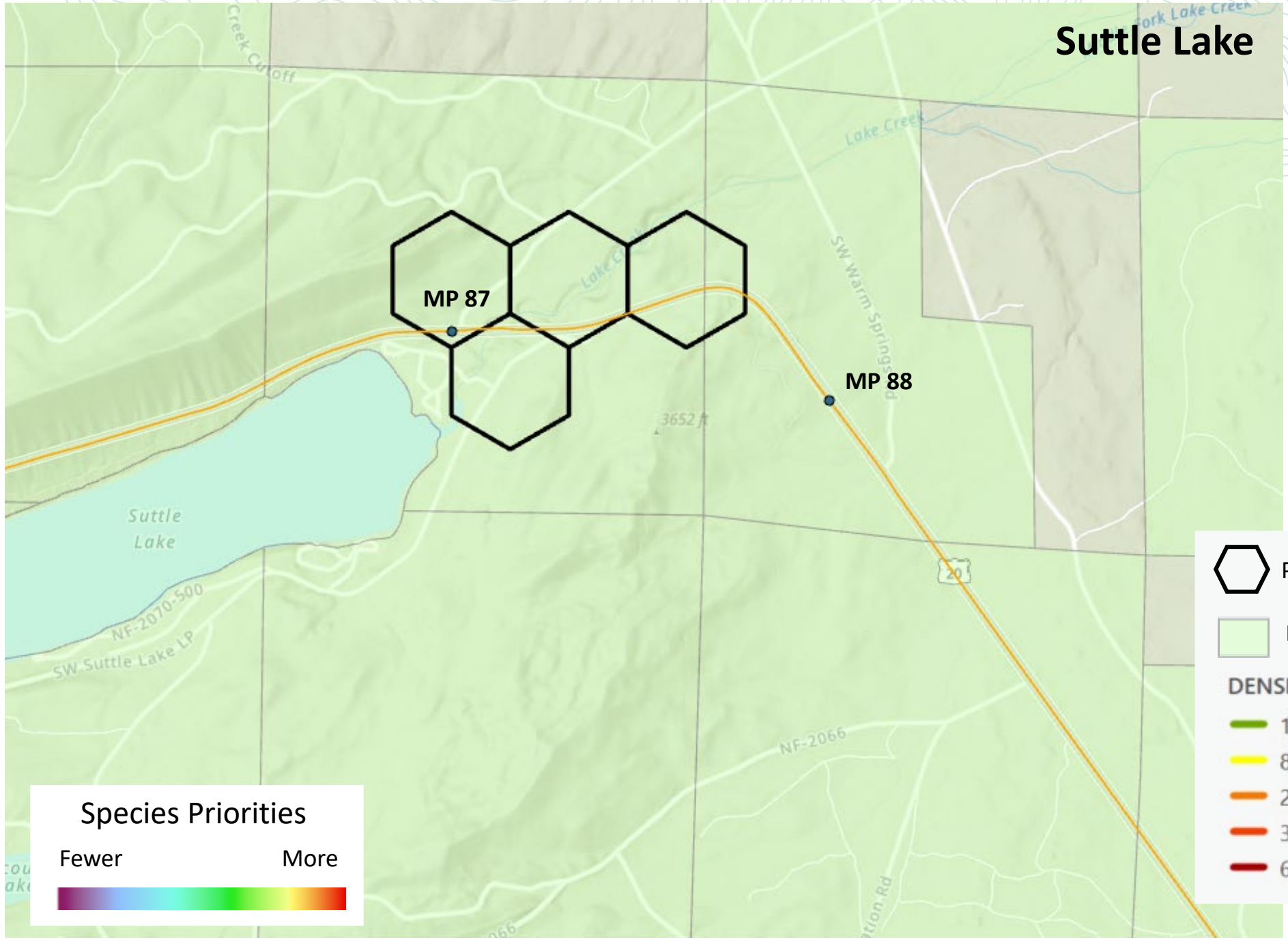
Mule Deer Migration data provided by Oregon Department of Fisheries and Wildlife.

0 Miles 8

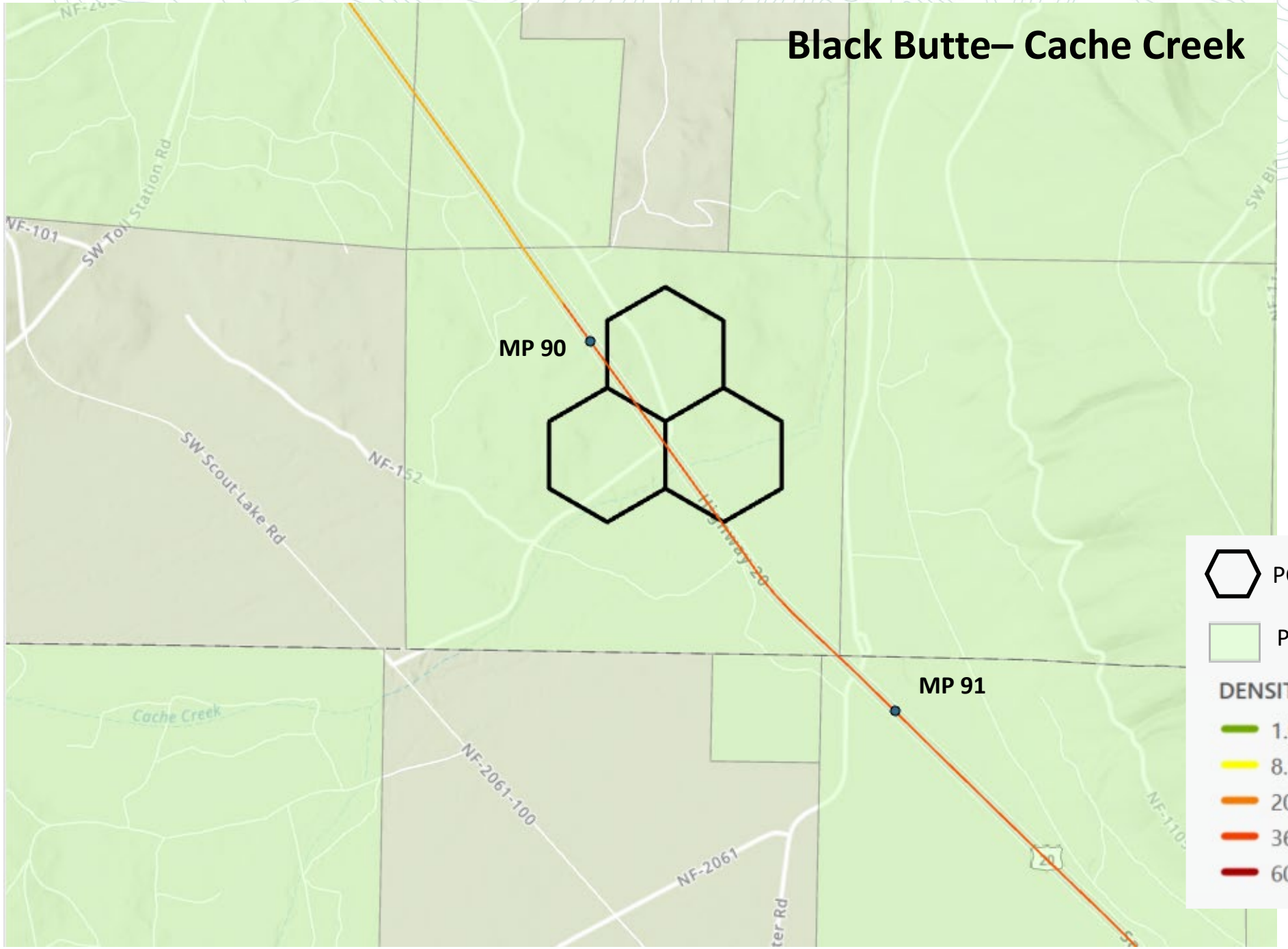
PRODUCED BY ODOT GIS UNIT
GIS No. 23-97 | FEB 2022
ODOTMaps@odot.state.or.us

N:\GIS23_97_Environmental_GeoEnvironmental_support\GIS23_97_01_Wildlife_Collision_Mapping\MXD_auto\WildlifeCollisions_US20_WestOfSisters_Bend_2017_2021.mxd

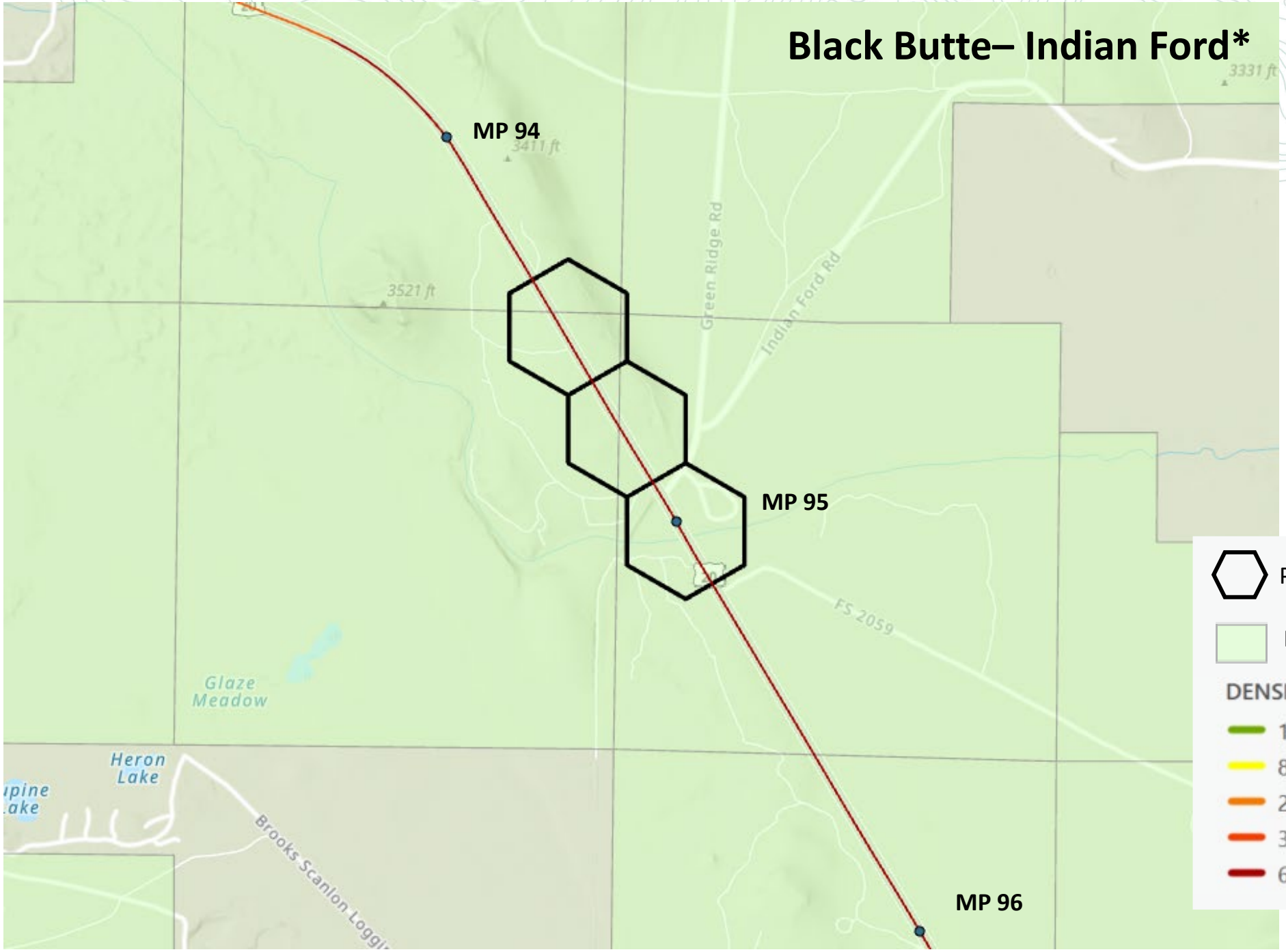

Suttle Lake
Black Butte– Cache Creek
Black Butte– Indian Ford*
Sisters
Peterson Ridge
South of Tumalo
Bend
PCA Crosses US 20
Public Lands
DENSITY
1.0 - 8.0
8.1 - 19
20 - 35
36 - 59
60 - 100

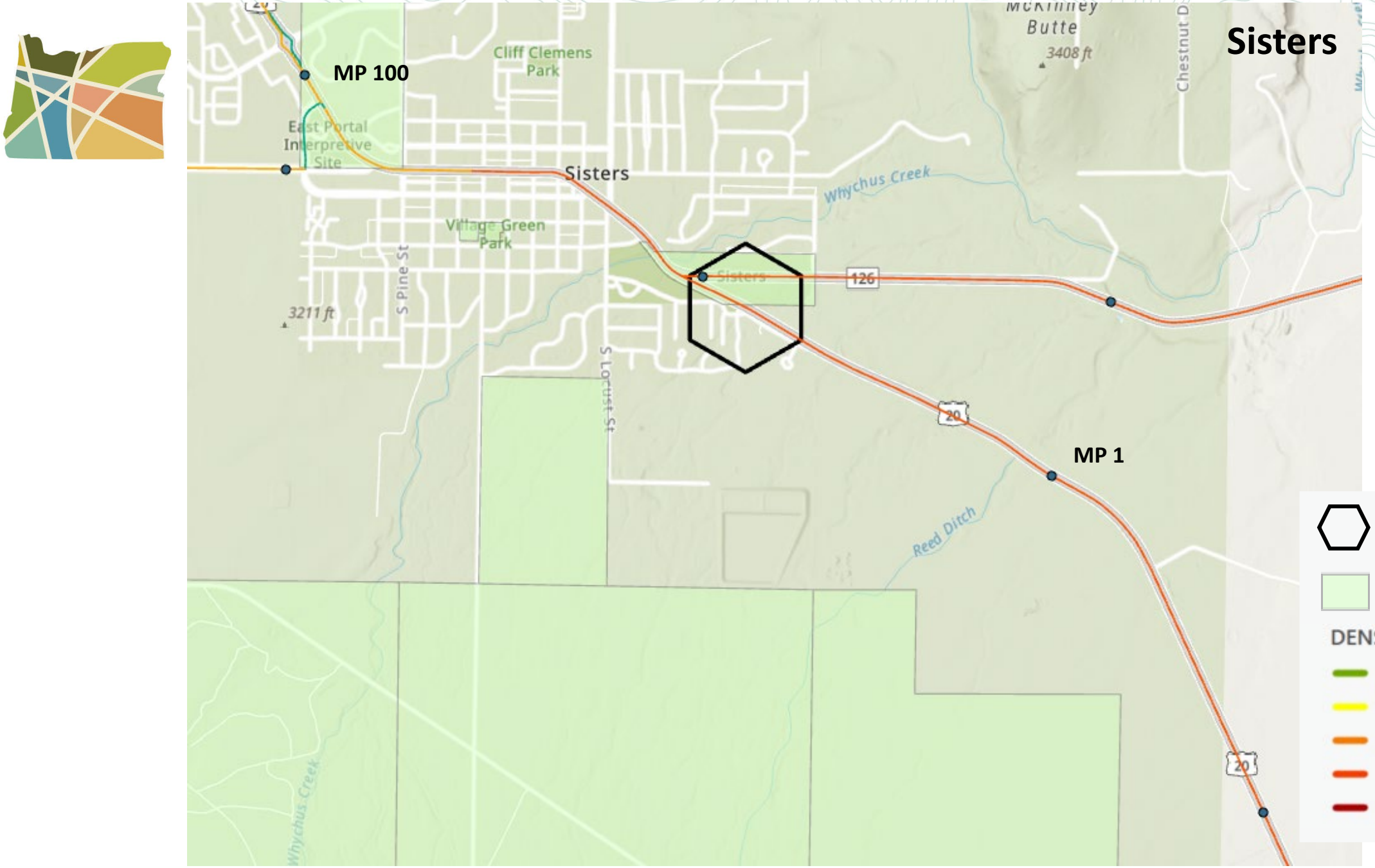

Suttle Lake
MP 87
MP 88
Suttle Lake
NF-2070-500
SW Suttle Lake LP
NF-2066
SW Warm Springs Rd
Lake Creek
3652 ft
20
PCA Crosses US 20
Public Lands
DENSITY
1.0 - 8.0
8.1 - 19
20 - 35
36 - 59
60 - 100
Species Priorities
Fewer
More

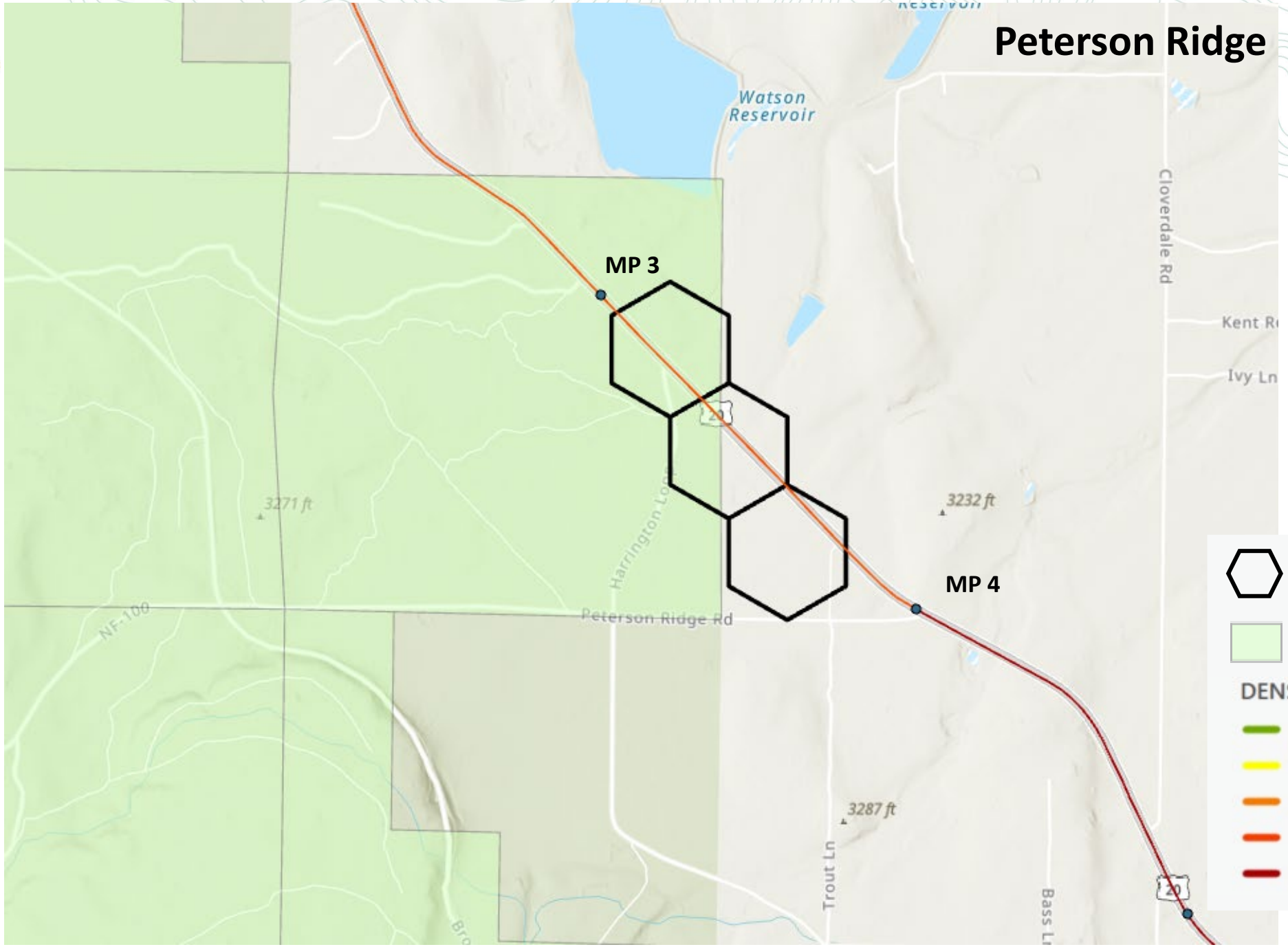
Black Butte– Cache Creek



Black Butte– Indian Ford*




Sisters
MP 100
Cliff Clemens Park
East Portal Interpretive Site
Sisters
Whychus Creek
Village Green Park
S Pine St
3211 ft
McKinney Butte
3408 ft
Chestnut D
126
20
S Locust St
MP 1
Reed Ditch
PCA Crosses US 20
Public Lands
DENSITY
1.0 - 8.0
8.1 - 19
20 - 35
36 - 59
60 - 100


Peterson Ridge
Watson Reservoir
MP 3
MP 4
Cloverdale Rd
Kent Rd
Ivy Ln
3271 ft
3232 ft
3287 ft
Harrington Loop
Peterson Ridge Rd
NF-100
Trout Ln
Bass Ln
20
PCA Crosses US 20
Public Lands
DENSITY
1.0 - 8.0
8.1 - 19
20 - 35
36 - 59
60 - 100

South of Tumalo