

2020 CALIFORNIA ACTION PLAN UPDATE

For

Implementation of Department of the Interior Secretarial Order 3362: “Improving Habitat Quality in Western Big-Game Winter Range and Migration Corridors”

Introduction - Secretarial Order 3362 (SO 3362) directs appropriate agencies within the Department of the Interior [DOI; U.S. Fish and Wildlife Service (USFWS), National Park Service (NPS), and Bureau of Land Management (BLM)] to work in close partnership with the California Department of Fish and Wildlife (CDFW) to identify, enhance, and improve the quality of big-game winter range habitats and migration corridors on appropriate DOI managed lands in a way that recognizes state authority for conserving and managing big-game species and respects private property rights. Through research and land management actions, wildlife such as mule deer (*Odocoileus hemionus*; hereafter deer), pronghorn antelope (*Antilocapra americana*; hereafter pronghorn), Rocky Mountain elk (*Cervus canadensis*), Roosevelt elk (*C. c. roosevelti*), and Tule elk (*C. c. nannodes*; collectively hereafter elk) and other wildlife and their habitats may benefit.

Conditions in the broader landscape may influence the function of migration corridors and sustainability of big game populations. Such conditions may include habitat fragmentation, land use patterns, resource management, or urbanization. The United States Department of Agriculture (USDA), through the USDA Forest Service (USFS) and USDA Natural Resource Conservation Service, will collaborate with DOI, the states, and other natural resource managers across the broader landscape when developing an all-lands approach to research, planning, and management, for ecological resources, to include migration corridors in a manner that promotes the welfare and populations of elk, deer, and pronghorn, as well as the ecological integrity of terrestrial ecosystems in the plan area.

California has about 99.7 million acres of total land area, and approximately 22.9 million acres (23.0%) are managed by three DOI agencies: BLM (15.0 million acres; 15.0%), NPS (7.6 million acres; 7.6%), and USFWS (0.3 million acres; 0.3%; Fig. 1). An additional 20.8 million acres (20.8%) are managed by the USFS.

To achieve the objectives of SO 3362, the DOI asked states to identify 3-5 priority migration corridors or winter range habitats for big game species in their respective state. Where information on specific migration corridors or winter range habitats are lacking, the DOI requested states to identify research priorities to fill these data or knowledge gaps to produce Brownian Bridge Movement Models (BBMM) using methods and tools developed by the United States Geological Survey. Additionally, recent improvements to these methods have been developed that make legacy data available for analyses to inform corridor delineations.

Implementation of this SO 3362 will occur alongside and in coordination with ongoing efforts. Executive Order B-54-18 Biodiversity Initiative has tasked the California Department of Transportation (Caltrans) and CDFW with updating the 2010 statewide assessment of essential habitat connectivity. The science, data and modeling techniques have progressed, and an updated connectivity analysis is necessary to integrate biodiversity conservation with transportation and infrastructure planning.

CDFW and Caltrans Headquarters staff conducted a one-day collaborative symposium in January of 2020. Both departments want to coordinate, integrate, and focus investments on projects that maintain and restore habitat connectivity and support landscape resiliency. Both departments also want to focus their efforts on incorporating wildlife connectivity features into future transportation projects that have the highest biological priority and provide the greatest benefit to the safety of the traveling public and Caltrans maintenance operations. A diverse group of stakeholders and experts participated in the symposium which served as an opportunity for participants to share data and knowledge to inform a larger collaborative effort. The overall objectives of the symposium included the following:

- Engage a diverse group of stakeholders.
- Identify partnership opportunities and funding sources to support design and implementation of wildlife crossings to remediate barriers to wildlife movement.
- Identify potential partnership opportunities for filling data gaps and research needs.
- Identify data gaps and research needs related to animal movement and barriers.
- Identify potential focal species that could be used in developing a fine-scale regional connectivity assessment.
- Identify engagement points in which CDFW and other agencies, such as non-governmental organizations, can provide comments and be involved in transportation scoping and nomination.
- Brainstorm criteria and explore parameters that could be used to develop a transparent and repeatable method to prioritize barriers for remediation that can be replicated in other parts of the state.
- Work to develop a map of wildlife connectivity areas of interest based on scientific data, expert opinion, and stakeholder input.
- Develop recommendations for replicating the process statewide

CDFW will continue to focus on priority migration areas identified in the 2019 state plan. The migration focus areas reflect a careful consideration of population stressors, habitat quality and geography (Fig. 2) and represent our top big game migration corridors in response to SO 3362. With research support in 2020 from DOI, we are beginning to gather and analyze data to develop fully analyzed corridors.

Winter Range – Mule Deer

Mule deer are common throughout the State of California. East of the Sierra Nevada Crest they are managed within premium deer hunt zones. Deer habitats in California typically include a mix of densely forested summer range and more open shrub communities on winter range. These deer are mostly migratory, moving into both Oregon and Nevada, and as such are managed cooperatively with those states. Primary threats on summer range include development, fire impacts, lack of early seral habitat, and high human population and disturbance. On winter range, development, fire and conversion of habitats to invasive weed species and senescence of high-quality forage are important issues for deer. Deer traverse multiple highway systems, which creates cumulative impacts in the form of direct mortality or conditions that tax deer energetically as they attempt daily or seasonal movements between ranges.

Conservation of deer habitats and management of herds is challenging for deer managers with the CDFW. Land use practices oftentimes conflict with wildlife habitat needs. The USFS is the primary federal landowner (>20%) in California (Fig. 1) and often manages forests to provide a high canopy cover of even-aged stands. This not only reduces early seral habitats important in summer range, but provides abundant fuel for intense wildland fire, which affects deer habitats across their range.

Many research projects have or continue to monitor deer movements but there are gaps in information. A comprehensive statewide migration assessment plan is currently being developed for deer in California. This project will collect high-resolution movement data suitable for robust spatial analyses to identify important corridors and stopover locations and provide much needed information to inform wildlife managers.

Mule Deer, Mono Ecoregion, Deserts Province, X9a Deer Hunt Zone

Between 2002-2015, a total of 1,845 deer-vehicle collisions were recorded on Caltrans facilities in District 9, which includes Mono County. Of these deer-vehicle collisions, 397 occurred on the US Highway 395 corridor in the Long Valley Wildlife Crossing (LVWC) project area located between State Route 203 and the Crowley Lake area. A preliminary report by the University of California, Davis, identified Highway 395 on the east side of the Sierra Nevada as an area with statistically significant hotspots for vehicle-wildlife collisions (Shilling and Waetjen 2016). In addition to deer, this area contains bear, mountain lion, numerous meso-carnivore species, and a variety of other important wildlife.

The LVWC project area is of high importance to deer because habitats on both sides (east and west) of Highway 395 are used for summer range, migration, migration transition (holding areas for spring and fall migrations) and winter range during droughts.

This priority deer focus area is located in Mono County and has deer winter, transition and summer ranges in the eastern Sierra front (summer), down into the toe slopes (transition), and into mixed sagebrush, desert scrub, and agricultural lands. Habitats vary depending upon altitude and aspect and include shrub-steppe and shrub communities, open forest communities, and alpine meadows (Fig. 3). There is limited anecdotal information available as there have not been sufficient data or methods to produce BBMMs to date. This area is known to provide important stopover habitat (Sherwin Holding Area) that is intensely used by deer for 6-10 weeks in the spring and for several months in the fall during migrations.

The USFS (Inyo National Forest) manages much of the land along the north portion of the focus area (Fig. 4). The BLM and the Los Angeles Department of Water and Power own lands along the southern border. The area is a popular and heavily used recreation destination. Livestock grazing and agriculture supporting the ranching industry are also a dominant land use.

Risks/Threats and Proposed Actions

Deer vehicle collision rates are high along highways, particularly within the LVWC located on U.S. Highway 395 from State Route 203 to Crowley Lake. Deer passage is impeded for transitioning between winter and summer ranges.

- State Action: Identification of important seasonal crossing areas.
- Collaborative Action: Funding and other support for installation of passes and other crossing structures in areas with the greatest need to reduce collisions and provide safe passage to deer and other wildlife during migration.

Increasing development and fragmentation of available summer, winter and migratory habitats reduces deer herd carrying capacity. The conversion of agricultural lands to industrial and housing developments due to growth pressures is a primary cause.

- State Action: Identify site-specific crossing locations, movement routes, and stopover areas within the focus area.
- Collaborative Action: Incorporate movement data into planning documents and efforts to facilitate conservation of migration pathways.
- Collaborative Action: Work with private landowners to facilitate safe passage of deer along migration pathways.
- Collaborative Action: Pursue conservation easements with willing parties to conserve important areas of deer movement through private lands.

It is anticipated that high-intensity catastrophic wildfires will continue throughout the focus area due to high fuel loads from historic fire suppression efforts, persistent drought conditions in recent years, and changes to precipitation patterns.

- Federal Action: Forest thinning, noxious weed control, and planting of native shrubs with prioritization for high-use deer areas on federal lands.

The Mammoth-Yosemite Airport east of Highway 395 between mile markers 22.74 and 20.36 is planning an impermeable fence around its perimeter. The fence will include a 1.7-mile-long segment that abuts the Caltrans right-of-way on the east side of the highway.

- Collaborative Action: Plan and build additional fencing on the west side of the highway to prevent deer being trapped within the right-of-way and reduce deer-vehicle collisions.

Current Efforts

- In March 2019 and 2020, a total of 77 female mule deer from five eastern Sierra herds in Mono County were marked with high-fix rate GPS collars to determine deer movements in relation to US Highway 395 and in the LVWC area. A total of 20 collars were deployed in the Casa Diablo herd, 15 collars each in the Mono Lake and the West Walker herds, and 6 collars in the East Walker herd. In addition, a total of 21 collars were deployed in the Round Valley herd.
- A graduate student from Utah State University, Logan, Utah, was hired in September 2019 to assess the migratory movements of the GPS collared female mule deer in relation to US Highway 395 in Mono County. This student will use integrated step selection analysis to model how landscape features affect both deer movement and habitat selection processes in relation to US Highway 395. The results of this study will be used to formulate recommendations for the placement of wildlife crossing structures and fencing necessary to reduce deer-vehicle collisions on US Highway 395 in Mono County.
- Of the 21 GPS collared deer from the Round Valley herd, a total of 9 crossed US Highway 395 within the LVWC project area. This data provided valuable information on the temporal pattern and specific locations of deer movements in the LVWC project area in relation to known deer-vehicle collision hot spots (Figs. 5 and 6). Ultimately, these data will be used to inform decisions regarding where to best locate crossing structures (overpasses and underpasses) and deer fencing within the LVWC project area.
- A multi-agency task force, the Eastern Sierra Wildlife Stewardship Team, is continuing to meet to develop strategies to mitigate deer-vehicle collisions on US Hwy 395 in Mono County and identify fund sources for wildlife crossing project implementation.
- BLM - Bishop Field Office was awarded \$70,000 in 2020 from the National Fish and Wildlife Foundation (NFWF), Improving Habitat Quality in Western Big Game and Migration Corridors Program. This funding is being used to purchase approximately 2 miles of deer fencing to be placed along both sides of US Highway 395 between Mammoth Creek bridge and the SR 203 junction. In addition, this funding is being used to purchase two portable changeable message signs (CMS) that can be strategically situated during migration at deer-vehicle collision hot spots along the US Highway 395 corridor.

Mule Deer, Sierra Nevada Ecoregion, Central Valley and Sierra Nevada Province, X6a and X6b Deer Hunt Zones

This area contains an estimated 9,400 deer in the premium hunt zones X6a and X6b. Deer have both economic and ecological value in this area that make this a big game priority for the state of California. In addition to deer, this area contains pronghorn, an expanding population of elk, and occasionally bighorn sheep and gray wolf.

This priority focus area is located approximately between north of Reno, NV and Susanville, CA on the east side of the Sierra Nevada Range along Highway 395. Habitats vary and include sagebrush steppe and shrub communities, dense forest communities, and agriculture lands (Fig. 7). Limited information is available on deer movements, but these tend to be quick and short migrations with several stopovers.

Most of the area is owned by public agencies, with the Plumas, Humboldt-Toiyabe, and Lassen National Forests, BLM, and CDFW's Doyle and Bass Hill Wildlife Areas being the major public land holdings (Fig. 8). Private timber companies also own large portions of forested areas within this area. Most other lands held in private ownership are interspersed along the highway including developments at Doyle, Janesville and others. Livestock grazing, human developments, recreation, and timber harvest are the predominant land uses.

Risks/Threats and Proposed Actions

It is anticipated that high-intensity catastrophic wildfires throughout the area will continue due to high fuel loads from historic fire suppression efforts and persistent drought conditions in recent years.

- Collaborative Action: Identify vegetation restoration projects, potential fuel breaks, and best management practices to limit habitat degradation and wildlife fires.

Mid-elevation forests used by deer during the spring and fall are mostly comprised of closed-canopy, over-stocked stands of mixed conifer species with little understory vegetation. Burns and cuts on privately owned timberlands or USFS lands are often treated with herbicide and replanted with single age stands, activities that eliminate or greatly reduce early seral conditions that are critical for summer forage and cover.

- Collaborative Action: Identify vegetation restoration projects to enhance nonproductive vegetation communities and develop best management practices for private timber lands that incorporate mule deer habitat needs.

Conversion of habitats to invasive weeds in wintering areas due to disturbance from largescale and high-intensity wildfires, conifer encroachment on open shrub communities, and senescence of nutritional forage all threaten the native habitats that support mule deer.

- Collaborative Action: Identify vegetation restoration projects, potential fuel breaks, and best management practices to limit habitat degradation and wildlife fires.

Growing use and distribution of motorized and non-motorized off-road vehicles and increasing disturbance on winter ranges.

- USFS Action: Develop new or modify existing travel management plans to include restrictions on timing and location of motorized uses to minimize impacts to important seasonal activities of mule deer.

Persistent drought conditions reduce water availability and may result in reduced overall nutritional carrying capacity of the landscape. There may be resulting shifts in migration strategies that result in higher deer densities on summer range and current winter range abandonment.

- State Action: Fully analyze existing telemetry data, if available, using new BBMM methods to establish baseline migration activities. Develop ongoing monitoring activities to monitor potential shifts in migration strategies and adapt management as needed.
- Collaborative Action: Provide or maintain existing water development (guzzler) to combat arid conditions and lack of water sources.

Increasing development and fragmentation of available winter and migratory habitats in the area is an ongoing threat. Nevada does not have an equivalent to the California Environmental Quality Act (CEQA) or the California Endangered Species Act (CESA) processes that can limit or mitigate development. Critical ranges and corridors must be identified and protected as winter range is being heavily developed.

- Collaborative Action: In coordination with Nevada Department of Wildlife (NDOW), explore options to conserve priority winter and summer habitats, stopovers, and migration routes.

Deer vehicle collision rates are high along highways, particularly on U.S. Highway 395 from Susanville south through Honey Lake. Further south on 395 and Hwy 70 also contain many deer vehicle collision hotspots.

- State Action: Identification of important seasonal crossing areas. Identify site-specific crossing locations, movement routes, and stopover areas within the focus area.
- Collaborative Action: Incorporate movement data into planning documents and efforts to facilitate conservation of migration pathways and landscape permeability.
- Collaborative Action: Funding and other support for installation of passes and other crossing structures in areas with the greatest need to reduce collisions and provide safe passage to deer and other wildlife during migration.

Current Efforts

- The BLM has performed post-fire restoration activities following the Long Valley Fire in 2017. They also plan to replace ~3,600' of 8' tall fencing in the Fort Sage Off-highway Vehicle Area with wildlife friendly fencing to facilitate better access to surrounding BLM lands and habitats. Additional post-fire rehabilitation plans include drill, broadcast, and hand-seeding of ~5,350 acres of burned shrubland communities. Noxious weed control will occur through implementation of the Eagle Lake Prevention Schedule.
- The Highway 89 Stewardship Team (H89ST) is expanding their reach to partner with NDOW and other agencies and NGO's to focus on Highway 395 where deer make inter-state crossings. There are potential road-crossing sites on USFS and BLM lands.

Proposed Efforts

- Identify and undertake post-fire restoration opportunities following recent, large wildfires. Immediate needs include replacement of diversion fencing along Highway 395 and crucial winter range habitat restoration in the burned area.
- Identify federal land projects with USFS, BLM, or USFWS whose activities will benefit migratory deer, pronghorn antelope or elk within this area. NEPA clearance is available for several planned or ongoing projects on the Plumas, Tahoe, and Humboldt-Toiyabe National Forests and BLM land related to aspen/meadow restoration or seeding (bitterbrush, sagebrush, mahogany) of burned areas. Several areas within the area have burned in recent years.
- On BLM lands juniper clearing is considered a Categorically Exempt activity and there is an opportunity to partner for this work on critical deer winter range.
- Potentially convert standard livestock fencing along Highway 395, Highway 70, and County Road 284 to deer fence, with jump-outs. Structures would be needed to create permeability across the highway to help curtail vehicle strikes.

Mule Deer, Sierra Nevada Ecoregion, Central Valley and Sierra Nevada Province, X7a and X7b Deer Hunt Zones

This area contains migratory deer from the Loyalton-Truckee Deer Herd in the premium hunt zones X7a and X7b (an estimated 6,000 animals). This large priority focus area is located approximately between Verdi, NV north to State Route 70 then south through the town of Sierraville to the McKinney Bay area of Lake Tahoe. Deer have extreme financial and ecological value in this area. In addition to deer, this area contains bear, mountain lion, occasional gray wolf and a variety of other wildlife.

Habitats vary as you move west to east but include coniferous forest with closed canopy, bitterbrush and shrub communities, riparian habitat, and pockets of aspen (Fig. 9). Much of this area is privately owned with the Tahoe and Humboldt-Toiyabe National Forests and CDFW

comprising most of the public land. Livestock grazing, human development, and recreation are the predominant land uses (Fig. 10).

Deer move quickly between summer and winter range but tend to stay on summer range later in the year until snow and temperature pushes them out, sometimes in December (Fig. 11). Summer range in the south near Truckee is very limited and highly developed leaving small pockets of intact habitat. Migration is short but is constricted by the Truckee River, the railroad tracks and Interstate 80 through the Truckee River Canyon. Stopovers are not prevalent in this short migration. In the north migrations are over greater distance and the summer range is more widespread. Stopover areas include Antelope Valley Wildlife Area, Dog Valley, Bear Valley, and the lands around Prosser and Boca Reservoirs.

Risks/Threats and Proposed Actions

It is anticipated that high-intensity catastrophic wildfires throughout the area will continue due to high fuel loads from historic fire suppression efforts and persistent drought conditions in recent years. More than 47,000 acres burned in the Loyaltan fire within this area at the time of this document including habitats in winter range, and corridors (Fig. 11).

- Collaborative Action: Identify vegetation restoration projects, potential fuel breaks, and best management practices to limit habitat degradation and wildlife fires.

Development has been somewhat limited by CEQA but does continue, especially around already impacted ski resorts and the town of Truckee. Fragmentation by development, the interstate, and railroad right-of-way's limit traditional deer movements. The river and associated high recreation use make for additional challenges in managing landscape permeability. Moving around barriers to reach desired habitats is energetically taxing. Fecundity and fawn survival could be an issue if connectivity is not restored or maintained.

Interstate 80 is one of several highways, but the most significant that bisects the Sierra Nevada mountain range. Major crossing features to connect habitat on either side are absent but needed and could open the movement ability by many species, including sensitive meso-carnivores.

Direct vehicle mortality on the Interstate 80 and roads throughout developed areas along with high predator concentrations are additive mortalities to the deer herd.

- State Action: Identify site-specific crossing locations, movement routes, and stopover areas within the focus area.
- Collaborative Action: Incorporate movement data into planning documents and efforts to facilitate conservation of migration pathways and landscape permeability.

High deer-vehicle collision rates along sections of Highway 89. Wildlife crossing features exist at Hallelujah Junction Wildlife Area and on Highway 89, but additional structures and fence are

needed. Connectivity must be created and maintained across the highway to reduce collisions and other cumulative impacts from barriers during daily and seasonal movements.

- State Action: Identify site-specific crossing locations, movement routes, and stopover areas within the focus area.
- Collaborative Action: Incorporate movement data into planning documents and efforts to facilitate conservation of migration pathways and landscape permeability.

Most of the deer in this zone are migratory and winter in the lower elevations on the Nevada side. Summer range habitats are limited, and weather conditions such as persistent drought have caused shifts in migration strategy, concentrating deer year-round on limited summer range. This could change the herd dynamics drastically.

- State /Collaborative Action: Fully analyze existing telemetry data, including data available from NDOW, using new BBMM methods to establish baseline migration activities. Develop ongoing monitoring activities to monitor potential shifts in migration strategies and adapt management as needed.
- Collaborative Action: Provide or maintain existing water development (guzzler) to combat arid conditions and lack of water sources.

Increasing development and fragmentation of available winter and migratory habitats in the area is an ongoing threat. Nevada does not have an equivalent to the California Environmental Quality Act (CEQA) or the California Endangered Species Act (CESA) processes that can limit or mitigate development. As Reno expands, winter range is being heavily developed. Critical ranges and corridors must be identified and protected.

- Collaborative Action: In coordination with NDOW, explore options to conserve priority winter and summer habitats, stopovers, and migration routes.

Growing use and distribution of motorized and non-motorized off-road vehicles and increasing disturbance on deer ranges.

- Collaborative Action: Develop new or modify existing travel management plans to include restrictions on timing and location of motorized uses to minimize impacts to important seasonal activities of mule deer.

Conversion of habitats to cheatgrass or other non-native vegetation communities.

- Collaborative Action: Manage invasive weed species by identifying areas of outbreak and undertaking vegetation restoration projects that provide more desirable forage species for mule deer.

Current Efforts

- CDFW has been working to improve communication with the Caltrans to increase planning and mitigation of road projects in impacted areas. The H89ST constructed three underpasses

with fence and jump-outs on Highway 89, a stretch that deer in the area cross. CDFW has also collaborated with NDOW to address interstate deer issues, connectivity between states, and end-run issues at deer fences along the border. The H89ST is expanding their reach to partner with NDOW and other agencies and NGO's to focus on Highway 395 where deer make inter-state crossings. There are potential crossing sites on USFS and BLM lands.

- A number of collars have been deployed for use in a population estimation project and by the H89ST to monitor and effectively place crossings on the highway. More detailed analysis with a focus on migration and stopovers is needed.
- Caltrans will complete a one million dollar project to extend the deer fence for CDFW's Hallelujah Junction Wildlife Area to the state line as well as replace all one way gates with jump-outs, and repair the fence where it has not been maintained near the existing three under crossings.
- NDOW in coordination with CDFW has mapped the movement corridors and analyzed the Loyalton-Truckee deer herd telemetry datasets using Migration Mapper (Fig. 11).
- Juniper removal projects have been undertaken on CDFW land.
- Projects on CDFW lands have sought to control noxious weeds and promote natural regeneration after fire.
- Deer monitoring of crossings under the highway with cameras.
- CDFW has deployed GPS collars to update the Loyalton-Truckee Deer Herd Plan.
- CDFW is collaborating on a large fee title acquisition of land within critical summer range that is at risk for development.
- Caltrans is planning a project that will add deer fence and jump-outs to funnel deer and other wildlife through two existing, concrete box culverts under Interstate 80.
- USFS has performed revegetation and habitat restoration in key winter habitats for mule deer following wildfires across the area. Additionally, ~500 acres are treated annually to control invasive plants to reduce wildfire risk and risk of vegetation type conversion to annual invasive grasses. Treatments include mechanical, biological (insects), hand, and herbicide treatments. Key riparian and meadow areas are the focus of reseeded and replanting efforts (~100 ac.). The Humboldt-Toiyabe National Forest is a member of a wildlife working group that focuses on opportunities to improve habitat for mule deer and other wildlife within this area.

Proposed Efforts

- Identify federal land projects with USFS, BLM, or USFWS whose activities will benefit migratory deer, pronghorn or elk within this area. NEPA clearance is available for several planned or ongoing projects on the Plumas, Tahoe, and Humboldt-Toiyabe National Forests and BLM land related to aspen/meadow restoration or seeding (bitterbrush, sagebrush, mahogany) of burned areas. Several areas within the area have burned in recent years.
- On BLM lands juniper clearing is considered a Categorically Exempt activity and there is an opportunity to partner for this work on critical deer winter range.

- Identify and undertake post-fire restoration opportunities following recent, large wildfires. Immediate needs include replacement of diversion fencing along Highway 395 and crucial winter range habitat restoration in the burned area.
- Potentially convert standard livestock fencing along Highway 395 to deer fence, with jump-outs. Structures would be needed to create permeability across the highway to help curtail vehicle strikes.

Elk

Roosevelt Elk, Northern California Coast Ecoregion, North Coast and Klamath Province, Northwestern Elk Hunt Zone

Along the north coast, populations of Roosevelt elk have expanded dramatically in the last 20 years. Del Norte and Humboldt counties in northwestern California have experienced growing conflict as a result of burgeoning Roosevelt elk herds and vehicle collisions along the Highway 101 corridor. As these Roosevelt elk populations continue to grow, access to suitable habitats can be limited by barriers such as Highway 101, and elk may tend to concentrate on private lands creating even more conflict and management issues by potentially impacting agricultural crops and property. CDFW continues to work with local governments, tribes, and landowners to expand hunter opportunities to help reduce conflict and manage the growing Roosevelt elk populations. Improving movement corridors may also help increase the accessibility of elk on public land and thereby reduce conflict.

Elk respond predictably to increased hunting pressure and traffic density by becoming more mobile and expending more energy avoiding people and roads (Hurley and Sargeant 1991, Lyon and Canfield 1991). In addition, increased road density has been shown to increase the probability of mortality in cow elk, to decrease the ratio of bulls to cows, and to increase hunting harvest mortality when compared to relatively roadless areas (Leptich and Zager 1991, Unsworth et al. 1993, Leptich et al. 1995).

A preliminary report by the University of California, Davis, identified U.S. 101, a major highway running north and south through Del Norte and Humboldt counties, as an area with significant hotspots for vehicle-wildlife collisions (Shilling and Waetjen 2016). The North Coast (Caltrans District 1) was reported as having the third highest density for wildlife-vehicle conflict in California (Shilling et al. 2017).

This area is located along the north coast of California along U.S. Highway 101 in Del Norte and Humboldt counties. Habitats vary from forested timberlands to agricultural lands (Figs. 12 and 13). Elevation in this area ranges from sea level to over 6,000 feet. Generally, most of Humboldt and Del Norte counties provides suitable habitat for elk including conifer and mixed conifer-hardwood forest, oak woodlands, montane and bottomland grasslands, and marshes.

Much of the occupied habitats are on timberlands, ranches, dairies, farms, and rural residential areas. Ownership is mixed between public, tribal and private holdings with some large blocks of USFS and private timber, particularly in the uplands (Figs. 14 and 15). Approximately 60% of this area is privately owned with most public land administered by the USFS (Six River National Forest), BLM (Lacks Creek and King Range), NPS, and California State Parks lands. The main land use in this area includes timber production and agricultural practices ranging from irrigated crop production to dairy and cattle production.

Elk that exist along the coast tend to utilize small home ranges and do not migrate seasonally (Figs. 16, 17 and 18). This has led to an area of high concentration of elk along U.S. Highway 101. Inland, there appear to be seasonal changes in habitat utilization, but this extent is much smaller than what is observed in other parts of the state.

Risks/Threats and Proposed Actions

Several herds of elk routinely cross Highway 101 and are utilizing areas adjacent to roadways to an extent that causes serious safety concerns for motorists (Tables 1 and 2). As population numbers increase along this section of highway, an increase in collisions is anticipated.

- State Action: Identification of important seasonal crossing areas.
- Collaborative Action: Funding and other support for installation of passes and other crossing structures in areas with the greatest need to reduce collisions and provide safe passage to deer and other wildlife during migration.

Current Efforts

- A total of 38 collars were ordered in 2019. Deployment of the collars occurred from November 2019 to February 2020. A total of 25 collars were deployed with use of a helicopter capture crew and through free-range darting. Additional capture efforts to deploy the remaining 13 collars will occur from November 2020 to February 2021. Ongoing research efforts on the North Coast are being accomplished through Federal financial assistance made available through the Pittman-Robertson Wildlife Restoration Act and include the following:
 - Providing information about elk population parameters for management and conservation planning. Knowledge about the relative abundance, distribution, and population trends is important in the assessment of past management plans and practices and for updating those plans.
 - Forty-eight elk are currently collared in Humboldt and Del Norte counties. This collar data allows subherd identification, habitat use and resource selection, movement patterns and population connectivity, recruitment estimates, calf survival, causes of mortality, and mark-resight estimates of abundance.
 - Road surveys, remote cameras, and fecal DNA mark-recapture estimates are being explored as new populations monitoring techniques. Research on these estimation methods will lead to the development and implementation of standardized monitoring protocols for estimating elk population parameters.

- BLM has completed ~200 acres of oak woodland and grassland restoration in Lacks Creek Management Area. They have also removed Douglas-fir and replanted with native grasses to improve forage for elk. Several prairie burns have also been deployed, and these BLM activities have been undertaken with contributions from Rocky Mountain Elk Foundation (RMEF), Mule Deer Foundation, and California Deer Association.
- Increase highway safety by working with the Caltrans by performing the following:
 - Provide locations and crossing frequency data to support the improvement of signage for elk crossing locations.
 - Provide support and collaborate with the Caltrans to construct a wildlife overpass to increase wildlife connectivity and improve highway safety at Stone Lagoon.

Proposed Efforts

- Identify federal land projects with USFS, BLM, or USFWS whose activities will benefit elk within this area.
- Continue to work with the Caltrans to improve wildlife connectivity and highway safety.

Tule Elk, Central Valley and Sierra Nevada Province and Bay Delta and Central Coast Province, San Luis Reservoir Elk Hunt Zone

This area contains the San Luis Reservoir Tule Elk meta-population, which is estimated at 1,000 animals. Tule elk are still recovering from near extirpation and require large tracts of land to support healthy populations. Located in Merced County, the elk subpopulations are found in the vicinity of San Luis Reservoir and within the San Luis Reservoir Tule Elk Hunt Zone.

Habitats vary depending upon elevation and aspect and includes non-native annual grasslands and oak woodlands (Fig. 19). Land Ownership is distributed between CDFW, California Department of Parks and Recreation, Bureau of Reclamation, and private lands (Fig. 20). Land use in the area is comprised mainly of livestock grazing, agriculture, and recreation.

Risks/Threats and Proposed Actions

Development and overall fragmentation of habitats is a major issue. Elk-vehicle collision rates along highways need to be reduced. Transportation networks have caused issues for elk movements. Information on movement corridors between habitat patches is needed to identify and model critical habitats, linkages, and barriers to movement, all of which hinder gene flow. This information will benefit current and future management and conservation practitioners by providing them with spatial and resource selection information that describes and delineates areas of important use including home ranges, calving areas, habitat use, barriers, and meta-population movement corridors.

- State Action: Data collected from GPS collars that have been deployed since 2015 are currently being analyzed. Further analysis is needed for identification of important seasonal

crossing areas and for development of BBMM to identify key stopovers and areas of importance for Tule elk.

- State Action: Delineation of important movement corridors and stopover locations to support empirically based decisions regarding prioritization of habitat conservation needs in those areas.
- State and Federal Action: Funding and other support for installation of passes and other crossing structures in areas with the greatest need to reduce collisions and provide safe passage to elk during migration and daily movements.

High-speed Rail is planned for the area and could bisect and further fragment the landscape.

- State Action: Identification of important use areas including calving grounds, home ranges, and crossing areas.
- State and Federal Action: Funding and other support for installation of passes and other crossing structures in areas with the greatest need to reduce collisions and provide safe passage to elk during migration and daily movements.

It is anticipated that conversion from native habitat to non-native invasive plant species will continue.

- State and Federal Action: Large-scale habitat restoration is needed to restore the habitat to support a healthy ecosystem. Prescribed burns and noxious weed control along with revegetation efforts are needed.

Tule elk in this area suffer from low genetic diversity. A lack of landscape permeability further exacerbates this problem.

- State Action: Delineation, preservation, and creation of important movement corridors is needed to maintain and facilitate critical gene flow between sub-groups and meta-populations.

Current Efforts

- GPS collars are still in the field collecting data, so results are preliminary. Over the course of the study nine animals have died. Of those, two females and one juvenile male were killed on Highway 152.
- A gross assessment of home ranges shows a difference between elk that use the west side of the reservoir versus elk using areas near Highway 152 and Interstate 5.
- Forty-three GPS collars have been deployed on elk in different sub-groups inhabiting the San Luis Reservoir area. The collar data will supply detailed movement data to assess barriers, habitat usage, and provide a robust population estimate and sightability correction model. A detailed analysis with a focus on migration and stopovers is needed once the data collection phase is completed.
- CDFW has been working to improve communication with the Caltrans to increase planning and mitigation of road projects in impacted areas.

- CDFW has been coordinating with California State Parks regarding habitat restoration projects on State Parks lands.
- CDFW has been working with the Santa Clara Open Space Authority and Pathways for Wildlife to implement the Highway 152 permeability study, which is aimed at assessing impacts from the highway on wildlife species.
- CDFW has been providing information to the High-Speed Rail Authority on elk biology and preliminary movement data to reduce or eliminate impacts to elk and improve public safety.

Literature Cited

Hurley, M. A., and G. A. Sargeant. 1991. Effects of hunting and land management on elk habitat use, movement patterns, and mortality in western Montana. Pages 10–12 in. Montana State University, Bozeman, Montana.

Leptich, D. J., and P. Zager. 1991. Road access management effects on elk mortality and population dynamics. Pages 126–137 in. Proceedings in elk vulnerability symposium. Montana State University, Bozeman, Montana.

Leptich, D. J., S. G. Hayes, and P. E. Zager. 1995. Coeur D'Alene Elk Ecology. Idaho Department of Fish and Game.

Lyon, L. J., and J. E. Canfield. 1991. Habitat selections by Rocky Mountain elk under hunting season stress. Pages 99–105 in. Montana State University, Bozeman, Montana.

Shilling, F. and D. Waetjen. 2016. Impact of Wildlife-Vehicle Conflict on Drivers and Animals. University of California Davis, UC Davis Road Ecology Center.
https://roadeology.ucdavis.edu/files/content/news/CA_WVC_Hotspots_2016.pdf. Accessed 05 October 2018.

Shilling, F., Waetjen, D., and K. Harrold. 2017. Impact of Wildlife-Vehicle Conflict on Drivers and Animals. University of California Davis, UC Davis Road Ecology Center.
https://roadeology.ucdavis.edu/files/content/news/CROS-CHIPs_Hotspots_2017_ES2.pdf. Accessed 05 October 2018.

Unsworth, J. W., L. Kuck, M. D. Scott, and E. O. Garton. 1993. Elk Mortality in the Clearwater Drainage of Northcentral Idaho. *The Journal of Wildlife Management* 57:495.

Table 1. Number of accidents related to animal collisions along two stretches of Highway 101 extending from Trinidad, CA to the Del Norte/Humboldt County line (mile marker 100.705 to 137.144) and from Mill Creek to the Oregon/California State line (mile marker 20.270 to 46.492). Information provided by the Department of Transportation from 1 January 2005 to 30 June 2015.

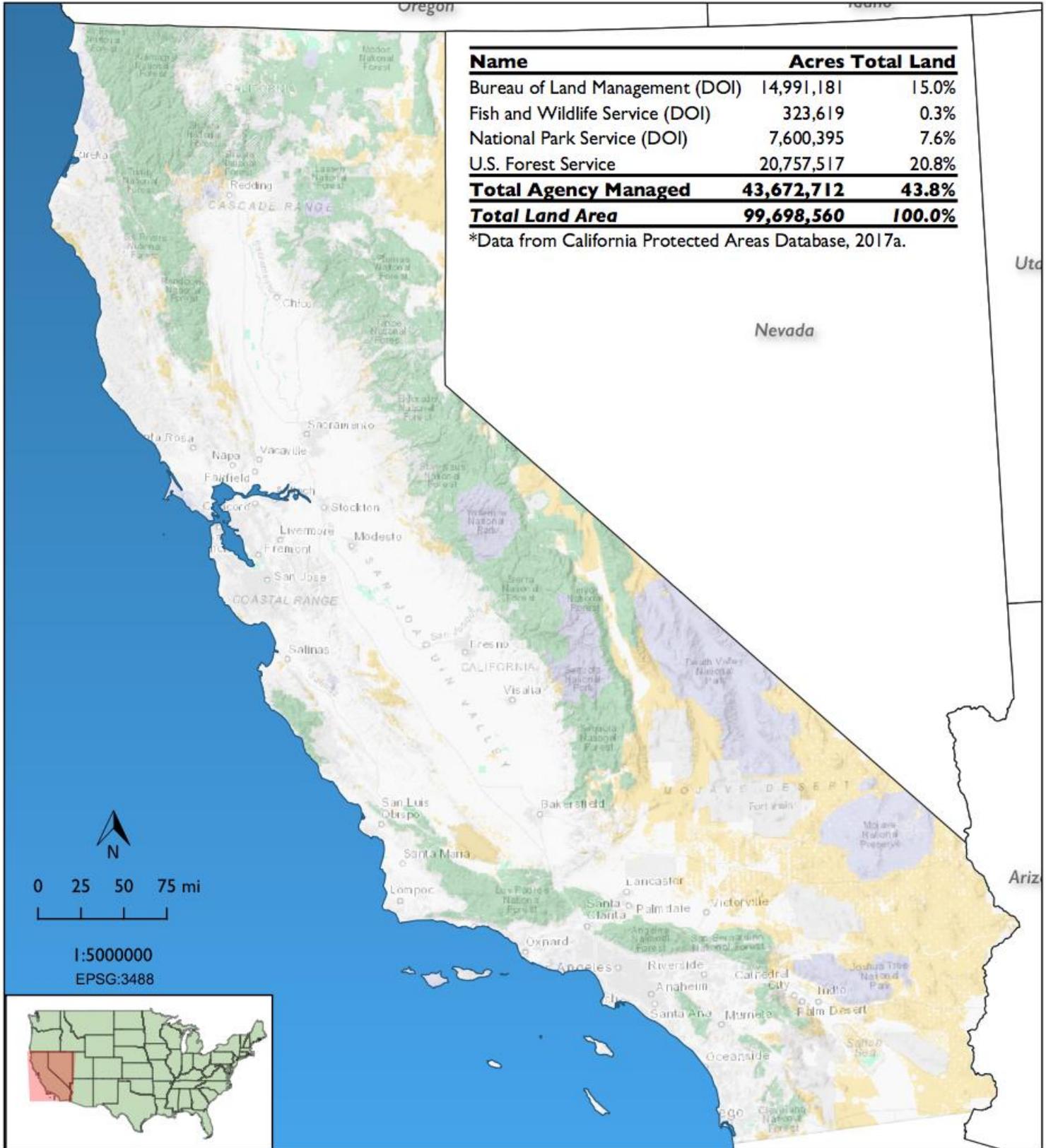
Mile Marker		Total Accidents	Fatalities	People Injured	Species	
Start	End				Deer	Other
20.270	46.492	66	1	8	52	13
100.705	137.144	82	0	22	59	20

Table 2. Average daily traffic, represented as the number of vehicles per day, from 1 January 2015 to 30 June 2015 along two stretches of Highway 101 extending from Trinidad, CA to the Del Norte/Humboldt County line (mile marker 100.705 to 137.144) and from Mill Creek to the Oregon/California State line (mile marker 20.270 to 46.492).

Mile Marker		Average Daily Traffic
Start	End	
20.270	46.492	8,000
100.705	137.144	3,800



U.S. Department of the Interior California Surface Management Areas



Legend

- Bureau of Land Management
- National Park Service
- U.S. Fish & Wildlife Service
- U.S. Forest Service

No warranty is made by the U.S. Fish & Wildlife Service as to the accuracy, reliability, or completeness of these data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This project was developed through digital means and may be updated without notice.

Figure 1. Federal surface management distribution in California for Bureau of Land Management, U.S. Fish and Wildlife Service, National Park Service, and U.S. Forest Service.

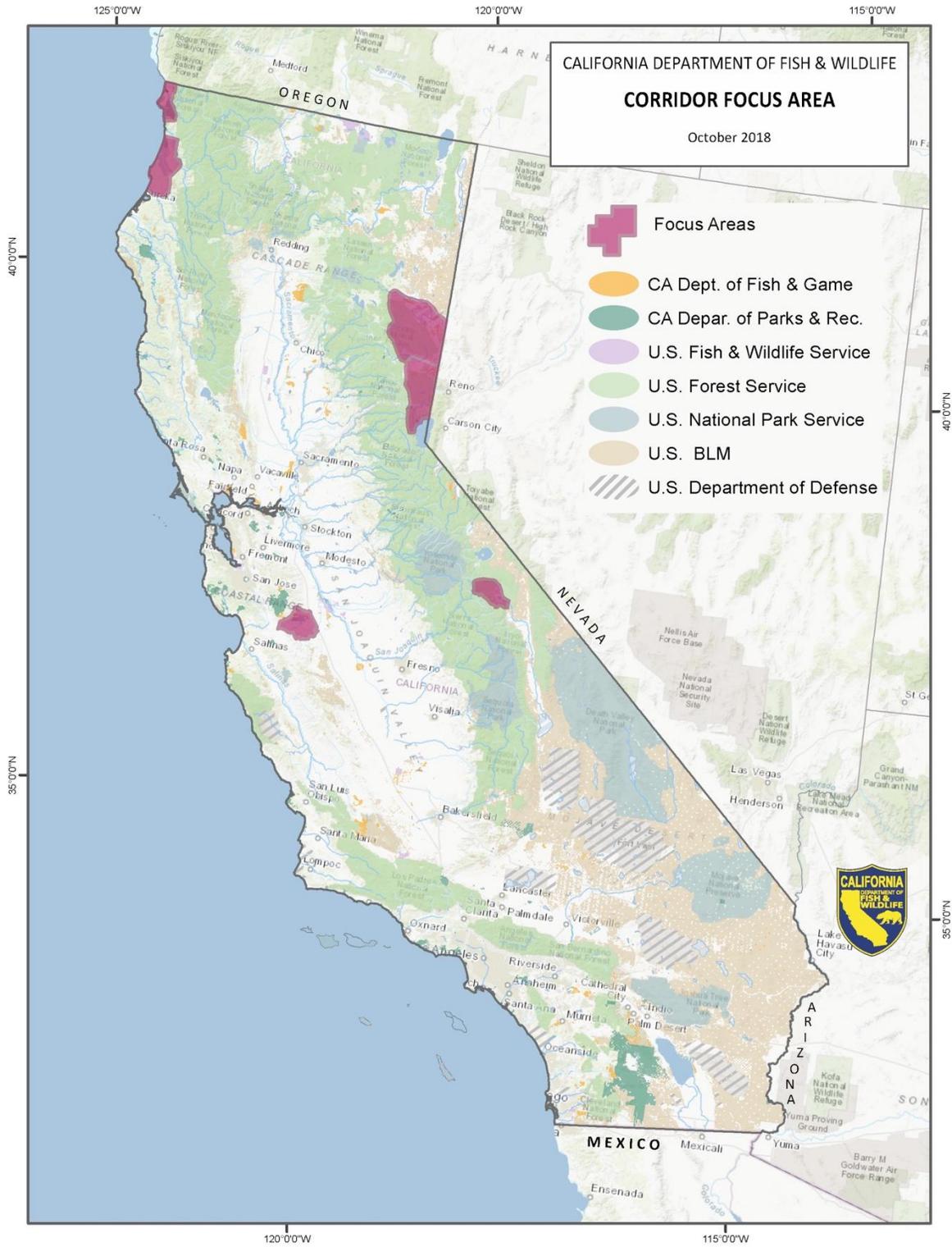


Figure 2. California Department of Fish and Wildlife corridor focus areas in response to U.S. Department of Interior’s Secretarial Order 3362.

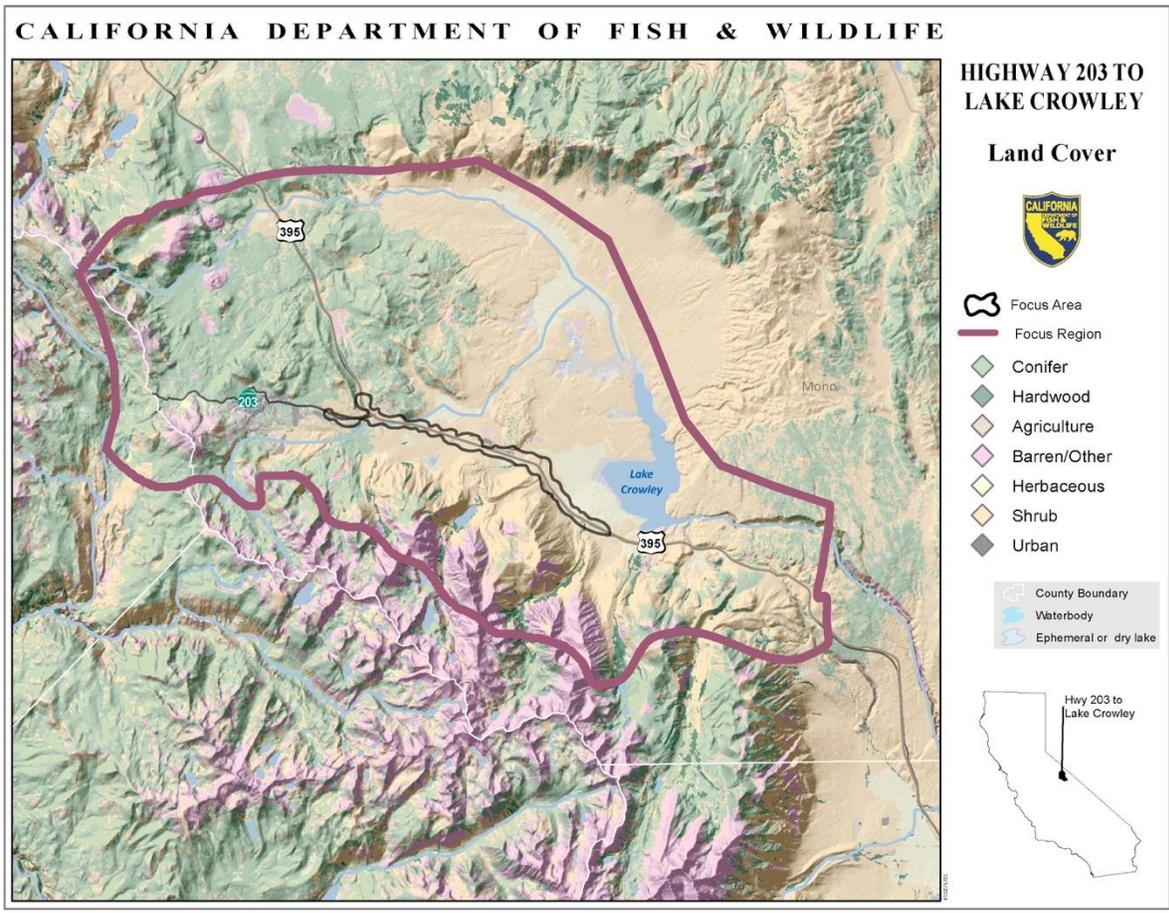


Figure 3. California Department of Fish and Wildlife priority corridor focal area for mule deer, Mono Ecoregion, Deserts Province, X9a Deer Hunt Zone depicting dominant vegetation cover type.

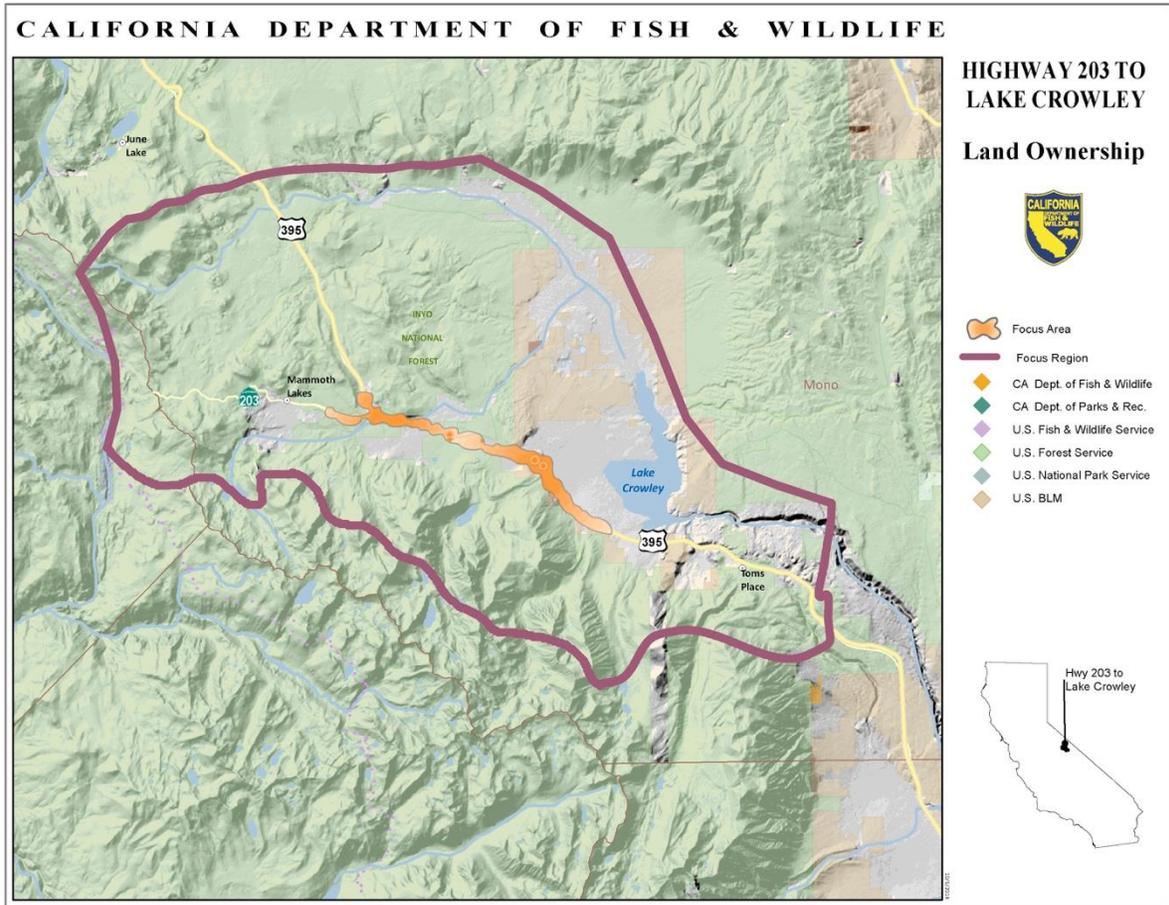


Figure 4. California Department of Fish and Wildlife priority corridor focal area for mule deer, Mono Ecoregion, Deserts Province, X9a Deer Hunt Zone depicting land management agency jurisdiction.

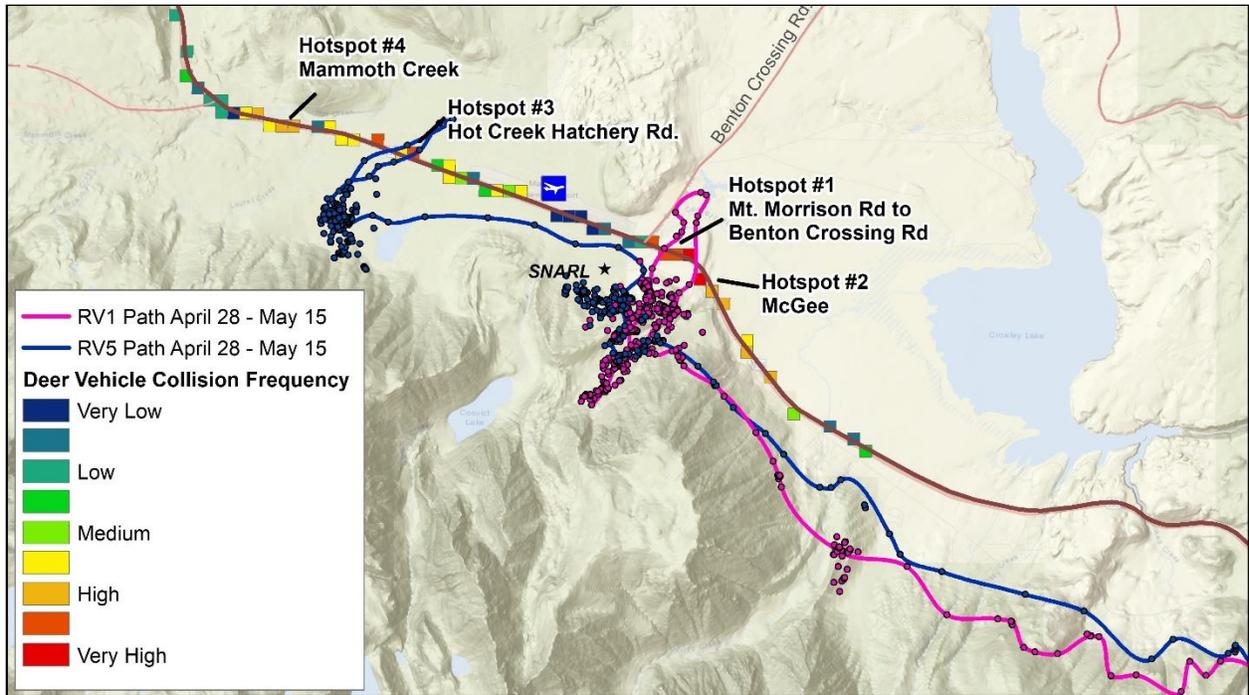


Figure 5. Deer vehicle collision hot spots along US Highway 395 within the Long Valley Wildlife Crossing project area.

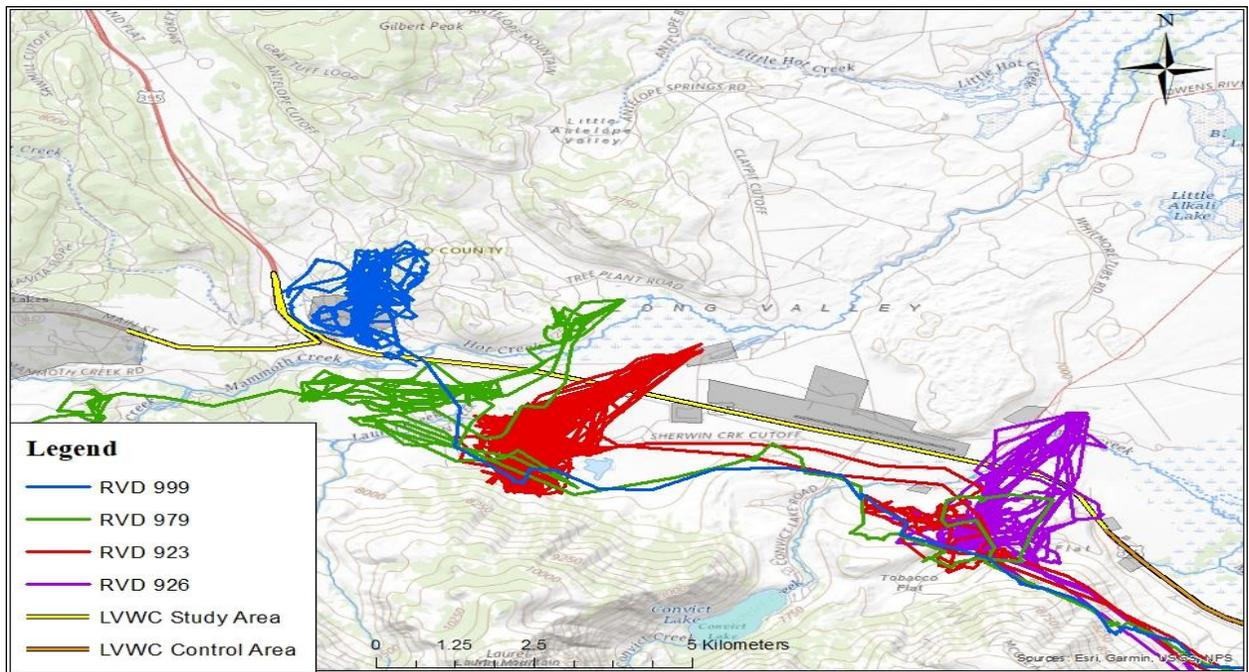


Figure 6. Movement data of four deer crossing US Highway 395 within the Long Valley Wildlife Crossing project area.

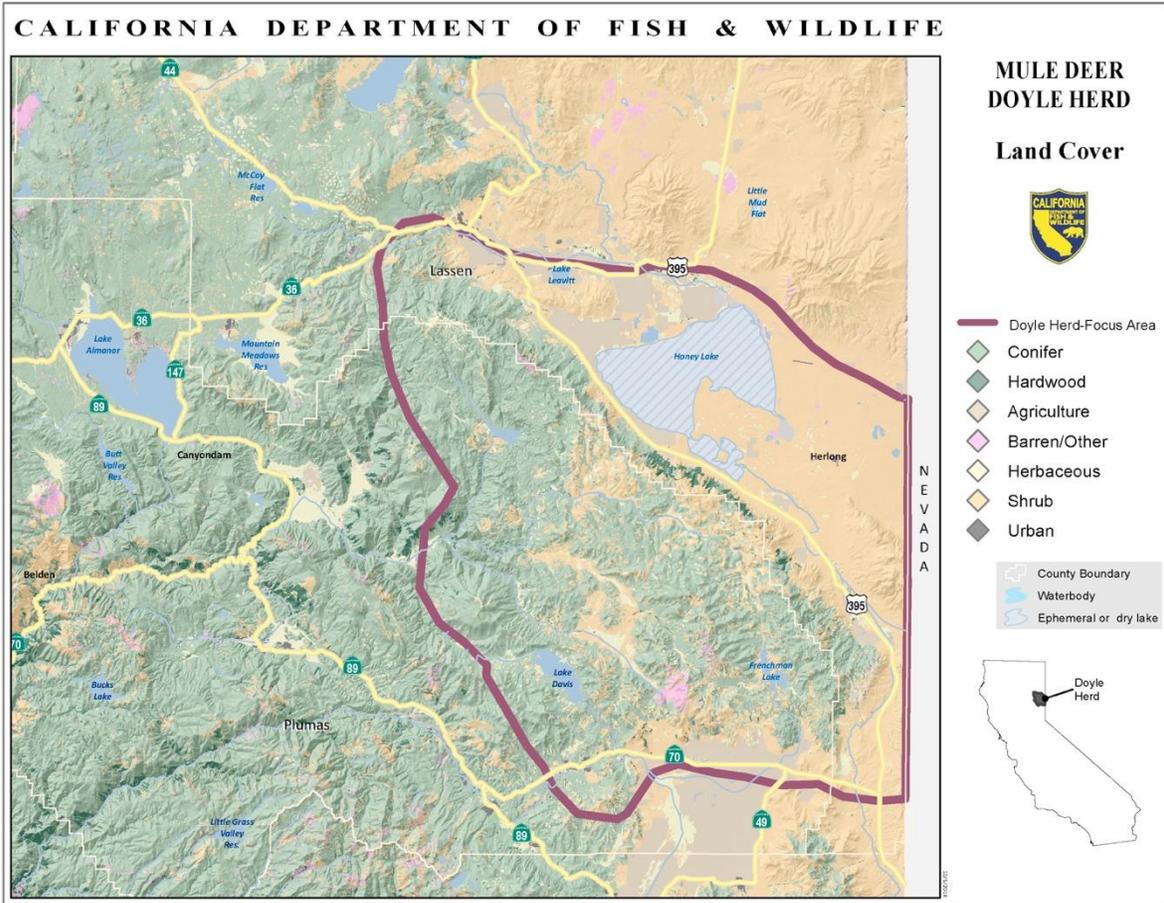


Figure 7. California Department of Fish and Wildlife priority corridor focal area for mule deer, Sierra Nevada Ecoregion-Central Valley and Sierra Nevada Province, X6a and X6b Deer Hunt Zones depicting dominant vegetation cover type.

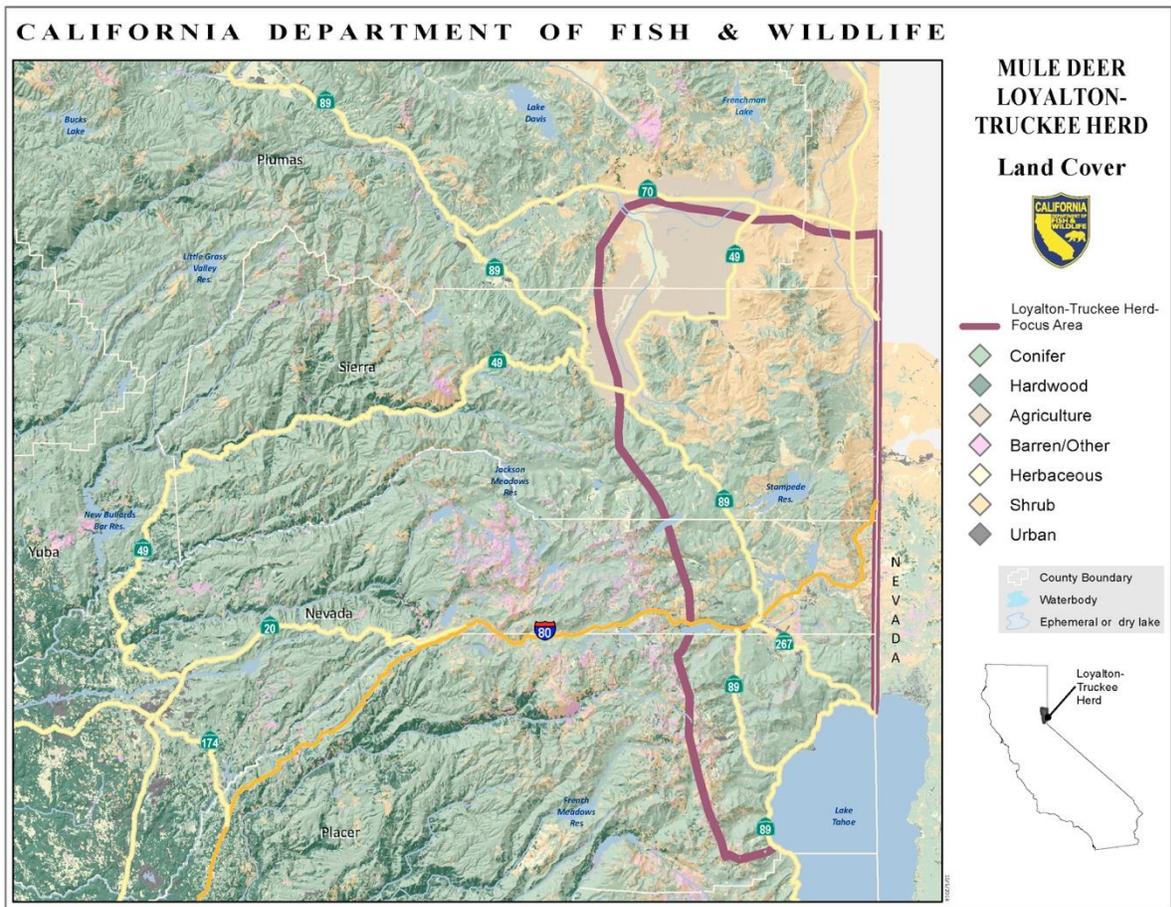


Figure 9. California Department of Fish and Wildlife priority corridor focal area for mule deer, Sierra Nevada Ecoregion-Central Valley and Sierra Nevada Province, X7a and X7b Deer Hunt Zones depicting dominant vegetation cover type.

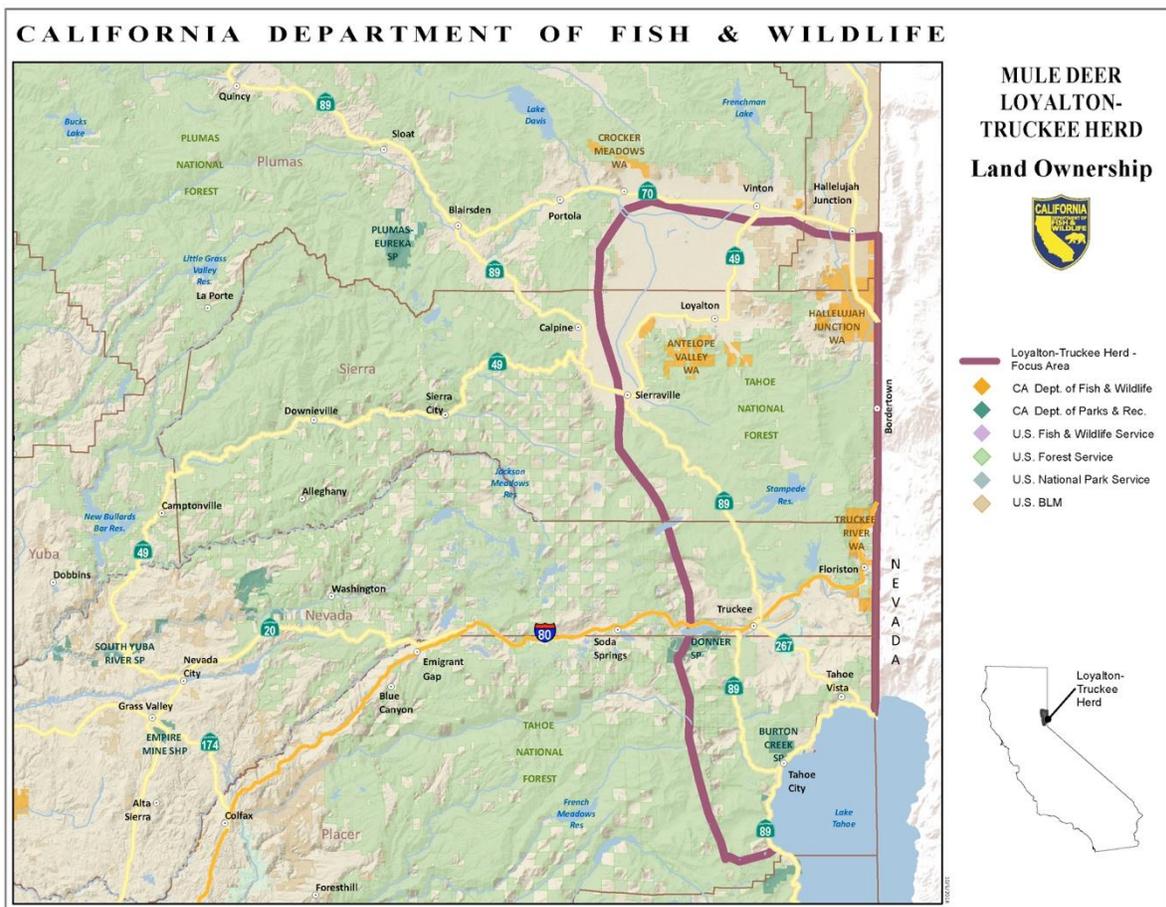


Figure 10. California Department of Fish and Wildlife priority corridor focal area for mule deer, Sierra Nevada Ecoregion-Central Valley and Sierra Nevada Province, X7a and X7b Deer Hunt Zones depicting land management agency jurisdiction.

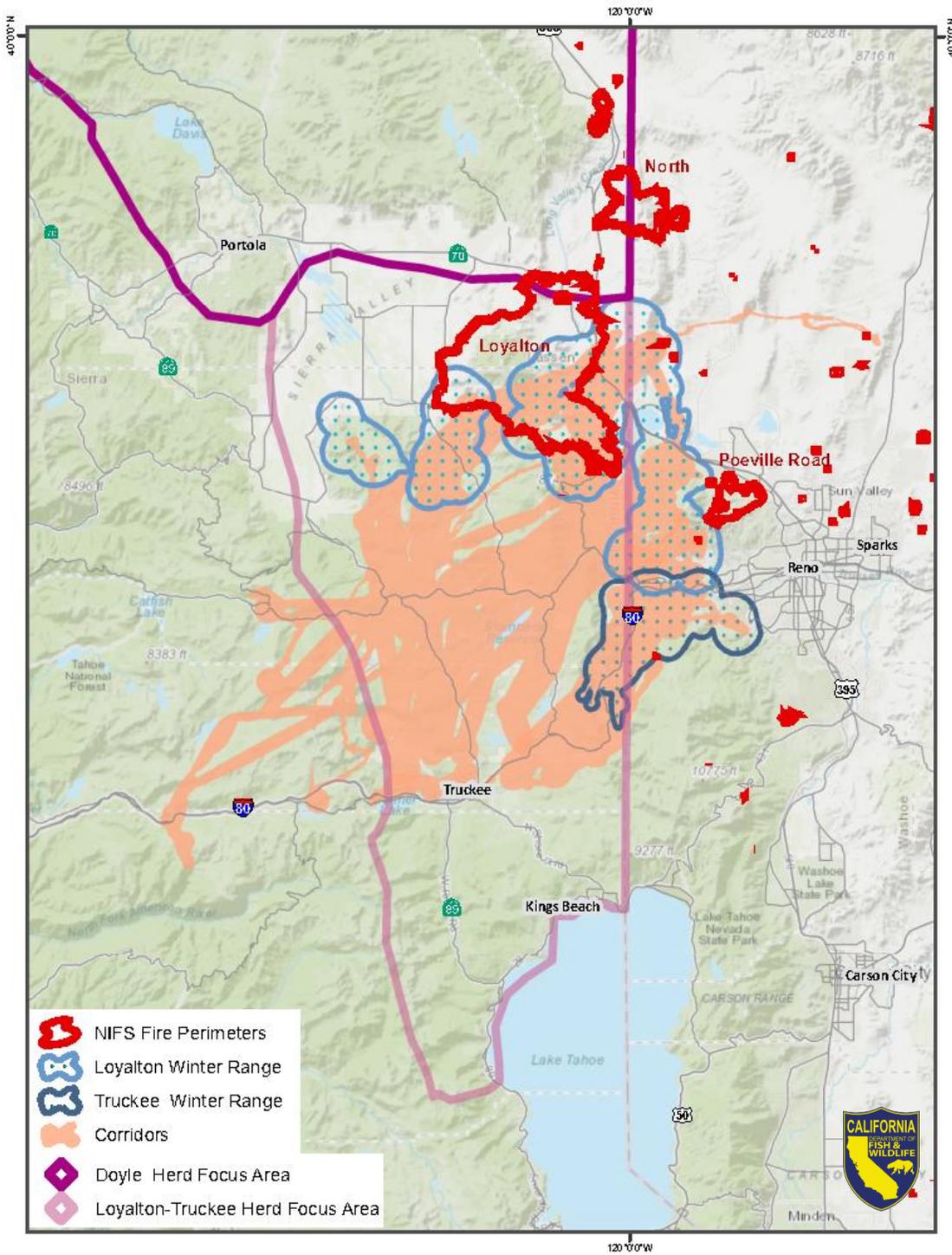


Figure 11. Loyaltyon-Truckee mule deer herd migration corridors, winter range and recent fire perimeters.

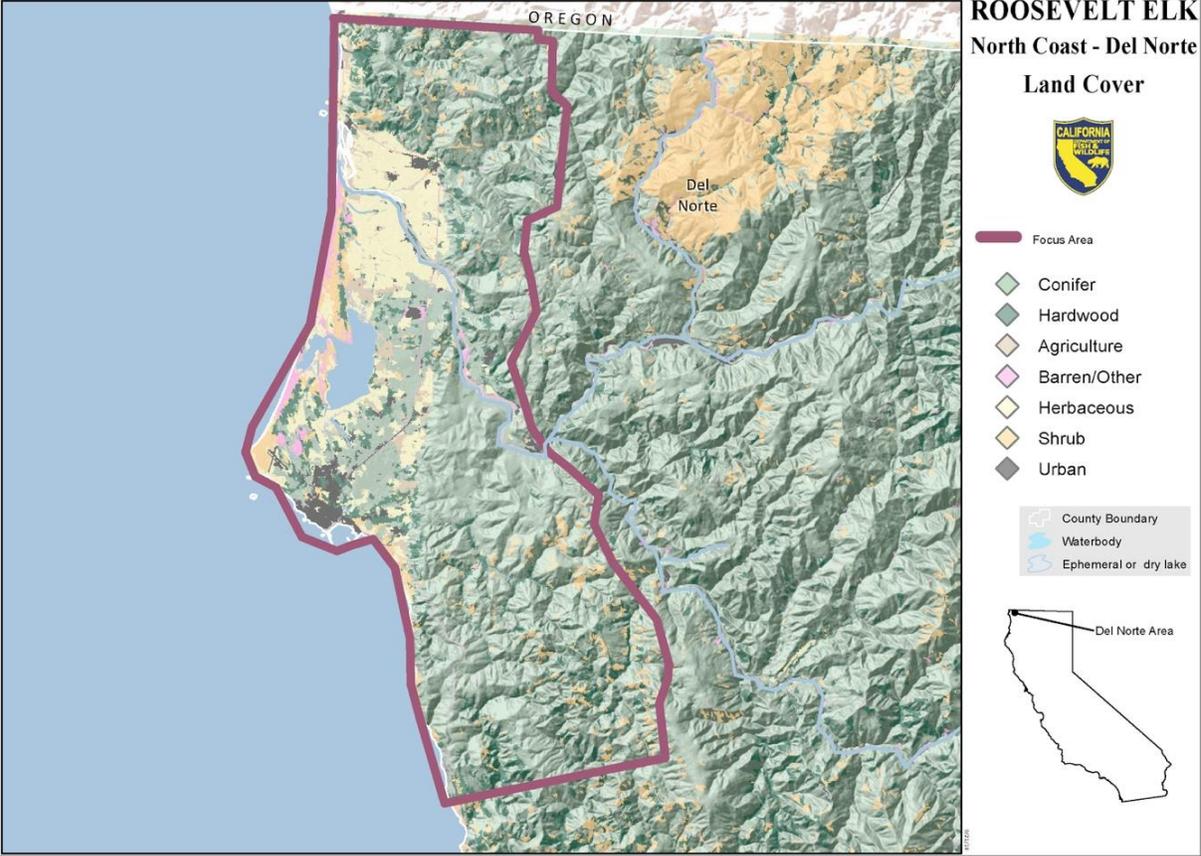


Figure 12. California Department of Fish and Wildlife priority corridor focal area for Roosevelt elk, Northern California Coast Ecoregion, North Coast Province, Northwestern Elk Hunt Zone depicting dominant vegetation cover type.

CALIFORNIA DEPARTMENT OF FISH & WILDLIFE

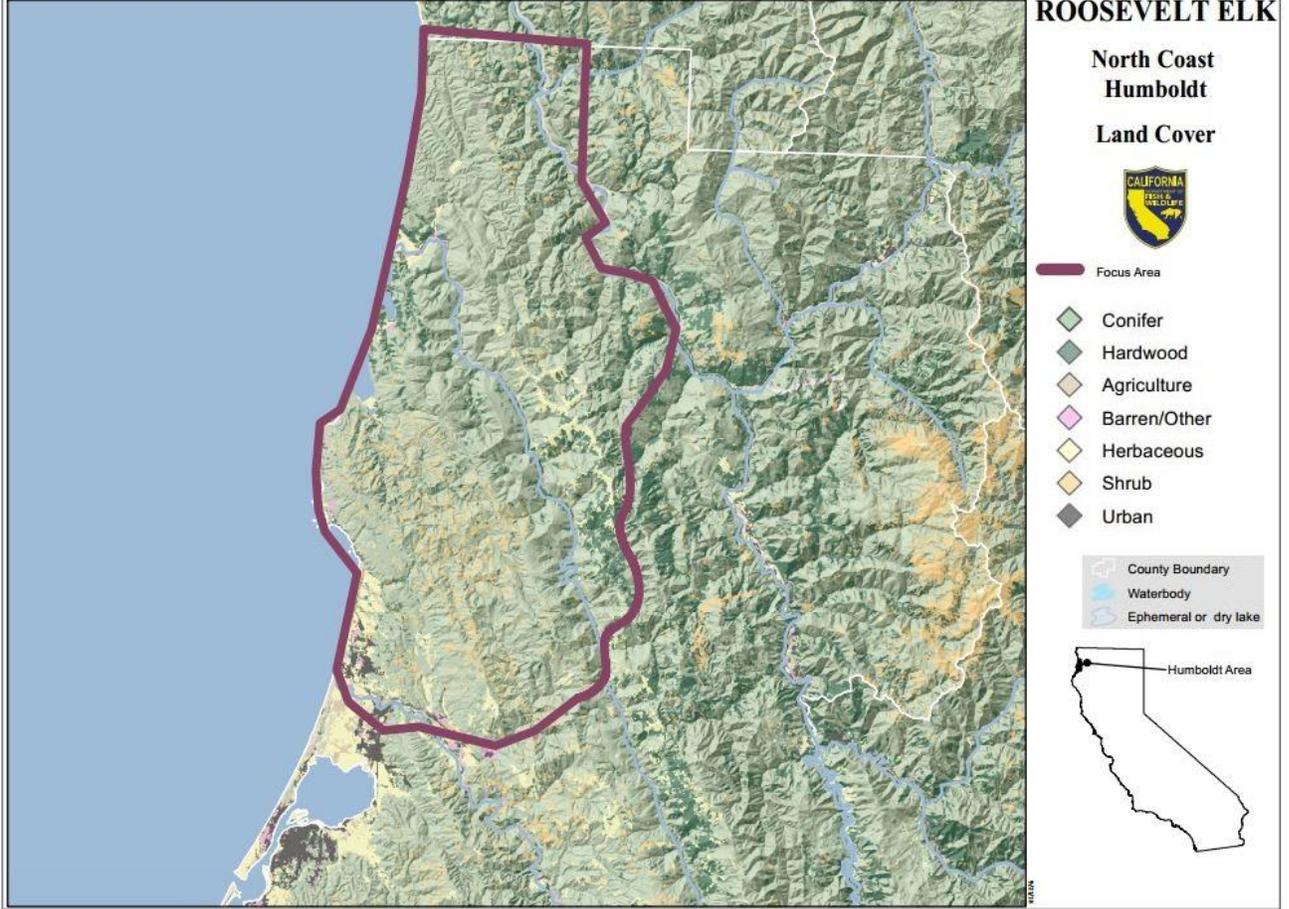


Figure 13. California Department of Fish and Wildlife priority corridor focal area for Roosevelt elk, Northern California Coast Ecoregion, North Coast Province, Northwestern Elk Hunt Zone depicting land management agency jurisdiction.

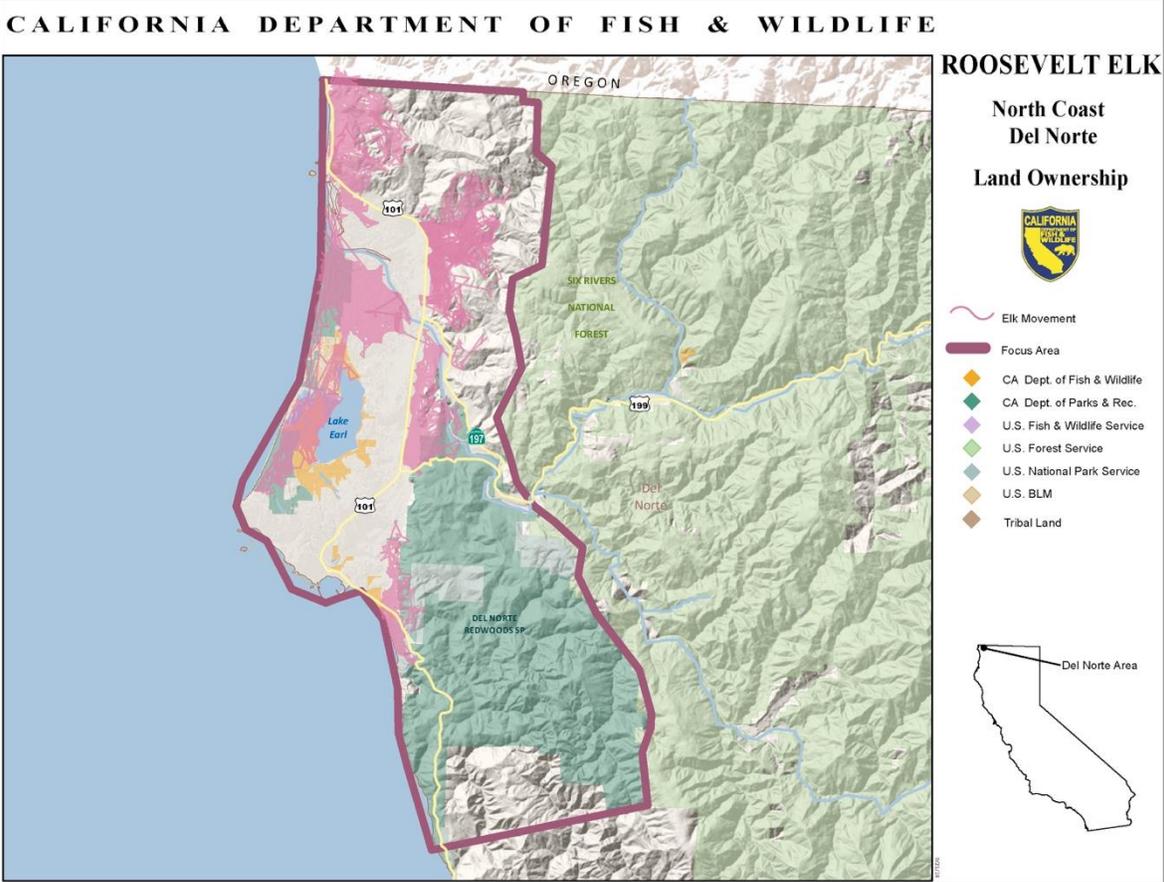


Figure 14. California Department of Fish and Wildlife priority corridor focal area for Roosevelt elk, Northern California Coast Ecoregion, North Coast Province, Northwestern Elk Hunt Zone depicting land management agency jurisdiction.

CALIFORNIA DEPARTMENT OF FISH & WILDLIFE

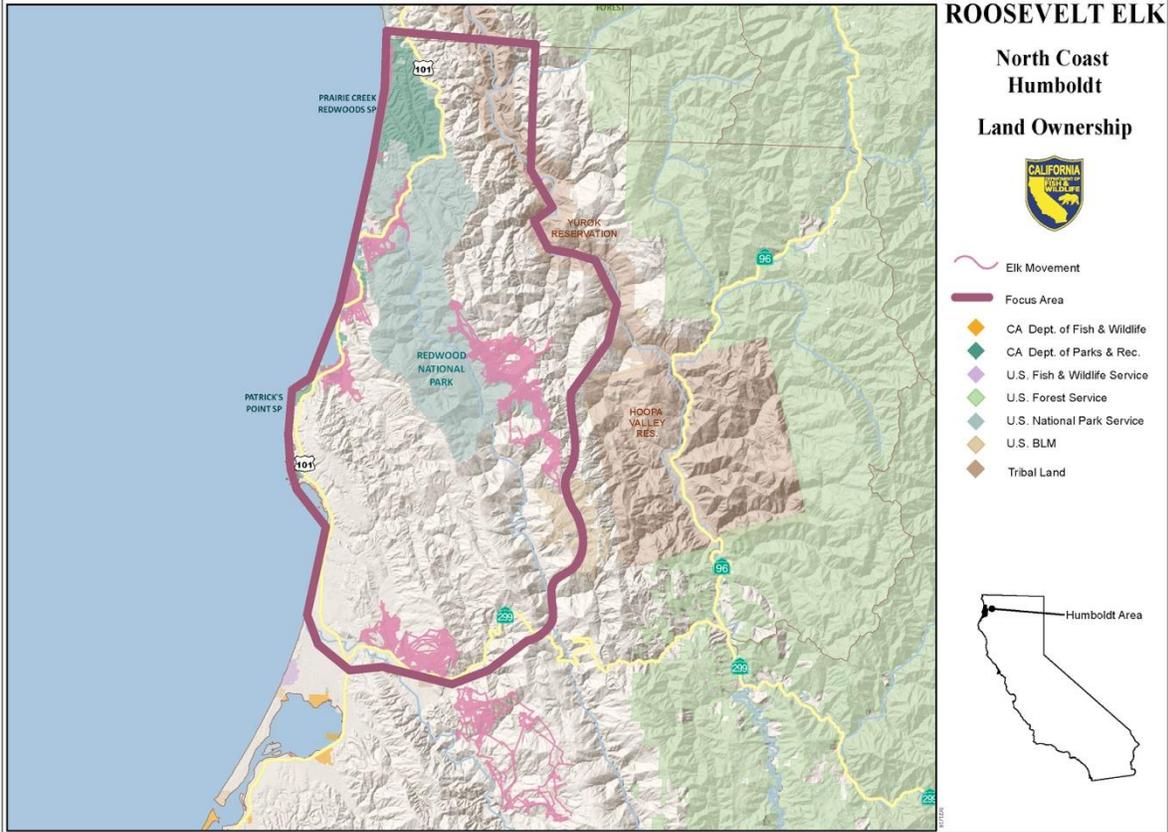


Figure 15. California Department of Fish and Wildlife priority corridor focal area for Roosevelt elk, Northern California Coast Ecoregion, North Coast Province, Northwestern Elk Hunt Zone depicting dominant vegetation cover type.

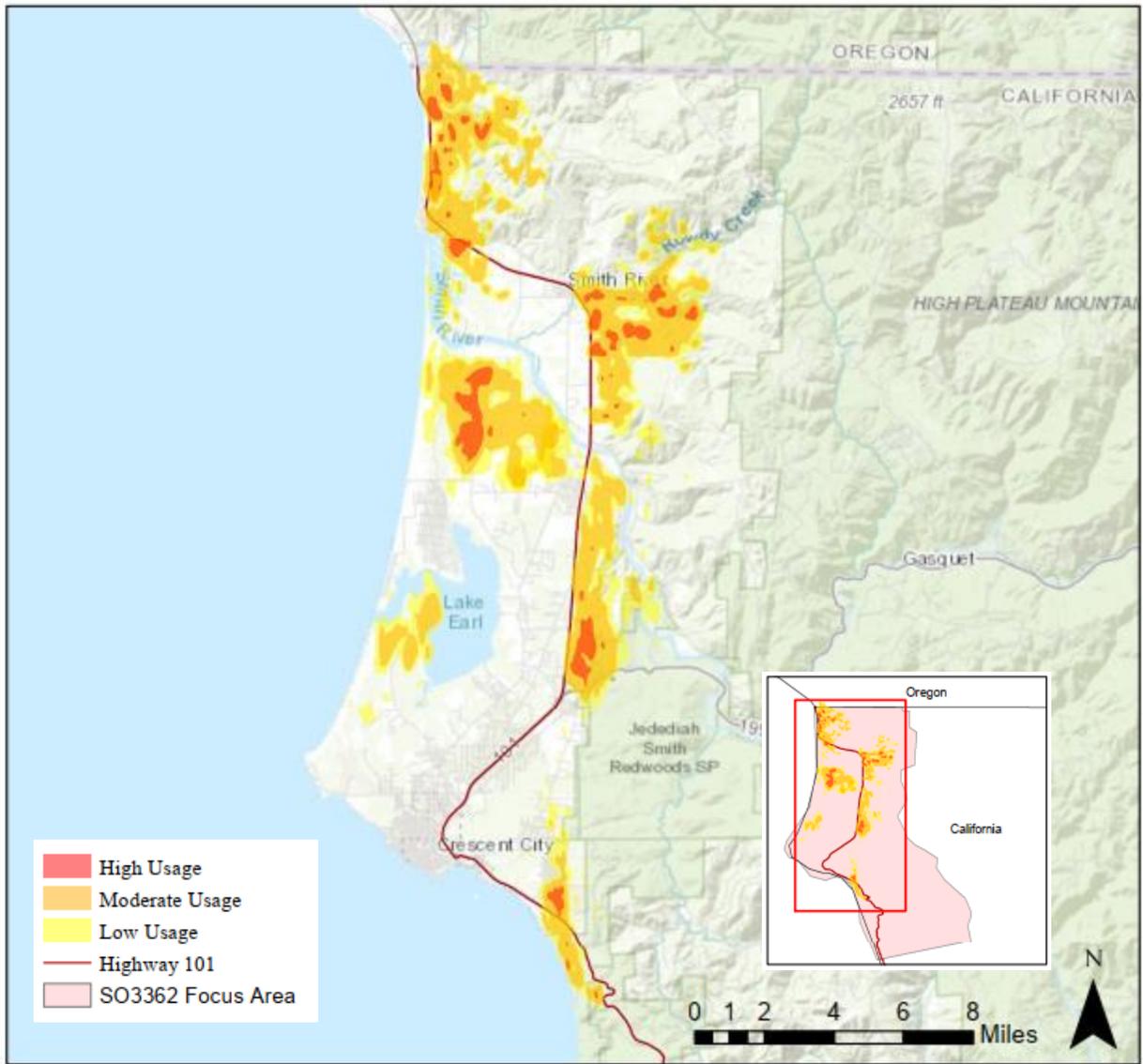


Figure 16. Roosevelt Elk distribution and usage area in Del Norte County. Home ranges based on kernel density estimation at 99%, 95%, and 50%

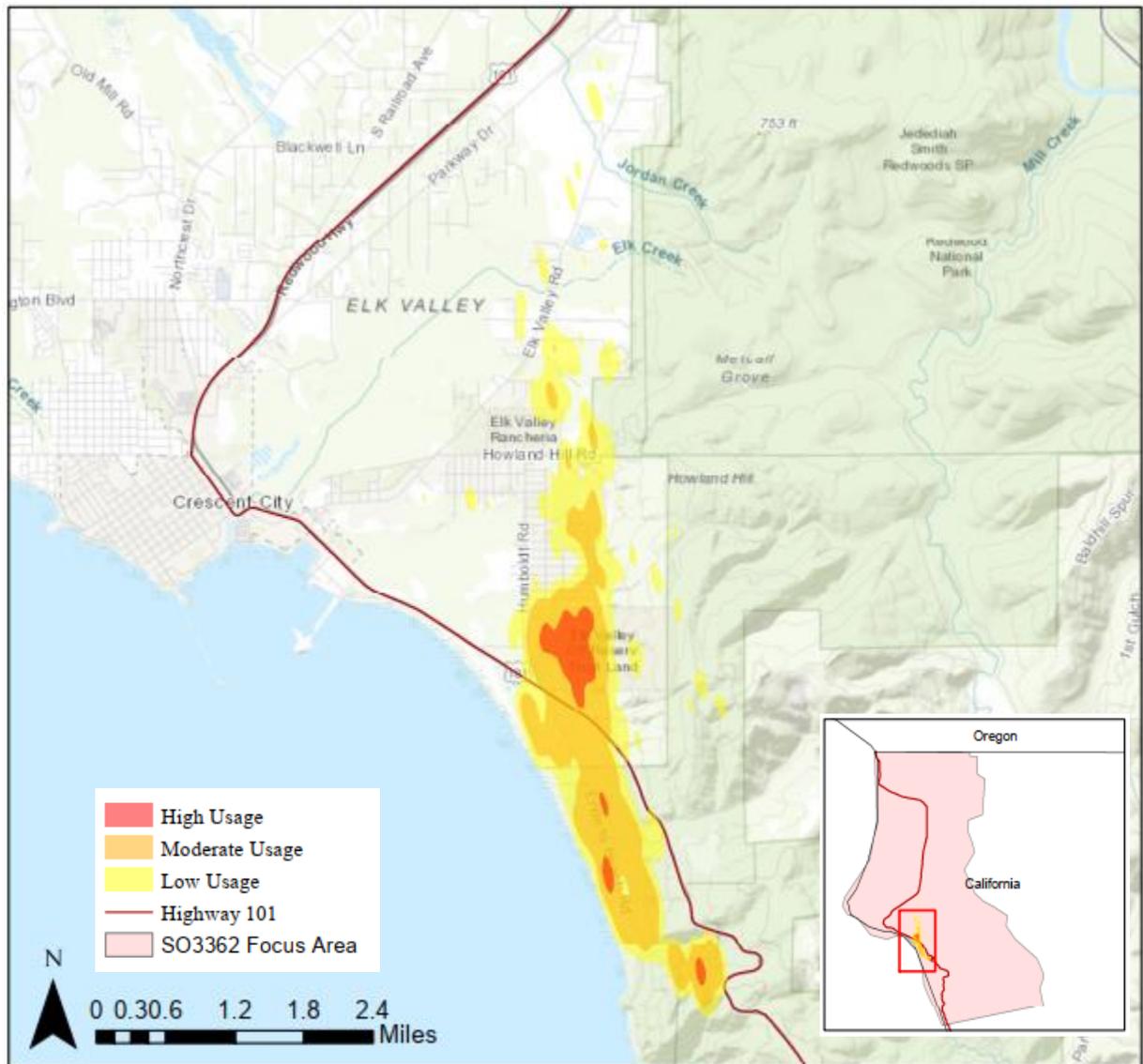


Figure 17. Roosevelt Elk distribution and usage area south of Crescent City, Del Norte County. Home ranges based on kernel density estimation at 99%, 95%, and 50%

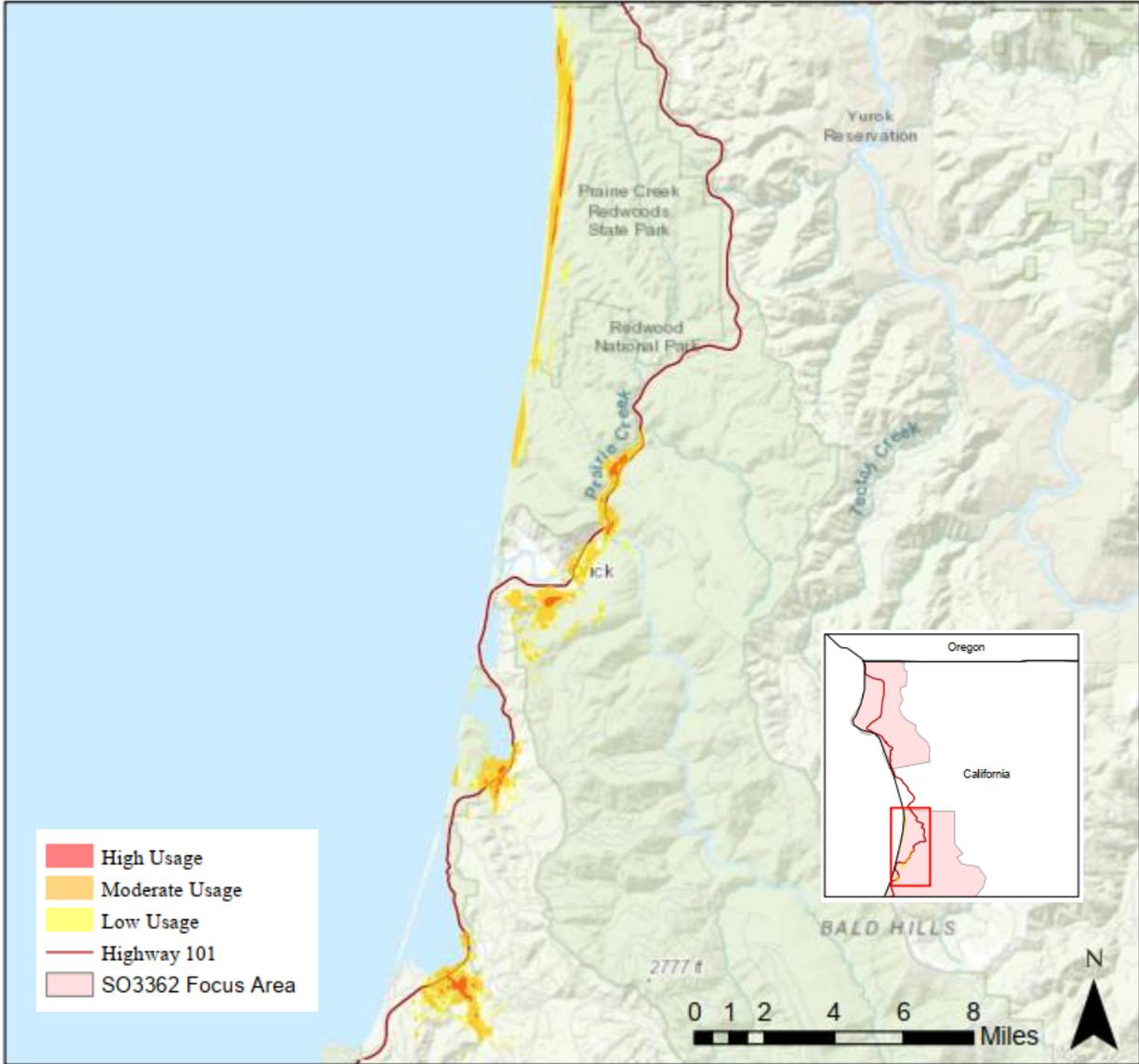


Figure 18. Roosevelt Elk distribution and usage area in Northern Humboldt County. Home ranges based on kernel density estimation at 99%, 95%, and 50%

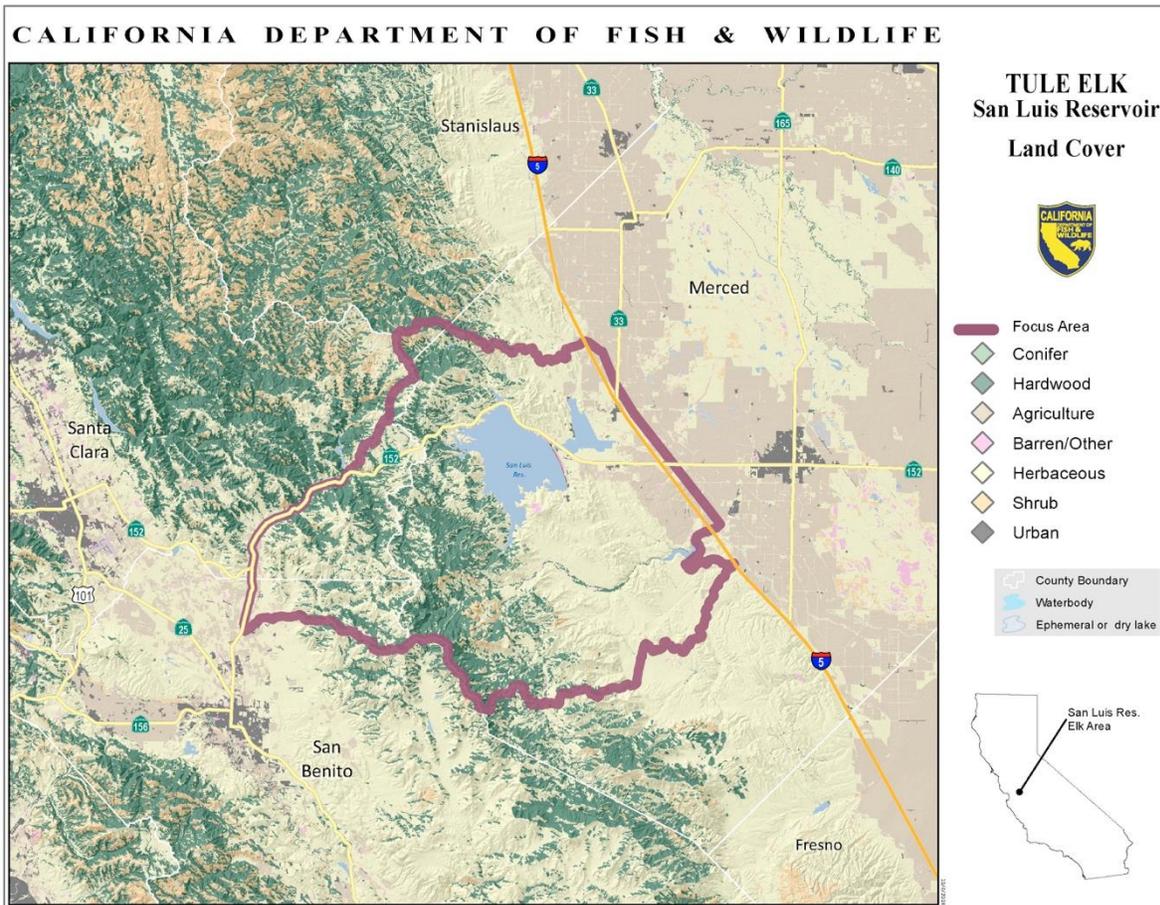


Figure 19. California Department of Fish and Wildlife priority corridor focal area for Tule elk, Central Valley and Sierra Nevada Province and Bay Delta and Central Coast Province, San Luis Reservoir Elk Hunt Zone depicting dominant vegetation cover type.

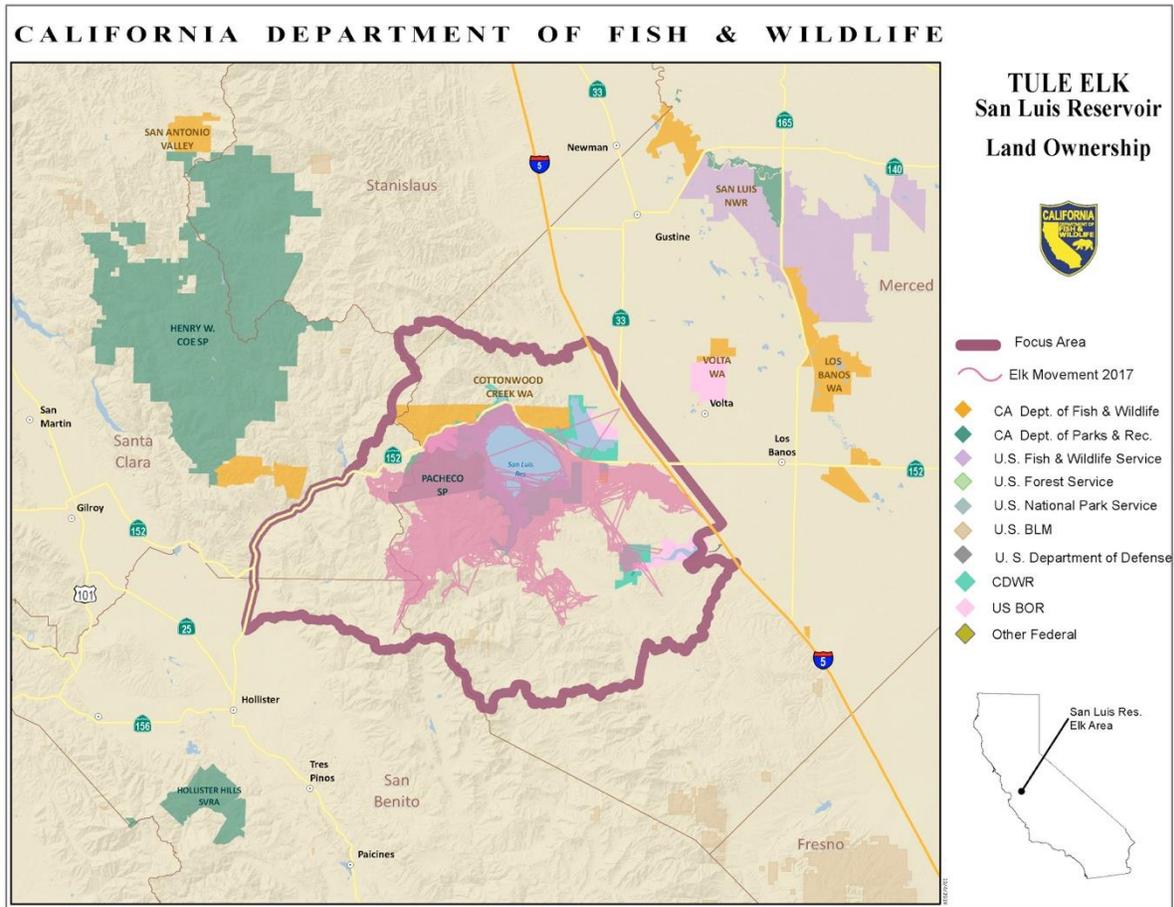


Figure 20. California Department of Fish and Wildlife priority corridor focal area for Tule elk, Central Valley and Sierra Nevada Province and Bay Delta and Central Coast Province, San Luis Reservoir Elk Hunt Zone depicting land management agency jurisdiction.



THE SECRETARY OF THE INTERIOR

WASHINGTON

ORDER NO. 3362

Subject: Improving Habitat Quality in Western Big-Game Winter Range and Migration Corridors

Sec. 1 Purpose. This Order directs appropriate bureaus within the Department of the Interior (Department) to work in close partnership with the states of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to enhance and improve the quality of big-game winter range and migration corridor habitat on Federal lands under the management jurisdiction of this Department in a way that recognizes state authority to conserve and manage big-game species and respects private property rights.

Through scientific endeavors and land management actions, wildlife such as Rocky Mountain Elk (elk), Mule Deer (deer), Pronghorn Antelope (pronghorn), and a host of other species will benefit. Additionally, this Order seeks to expand opportunities for big-game hunting by improving priority habitats to assist states in their efforts to increase and maintain sustainable big game populations across western states.

Sec. 2 Authorities. This Order is issued under the authority of section 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), as amended, as well as the Department's land and resource management authorities, including the following:

- a.* Federal Land Policy and Management Act of 1976, as amended, 43 U.S.C. 1701, *et seq.*;
- b.* U.S. Geological Survey Organic Act, as amended, 43 U.S.C. 31, *et seq.*;
- c.* National Wildlife Refuge System Improvement Act of 1997, as amended, 6 U.S.C. 668dd *et seq.*; and
- d.* National Park Service Organic Act of 1916, as amended, 54 U.S.C. 100101, *et seq.*

Sec. 3 Background. The West was officially "settled" long ago, but land use changes continue to occur throughout the western landscape today. Human populations grow at increasing rates with population movements from east and west coast states into the interior West. In many areas, development to accommodate the expanding population has occurred in important winter habitat and migration corridors for elk, deer, and pronghorn. Additionally, changes have occurred across large swaths of land not impacted by residential development. The habitat quality and value of these areas crucial to western big-game populations are often degraded or declining.

The Bureau of Land Management (BLM) is the largest land manager in the United States (U.S.) with more than 245 million acres of public land under its purview, much of which is found in Western States. The U.S. Fish and Wildlife Service (FWS) and National Park Service (NPS) also manage a considerable amount of public land on behalf of the American people in the West. Beyond land management responsibilities, the Department has strong scientific capabilities in the U.S. Geological Survey (USGS) that can be deployed to assist State wildlife agencies and Federal land managers. Collectively, the appropriate bureaus within the Department have an opportunity to serve in a leadership role and take the initiative to work closely with Western States on their priorities and objectives as they relate to big-game winter range and migration corridors on lands managed by the Department.

Consistent with the American conservation ethic, ultimately it is crucial that the Department take action to harmonize State fish and game management and Federal land management of big-game winter range and corridors. On lands within these important areas, if landowners are interested and willing, conservation may occur through voluntary agreements.

Robust and sustainable elk, deer, and pronghorn populations contribute greatly to the economy and well-being of communities across the West. In fact, hunters and tourists travel to Western States from across our Nation and beyond to pursue and enjoy this wildlife. In doing so, they spend billions of dollars at large and small businesses that are crucial to State and local economies. We have a responsibility as a Department with large landholdings to be a collaborative neighbor and steward of the resources held in trust.

Accordingly, the Department will work with our State partners and others to conserve and/or improve priority western big-game winter range and migration corridors in sagebrush ecosystems and in other ecotypes as necessary. This Order focuses on the Western States of: Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. These States generally have expansive public lands with established sagebrush landscapes along with robust big-game herds that are highly valued by hunters and tourists throughout the Nation.

The Department has broad responsibilities to manage Federal lands, waters, and resources for public benefit, including managing habitat to support fish, wildlife, and other resources. Secretary's Order 3356, "Hunting, Fishing, Recreational Shooting, and Wildlife Conservation Opportunities and Coordination with States, Tribes, and Territories," (SO 3356) was issued on September 15, 2017. SO 3356 primarily focused on physical access to lands for recreational activities, particularly hunting and fishing. This Order is focused on providing access to big game animals by providing direction regarding land management actions to improve habitat quality for big-game populations that could help ensure robust big-game populations continue to exist. Further, SO 3356 includes a number of directives related to working with States and using the best available science to inform development of guidelines, including directing relevant bureaus to:

- a. Collaborate with State, tribal, and territorial fish and wildlife agencies to attain or sustain State, tribal, and territorial wildlife population goals during the Department's land management planning and implementation, including prioritizing active habitat management

projects and funding that contributes to achieving wildlife population objectives, particularly for wildlife that is hunted or fished, and identifying additional ways to include or delegate to States habitat management work on Federal lands;

b. Work cooperatively with State, tribal, and territorial wildlife agencies to enhance State, tribe, and territorial access to the Department's lands for wildlife management actions;

c. Within 180 days, develop a proposed categorical exclusion for proposed projects that utilize common practices solely intended to enhance or restore habitat for species such as sage grouse and/or mule deer; and

d. Review and use the best available science to inform development of specific guidelines for the Department's lands and waters related to planning and developing energy, transmission, or other relevant projects to avoid or minimize potential negative impacts on wildlife.

This Order follows the intent and purpose of SO 3356 and expands and enhances the specific directives therein.

Sec. 4 **Implementation.** Consistent with governing laws, regulations, and principles of responsible public stewardship, I direct the following actions:

a. NPS to: With respect to activities at the national level. I hereby direct the BLM, FWS, and

(1) Within 30 days, identify an individual to serve as the "Coordinator" for the Department. The Coordinator will work closely with appropriate States, Federal agencies, nongovernmental organizations, and/or associations to identify active programs focused on big-game winter range and/or migration corridors. The programs are to be organized and cataloged by region and other geographic features (such as watersheds and principles of wildlife management) as determined by the Deputy Secretary, including those principles identified in the Department's reorganization plan.

(2) Within 45 days, provide the Coordinator information regarding:

(i) Past and current bureau conservation/restoration efforts on winter range and migration corridors;

(ii) Whether consideration of winter range and corridors is included in appropriate bureau land (or site) management plans;

(iii) Bureau management actions used to accomplish habitat objectives in these areas;

(iv) The location of areas that have been identified as a priority for conservation and habitat treatments; and

(v) Funding sources previously used and/or currently available to the bureau for winter range and migration corridor conservation/restoration efforts.

(3) Within 60 days, if sufficient land use plans are already established that are consistent with this Order, work with the Coordinator and each regional Liaison (see section 4b) to discuss implementation of the plans. If land use plans are not already established, work with the Coordinator and each regional Liaison to develop an Action Plan that summarizes information collected in section 4 (a)(1) and (2), establishes a clear direction forward with each State, and includes:

(i) Habitat management goals and associated actions as they are associated with big game winter range and migration corridors;

(ii) Measurable outcomes; and

(iii) Budgets necessary to complete respective action(s).

b. With respect to activities at the State level, I hereby direct the BLM, FWS, and NPS to:

(1) Within 60 days, identify one person in each appropriate unified region (see section 4a) to serve as the Liaison for the Department for that unified region. The Liaison will coordinate at the State level with each State in their region, as well as with the Liaison for any other regions within the State. The Liaison will schedule a meeting with the respective State fish and wildlife agency to assess where and how the Department can work in close partnership with the State on priority winter range and migration corridor conservation.

(2) Within 60 days, if this focus is not already included in respective land management plans, evaluate how land under each bureau's management responsibility can contribute to State or other efforts to improve the quality and condition of priority big-game winter and migration corridor habitat.

(3) Provide a report on October 1, 2018, and at the end of each fiscal year thereafter, that details how respective bureau field offices, refuges, or parks cooperated and collaborated with the appropriate State wildlife agencies to further winter range and migration corridor habitat conservation.

(4) Assess State wildlife agency data regarding wildlife migrations early in the planning process for land use plans and significant project-level actions that bureaus develop; and

(5) Evaluate and appropriately apply site-specific management activities, as identified in State land use plans, site-specific plans, or the Action Plan (described above), that conserve or restore habitat necessary to sustain local and regional big-game populations through measures that may include one or more of the following:

(i) restoring degraded winter range and migration corridors by removing encroaching trees from sagebrush ecosystems, rehabilitating areas damaged by fire, or treating exotic/invasive vegetation to improve the quality and value of these areas to big game and other wildlife;

(ii) revising wild horse and burro-appropriate management levels (AML) or removing horses and burros exceeding established AML from winter range or migration corridors if habitat is degraded as a result of their presence;

(iii) working cooperatively with private landowners and State highway departments to achieve permissive fencing measures, including potentially modifying (via smooth wire), removing (if no longer necessary), or seasonally adapting (seasonal lay down) fencing if proven to impede movement of big game through migration corridors;

(iv) avoiding development in the most crucial winter range or migration corridors during sensitive seasons;

(v) minimizing development that would fragment winter range and primary migration corridors;

(vi) limiting disturbance of big game on winter range; and

(vii) utilizing other proven actions necessary to conserve and/or restore the vital big-game winter range and migration corridors across the West.

c. With respect to science, I hereby direct the USGS to:

(1) Proceed in close cooperation with the States, in particular the Western Association of Fish and Wildlife Agencies and its program manager for the Crucial Habitat Assessment Tool, prior to developing maps or mapping tools related to elk, deer, or pronghorn movement or land use; and

(2) Prioritize evaluations of the effectiveness of habitat treatments in sagebrush communities, as requested by States or land management bureaus, and identified needs related to developing a greater understanding of locations used as winter range or migration corridors.

d. I further hereby direct the responsible bureaus and offices within the Department to:

(1) Within 180 days, to update all existing regulations, orders, guidance documents, policies, instructions, manuals, directives, notices, implementing actions, and any other similar actions to be consistent with the requirements in this Order;

(2) Within 30 days, provide direction at the state or other appropriate level to revise existing Federal-State memorandums of agreement to incorporate consultation with State agencies on the location and conservation needs of winter range and migration routes; and

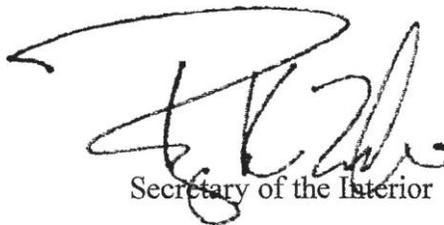
(3) Consult with State wildlife agencies and bureaus to ensure land use plans are consistent and complementary to one another along the entire wildlife corridor in common instances where winter range or migration corridors span jurisdictional boundaries.

e. Heads of relevant bureaus will ensure that appropriate members of the Senior Executive Service under their purview include a performance standard in their respective current or future performance plan that specifically implements the applicable actions identified in this Order.

Sec. 5 Management. I hereby direct the Deputy Secretary to take is responsible for taking all reasonably necessary steps to implement this Order.

Sec. 6 Effect of Order. This Order is intended to improve the internal management of the Department. This Order and any resulting reports or recommendations are not intended to, and do not create any right or benefit, substantive or procedural, enforceable at law or equity by a party against the United States, its departments, agencies, instrumentalities or entities, its officers or employees, or any other person. To the extent there is any inconsistency between the provision of this Order and any Federal laws or regulations, the laws or regulations will control.

Sec. 7 Expiration Date. This Order is effective immediately. It will remain in effect until its provisions are implemented and completed, or until it is amended, superseded, or revoked.



Secretary of the Interior

Date: FEB 09 2018