



RETOUR D'APPRENTISSAGE ÉCOLOGIE ROUTIÈRE EN NOUVELLE-ANGLETERRE



Mélanie Lelièvre
Directrice générale



23 novembre 2023

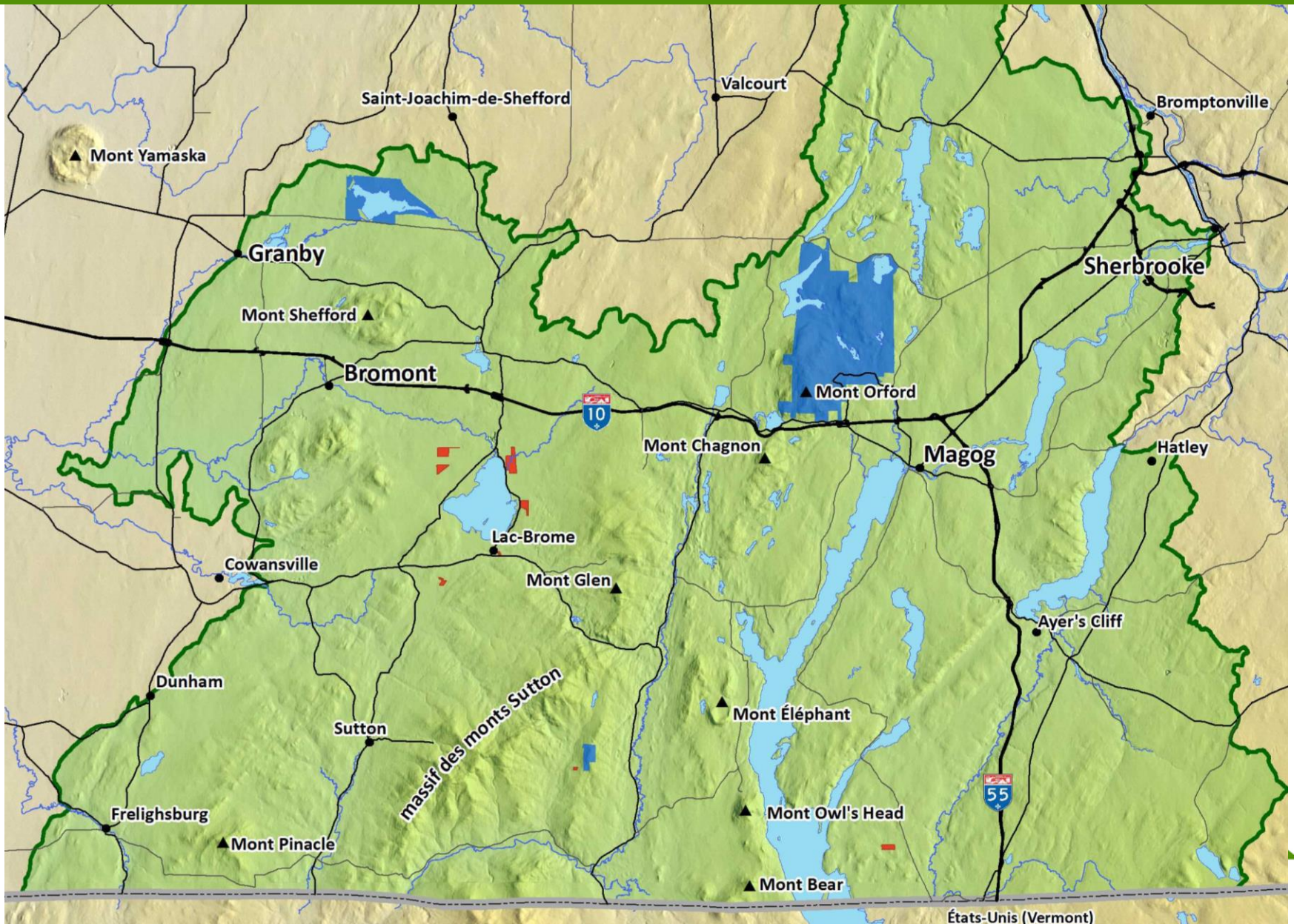
CORRIDOR APPALACHIEN

**ONG de conservation
Fondé en 2002**

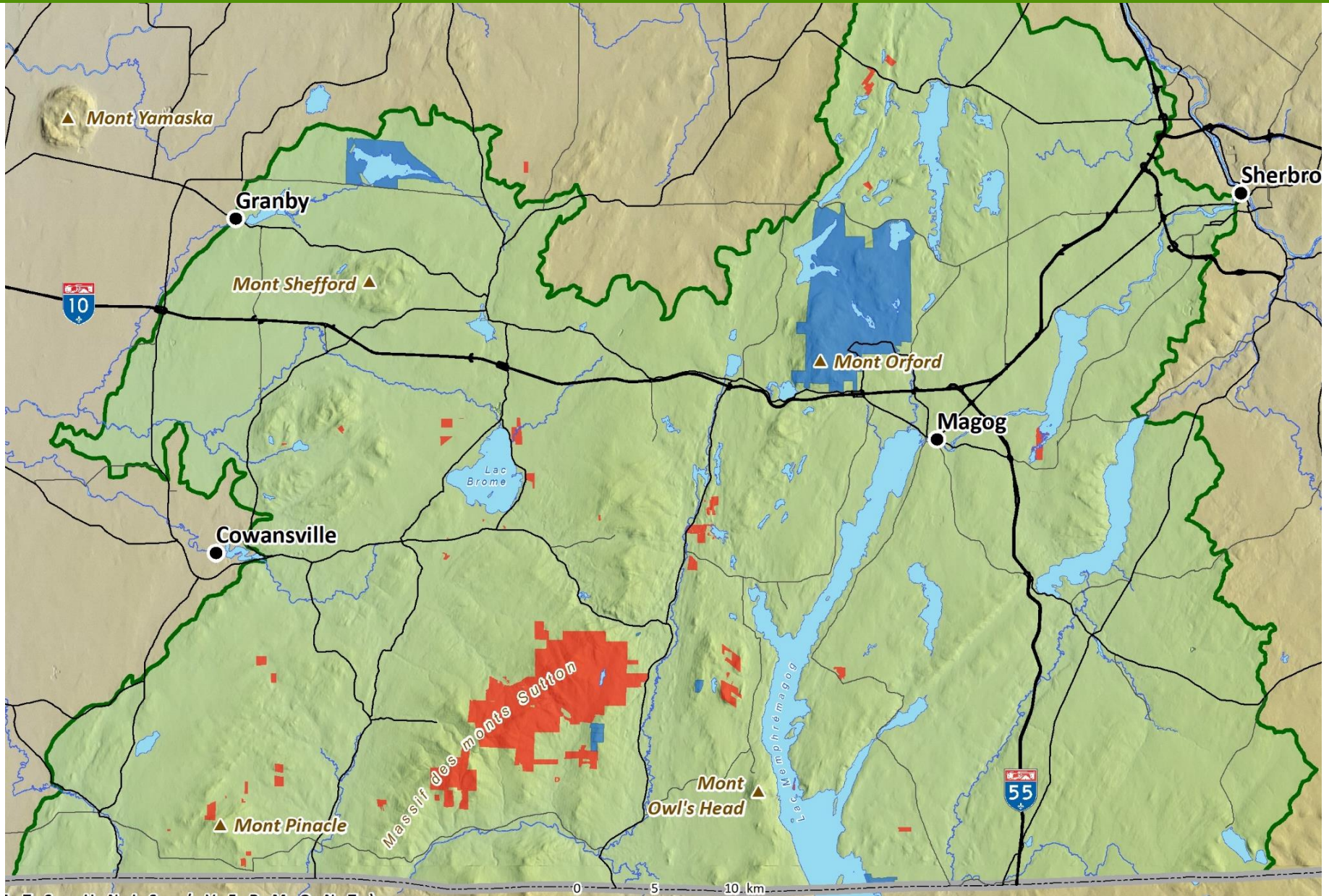
**Mission: Consolider et laisser en héritage un vaste
corridor d'aires protégées à perpétuité**



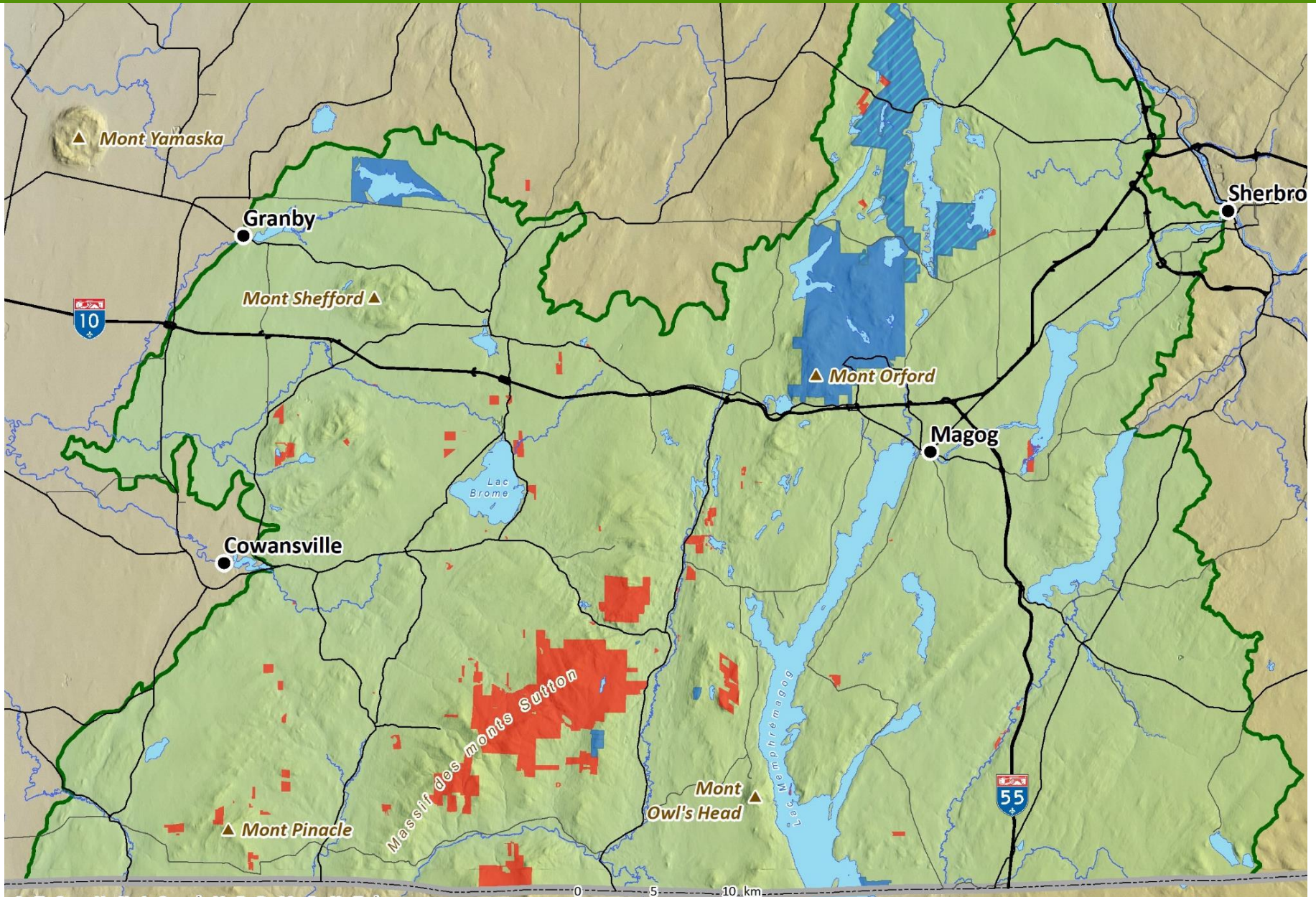
2000



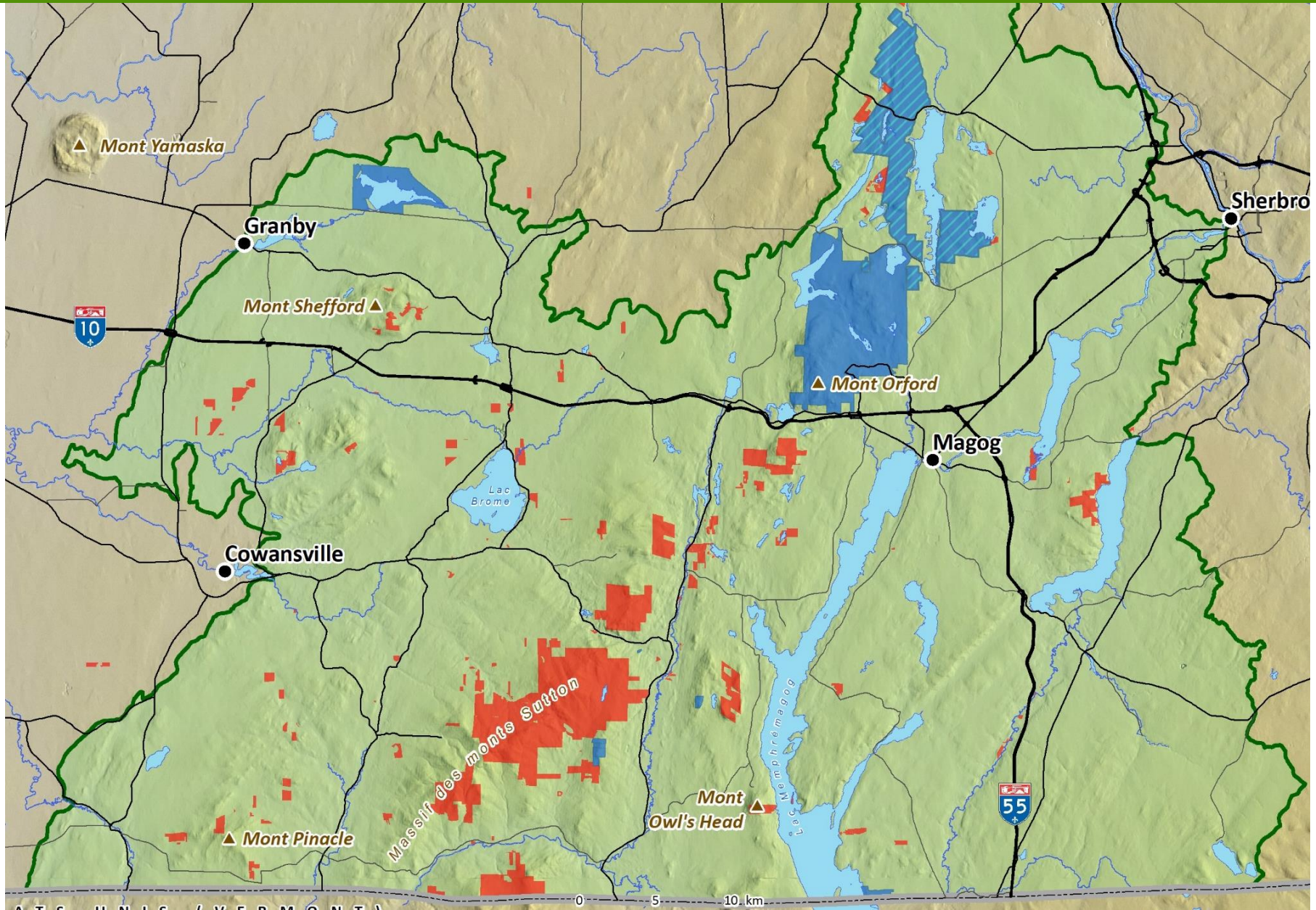
2005



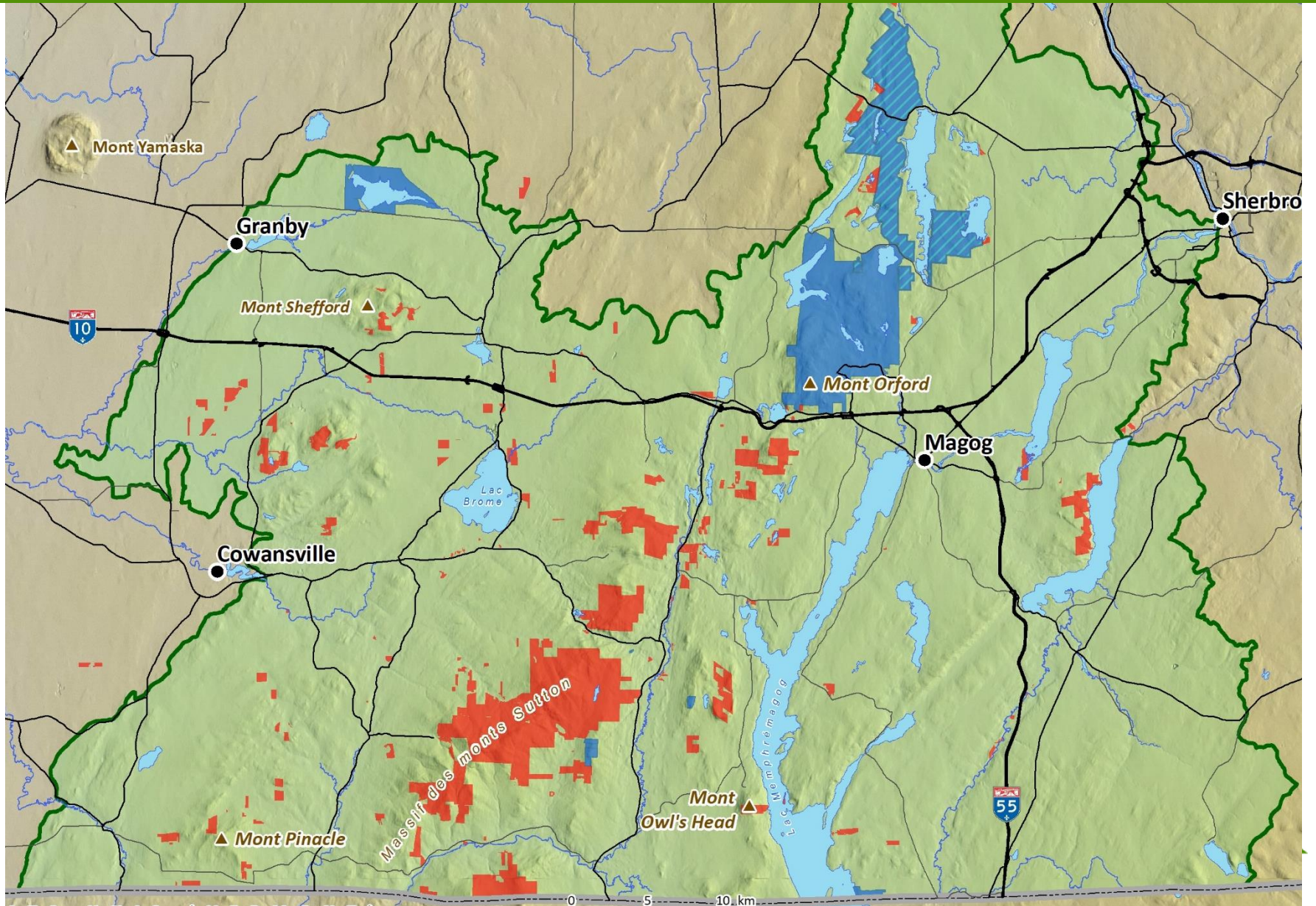
2010



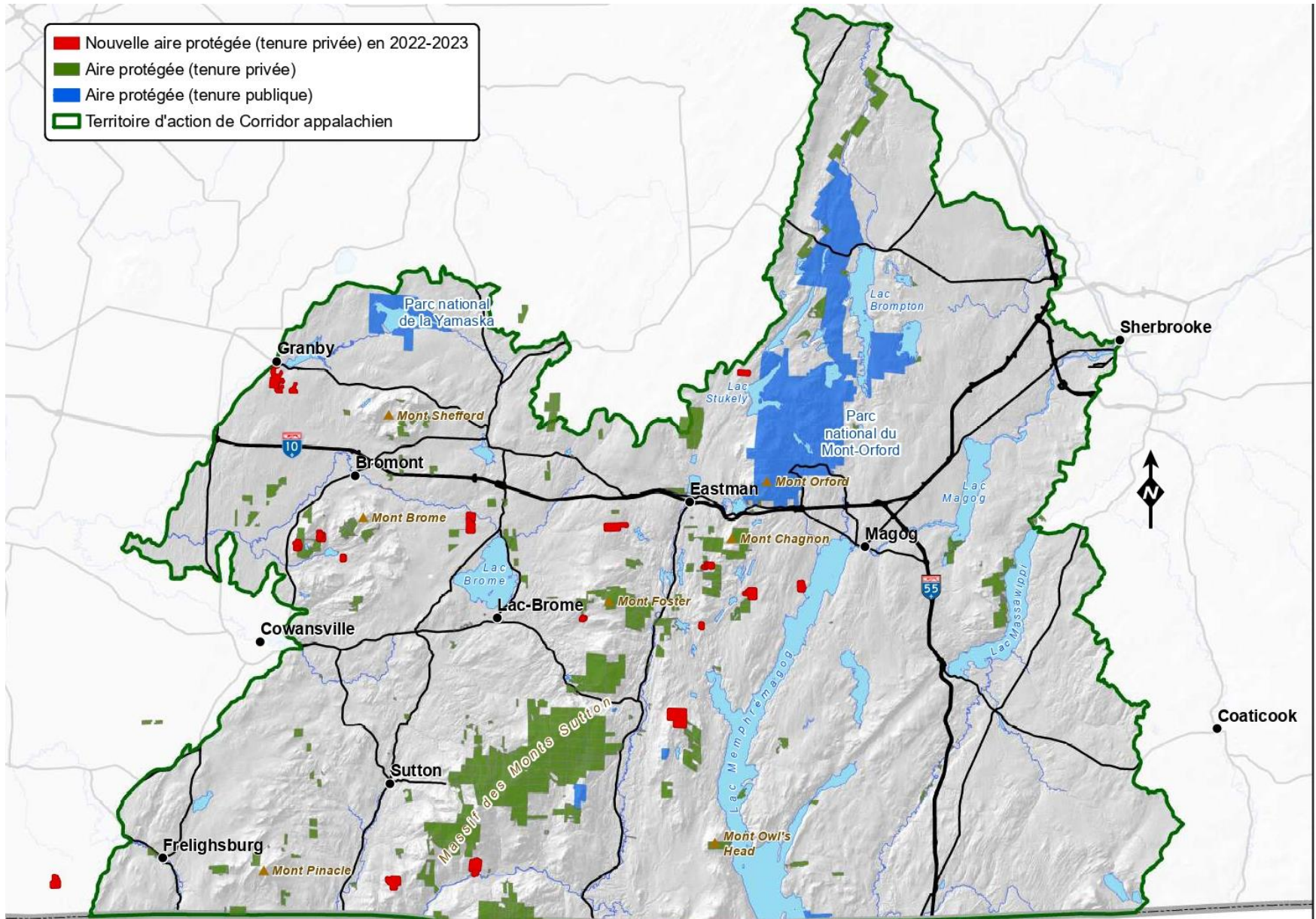
2015



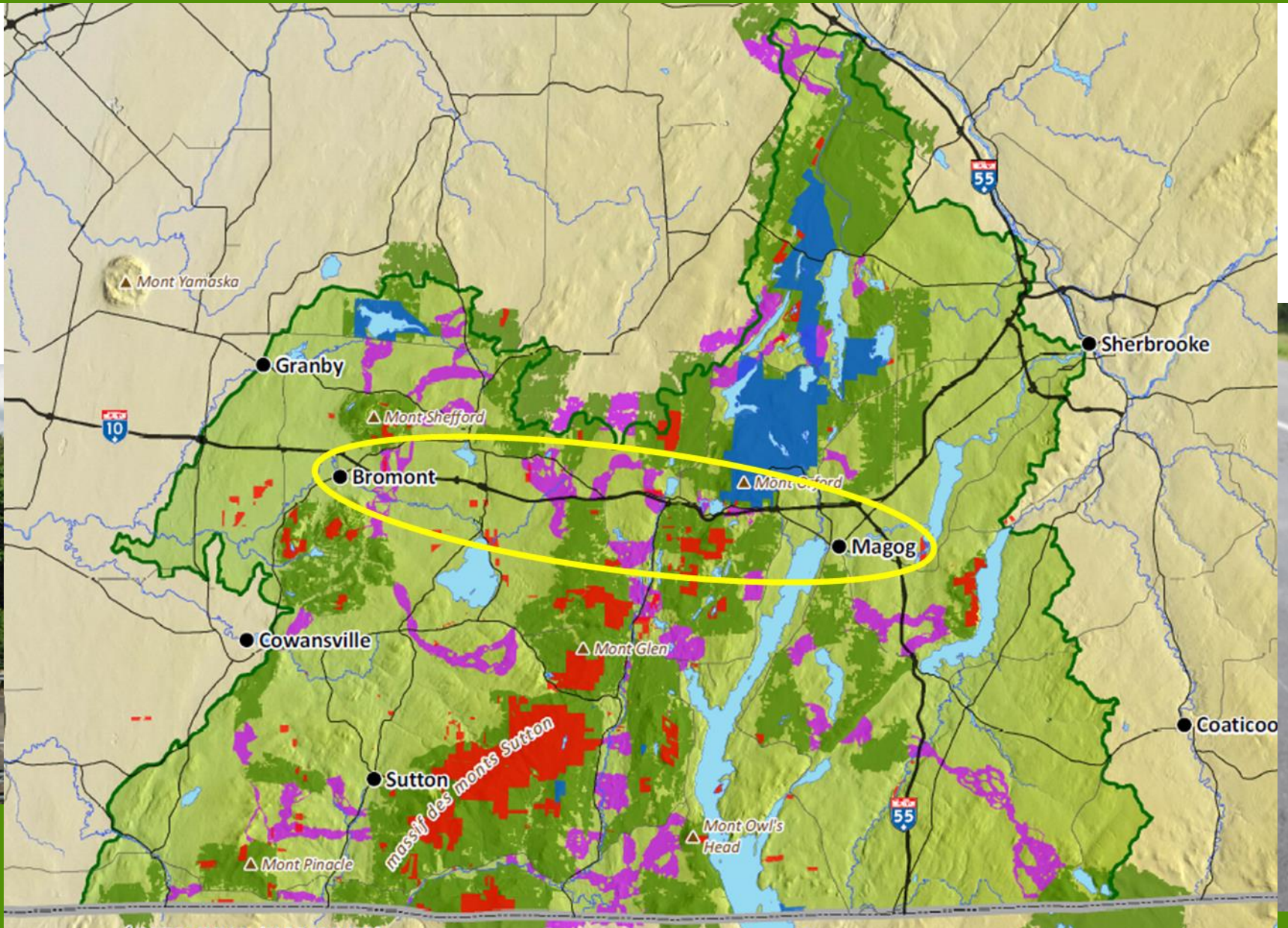
2020



2023



AUTOROUTE 10 (KM 68 À 121)



COLLOQUE QUÉBÉCOIS ROUTE ET FAUNE 2017

COLLOQUE
23-24-25
octobre 2017

À PROPOS

PROGRAMMATION

INSCRIPTION

PARTENAIRES

NOUS JOINDRE

EN FR

Colloque sur l'écologie routière
et l'adaptation
aux changements climatiques :
de la recherche aux actions concrètes

DES APPRENTISSAGES AU-DELÀ DES FRONTIÈRES



**STAYING
CONNECTED
INITIATIVE**



Ex. passage faunique aménagé
en 2014 Vermont I-89
(Waterbury)



NETWiC





A regional collaboration

- Includes US and Canadian government and non-government conservation partners
- Provides a forum for regional dialogue, collaboration and coordination
- A “community of practice” for exchanging connectivity knowledge and best practices
- Opportunities for development of regional plans and policies (NEGECP Resolution 40-3)



STAYING
CONNECTED
INITIATIVE

The Staying Connected Initiative Partnership

The partnership consists of over 60 conservation groups, state and provincial government agencies, federal agencies and academic researchers based in the northeastern US and eastern Canada.

(Government agencies in bold)

Adirondack Land Trust
Algonquin to Adirondacks Collaborative
Appalachian Corridor
ARC Solutions
Berkshire Environmental Action Team
Canadian Parks and Wilderness Society – New Brunswick Chapter
Center for Large Landscape Conservation
Cold Hollow to Canada
Dalhousie University
Fondation de la faune du Québec
Fundy Biosphere Reserve
Hilltown Land Trust
Horizon-Nature Bas-Saint-Laurent
Housatonic Valley Association
Kestrel Land Trust
Lighthawk
Maine Appalachian Trail Land Trust
Maine Audubon
Maine Department of Transportation
Maine Department of Inland Fisheries and Wildlife
Maine Mountain Collaborative
Mass Audubon
Massachusetts Department of Transportation
Massachusetts Department of Conservation and Recreation
Massachusetts Division of Fish and Wildlife
Ministère de l'Environnement et de la Lutte contre les changements climatiques du Québec
Ministère des Forêts, de la Faune et des Parcs du Québec
Mohawk Hudson Land Conservancy
National Wildlife Federation
Natural Resources Conservation Service (USDA-NRCS)
Nature Conservancy of Canada – Quebec and Atlantic Canada Regions
Nature New Brunswick

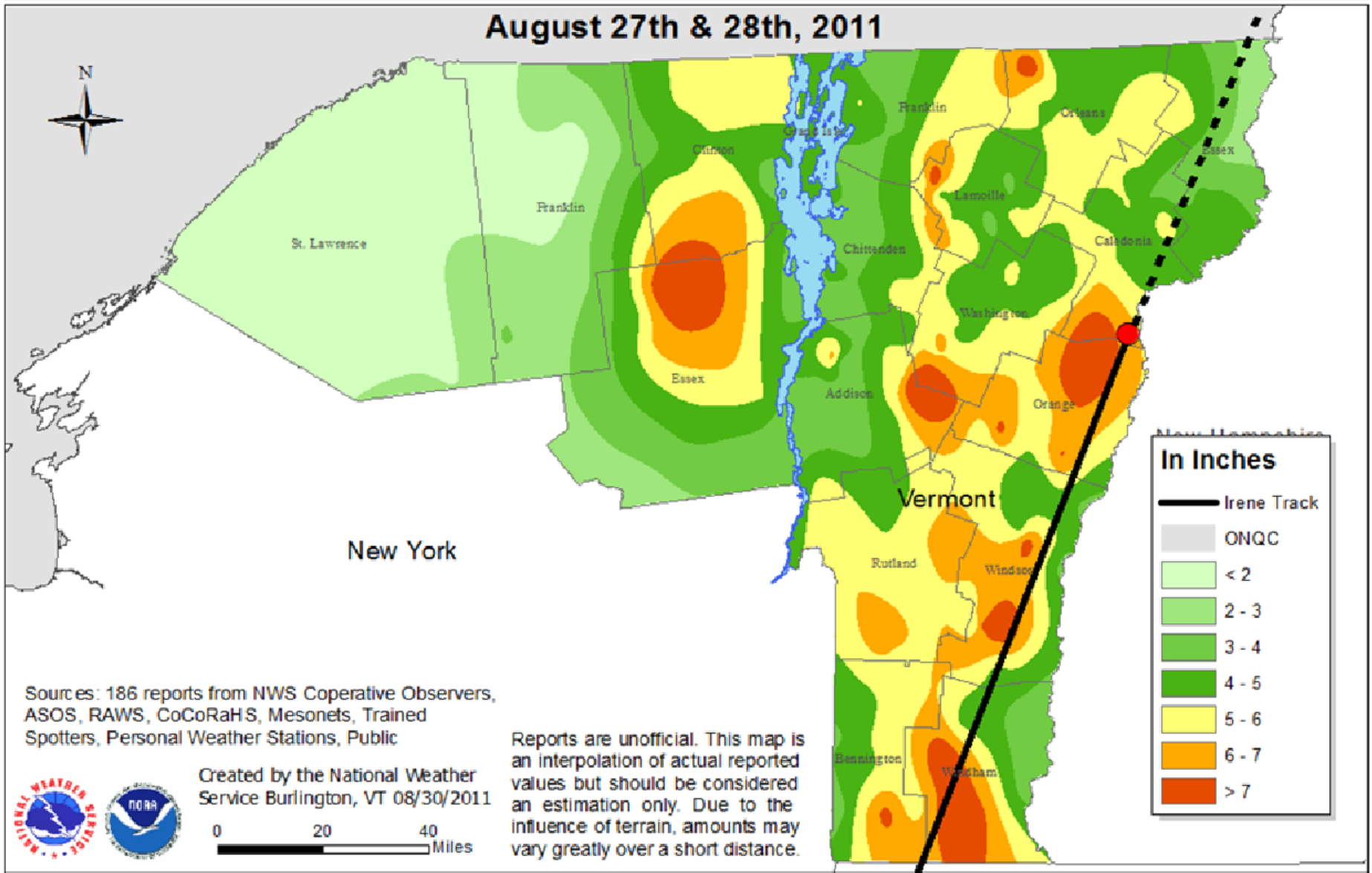
Nature United
New Brunswick Department of Transportation and Infrastructure
New Hampshire Audubon
New Hampshire Department of Transportation
New Hampshire Fish and Game Department
New York State Department of Environmental Conservation
New York State Department of Transportation
Northeast Wilderness Trust
Northern Stewards
Nova Scotia Environment
Nova Scotia Department of Lands and Forestry
Ontario Road Ecology Group
Open Space Institute
Otter Ridge Consulting LLC
Quebec Centre for Biodiversity Science
The Nature Conservancy – Maine, Massachusetts, New Hampshire, New York, and Vermont Chapters
Trust for Public Land
New York State Tug Hill Commission
Tug Hill Tomorrow Land Trust
Two Countries, One Forest
University of Massachusetts - Amherst
University of Vermont
U.S. Fish & Wildlife Service
U.S. Forest Service, Green Mountain National Forest
Vermont Agency of Transportation
Vermont Department of Forests, Parks and Recreation
Vermont Fish & Wildlife Department
Vermont Land Trust
Vermont Natural Resources Council
Wildlands Network
Windham Regional Commission

WAKE UP CALL : IRENE (27 août 2011)



Tropical Storm Irene Total Rainfall - Northern New York & Vermont

August 27th & 28th, 2011



Sources: 186 reports from NWS Cooperative Observers, ASOS, RAWS, CoCoRaHS, Mesonets, Trained Spotters, Personal Weather Stations, Public

Created by the National Weather Service Burlington, VT 08/30/2011

Reports are unofficial. This map is an interpolation of actual reported values but should be considered an estimation only. Due to the influence of terrain, amounts may vary greatly over a short distance.















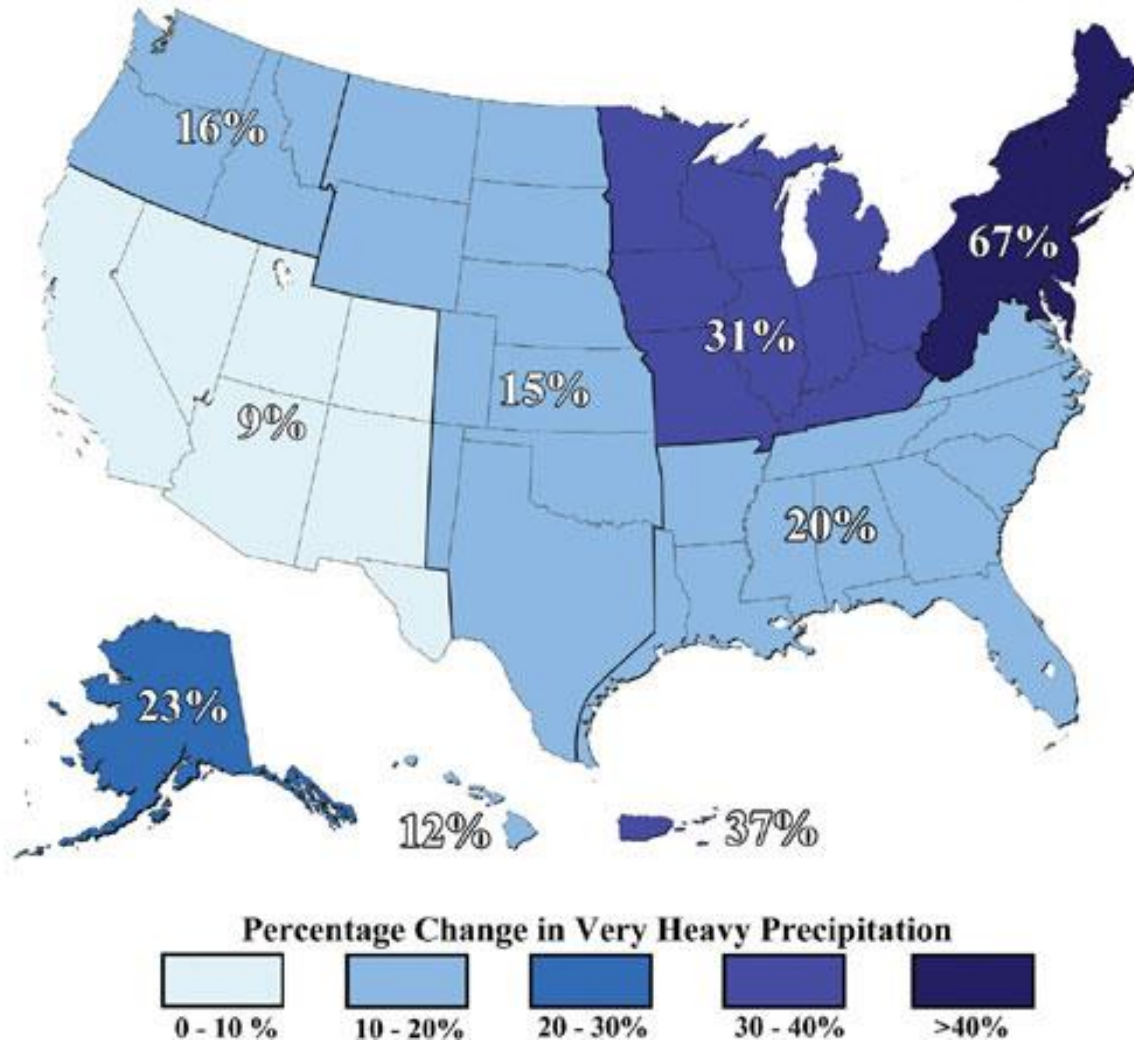
GRISWOLD
357



Weather is trending in a more extreme direction

JOURNAL OF HYDROMETEOROLOGY

Increases in Amounts of Very Heavy Precipitation 1958 - 2007



CETTE ANNÉE AU QUÉBEC



le journal de québec

» ACTUALITÉS » ENVIRONNEMENT

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info

ACTUALITÉS ▾

CHRONIQUES

RÉGIONS ▾

VIDÉOS

Infolettre



noovo

moi



«ON N'A RIEN PU FAIRE»: DES ROUTES INSTABLES ET CERTAINS RÉSIDENTS ISOLÉS EN MAURICIE

Publié le 11 juillet 2023 à 17:25

Partager



Reportage :



Alice Trahan

Texte :



Audrey Bonaque

La pluie, qui tombe depuis lundi, a entraîné plusieurs affaissements de chaussée, dont la route de la Traversée à La Grande-Sablon, en Mauricie.



Pre-Irene Practices

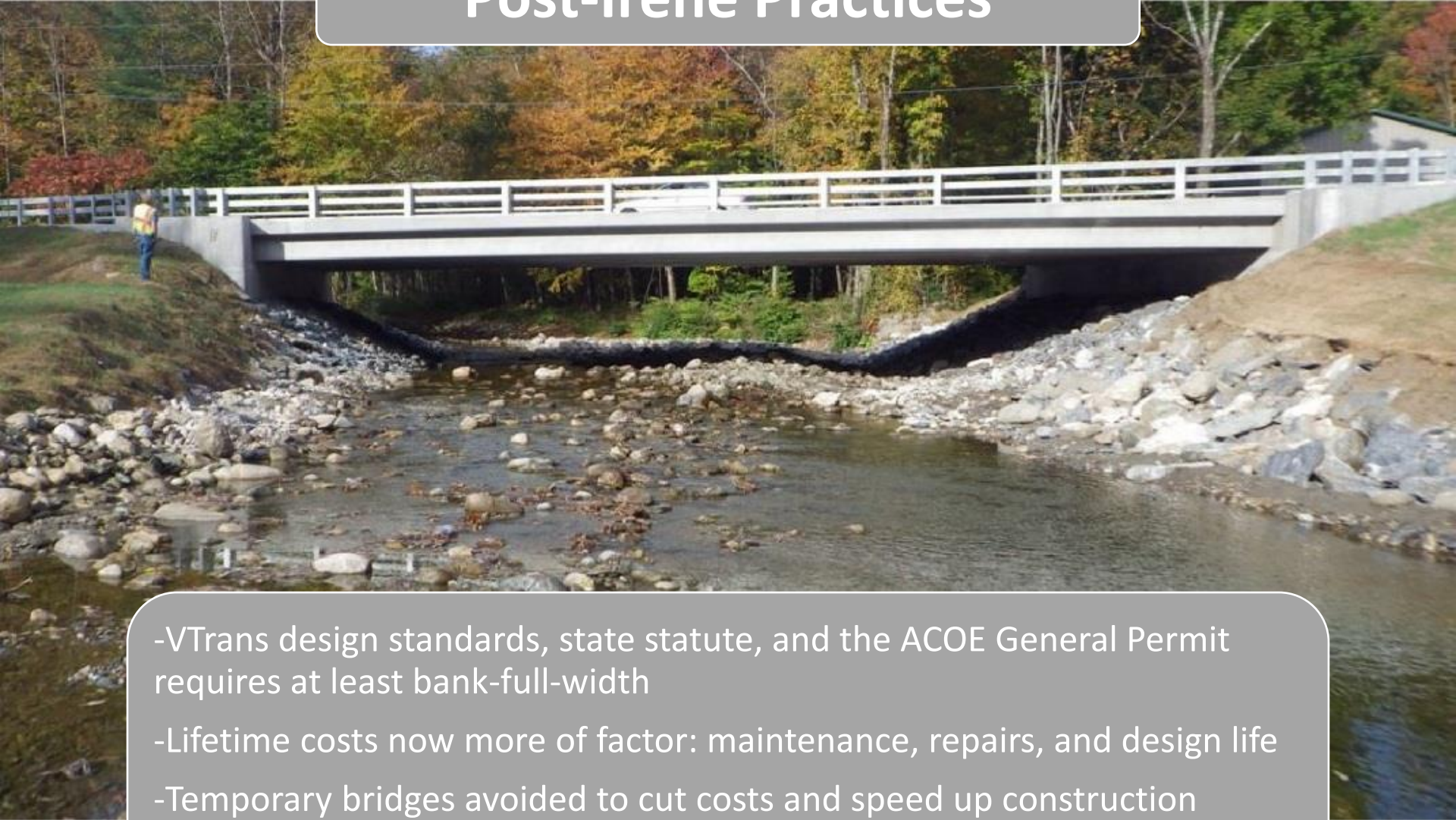
Hydraulic Studies inconsistent, often only considered water volume

©James Brady de VTrans

Temporary bridges were common practice which made projects expensive

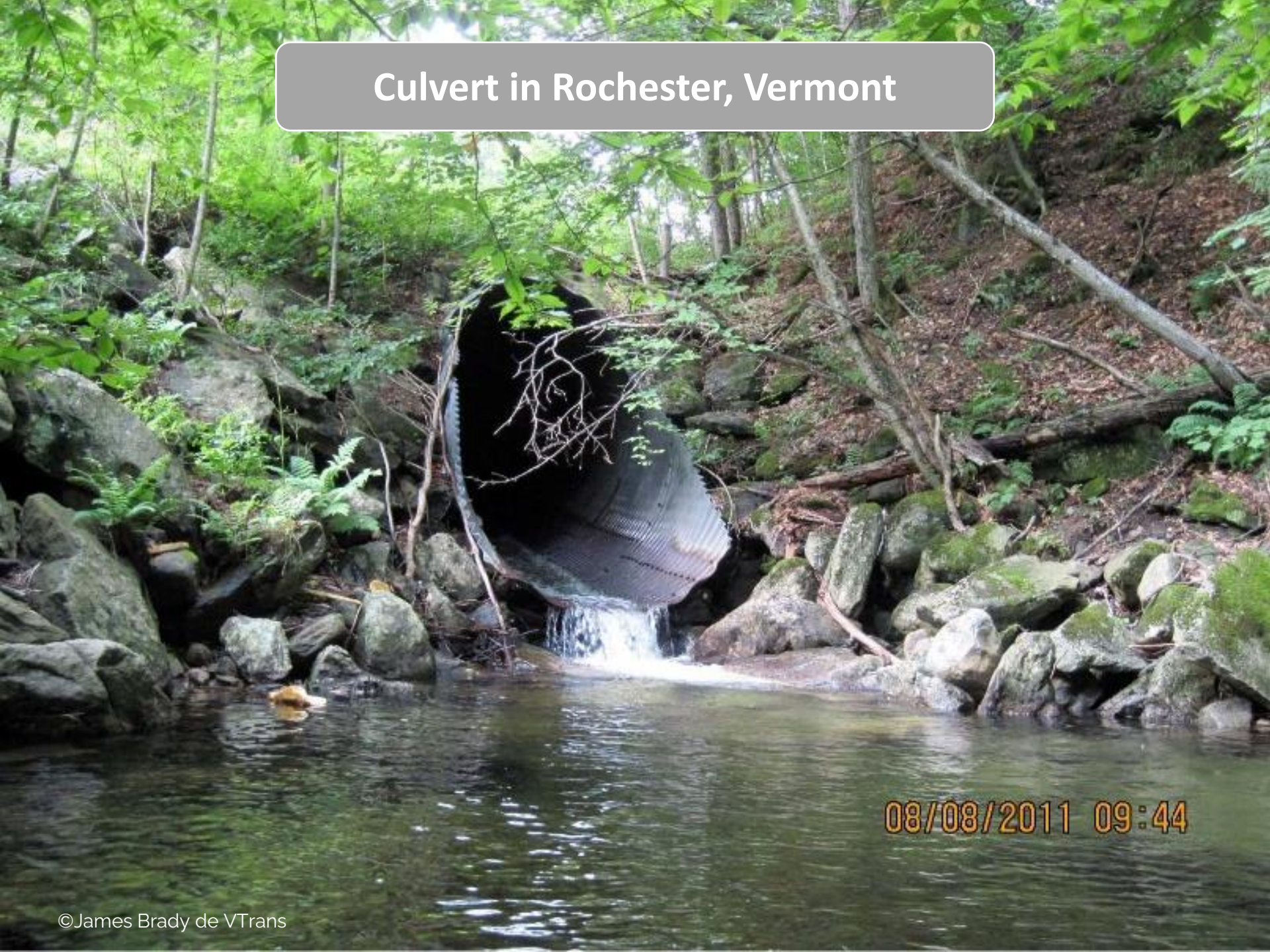
Bridges and culverts designed before environmental review

Post-Irene Practices



- VTrans design standards, state statute, and the ACOE General Permit requires at least bank-full-width
- Lifetime costs now more of factor: maintenance, repairs, and design life
- Temporary bridges avoided to cut costs and speed up construction times, limits impacts to resources

Culvert in Rochester, Vermont



08/08/2011 09:44

Directly after Tropical Storm Irene

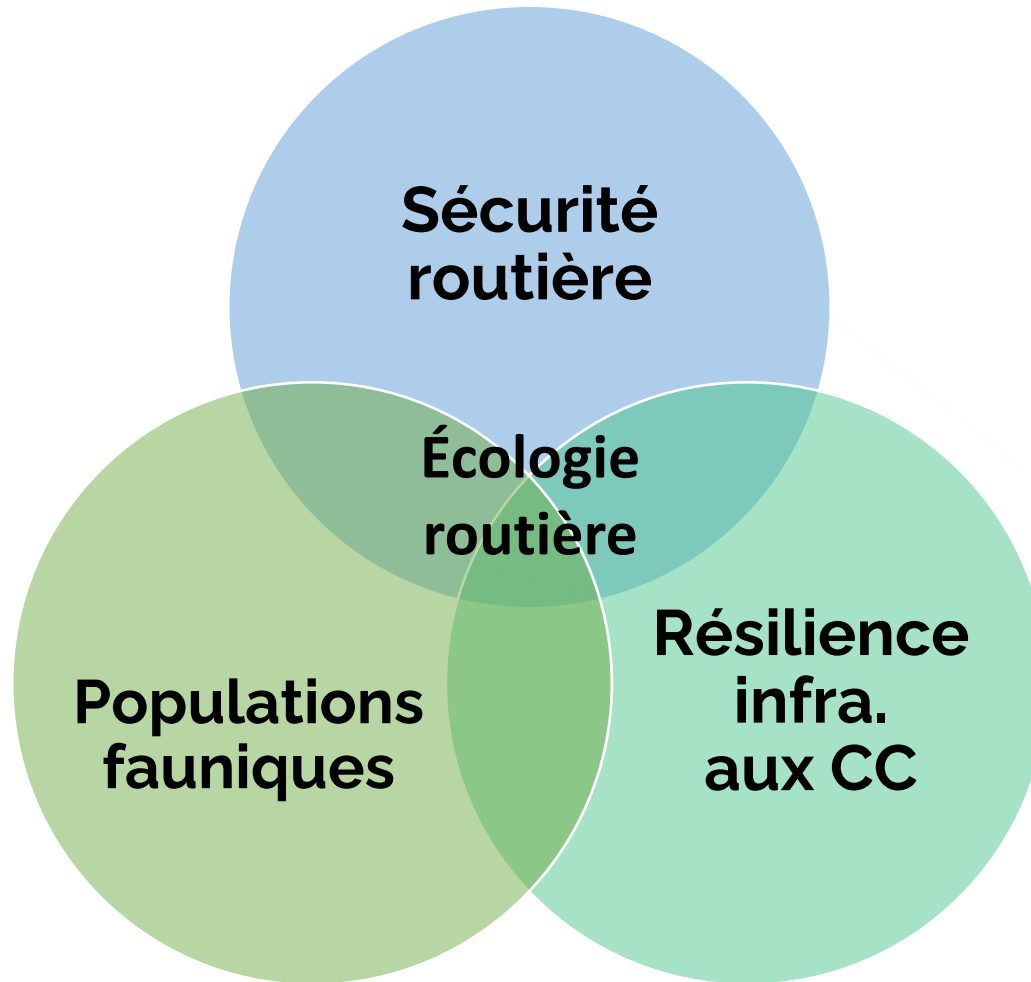


09.25.2011

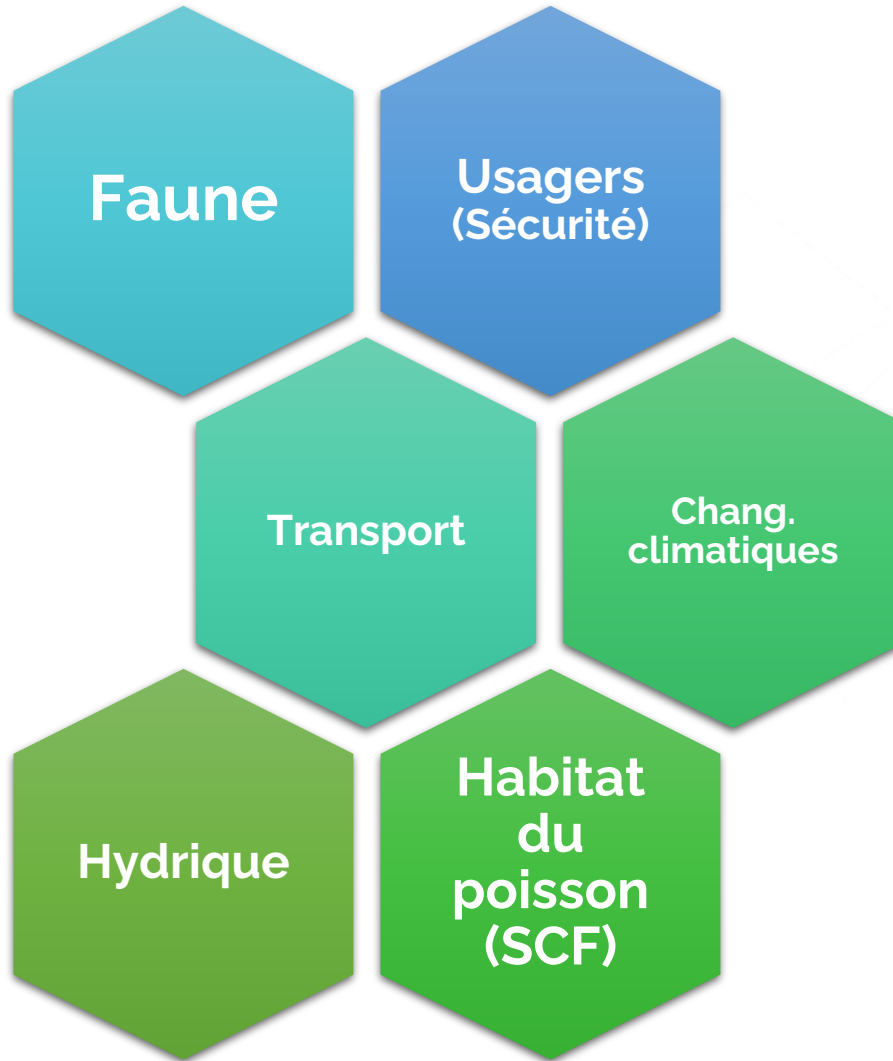
Permanent Fix Meets: Hydraulic, Debris Movement and Aquatic Organism Passage Standards



LEÇON #1 : CO-BÉNÉFICES



PROBLÈME AVEC L'ÉCOLOGIE ROUTIÈRE



Ce n'est la
responsabilité (unique) de
personne

...

Mais le problème
de tout le monde!

COLLABORATION



EXEMPLE DES « MOU »

MU0093

NOW, THEREFORE, the parties agree as follows:

- 1. Inter-agency Committee.** The parties will convene an inter-agency committee co-chaired by the Secretary of Transportation and the Commissioner of Fish and Wildlife or their designee(s). The Committee will include representatives from the VFWD Wildlife and Fisheries divisions and the VTrans Highway Division, Project Delivery Bureau, Maintenance & Operations Bureau and Policy, Planning and Inter-modal Development Division and will meet quarterly or as needed to oversee the activities identified below.
- 2. Identification of Transportation Impacts on Fish and Wildlife Resources.** The parties will broaden the understanding, and identify the impacts to the state's fish and wildlife resources from the development, improvement and maintenance of the state's transportation networks and facilities. This is including but not limited to: (a) wildlife mortality from vehicle collisions; (b) the direct and indirect effects to aquatic and terrestrial habitats from the existing transportation system, including the effects of fragmentation; (c) the effects of increased traffic on wildlife movement and mortality; (d) the effects of maintaining existing infrastructure and proposed highway expansions; (e) and the overall effects of transportation infrastructure and development on the ability of Vermont's ecosystems to adapt to changes in climatic conditions.

VTrans/ANR/P&W Memorandum of Agreement
Transportation Infrastructure; Fish and Wildlife Resources
Page 1 of 3

WHEREAS, the parties desire to improve public safety by reducing the potential for vehicle collisions through improved planning, coordination, and project development between VTrans and VFWD;

WHEREAS, the parties desire to improve public safety by reducing the potential for vehicle collisions through improved planning, coordination, and project development between VTrans and VFWD;

LEÇON #2 : COLLABORATION



PRIORISATION

Base décisionnelle ! Données fiables = Fondation solide

Transport

- Collisions avec la faune
- Corrélation avec densité de trafic
- Plans quinquennaux d'investissement

Faune- connectivité

- Modélisation de corridors (connectivité structurelle)
- Données de validation (survol aérien, caméras, science citoyenne, colliers émetteurs...)

Aquatique

- Cours d'eau
- Analyse de vulnérabilité
- Modélisation de zones inondables

Opportunités

- Aires protégées
- Zonage favorable (peu de chance de conversion)

Échelle

- Province/ région administrative
- Province naturelle/ région naturelle
- Réseau supérieur/ inférieur
- Fine d'un sous-secteur

C'EST TRÈS SIMPLE!



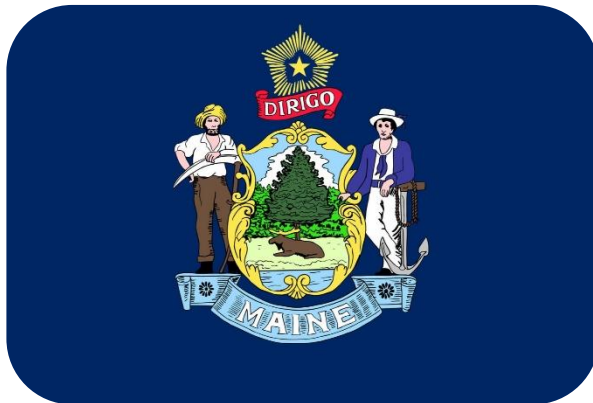
EXEMPLES POUR S'INSPIRER



Vermont
(Terrestrial Organism
Passage Screening Tool)



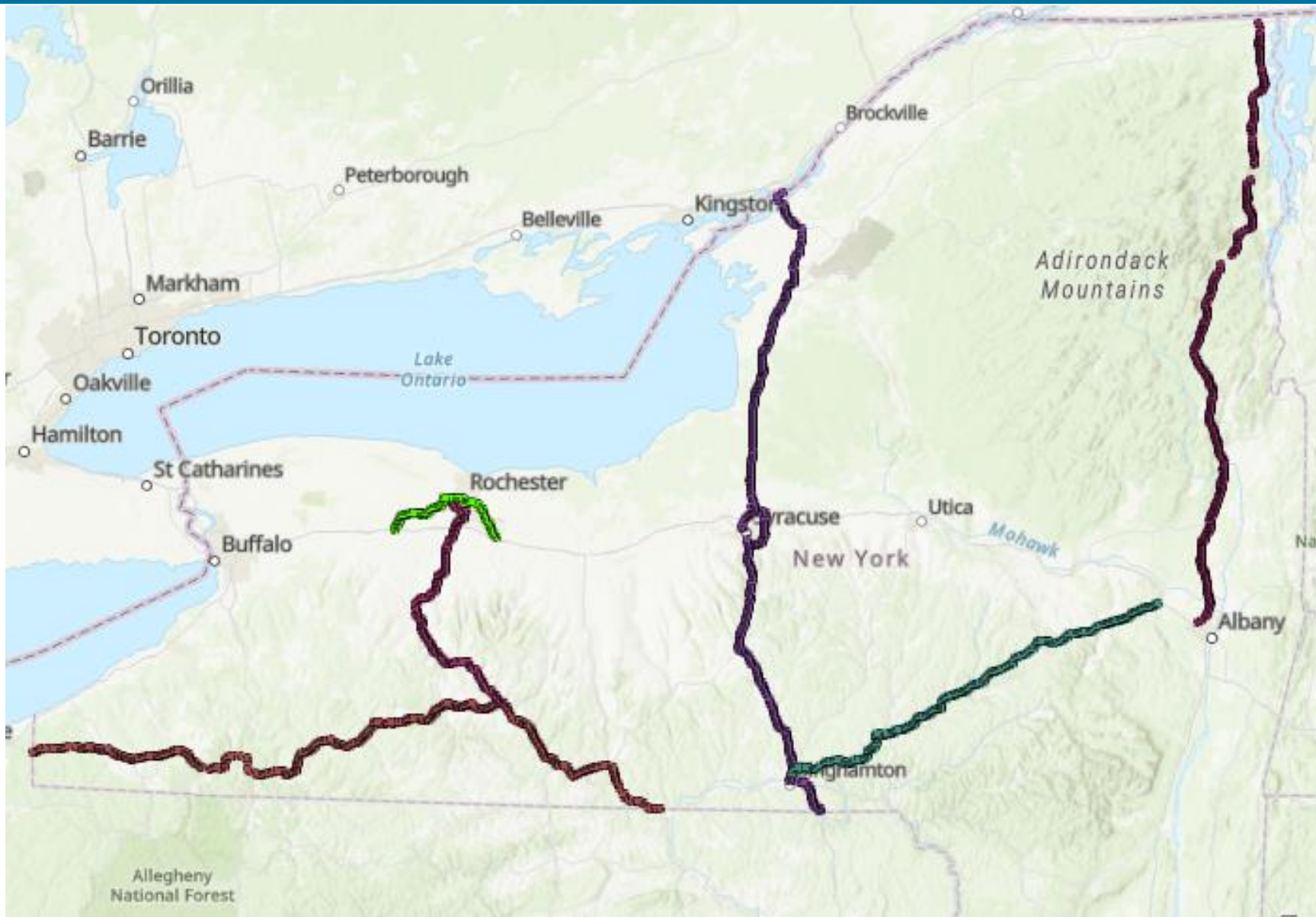
New Hampshire



Maine

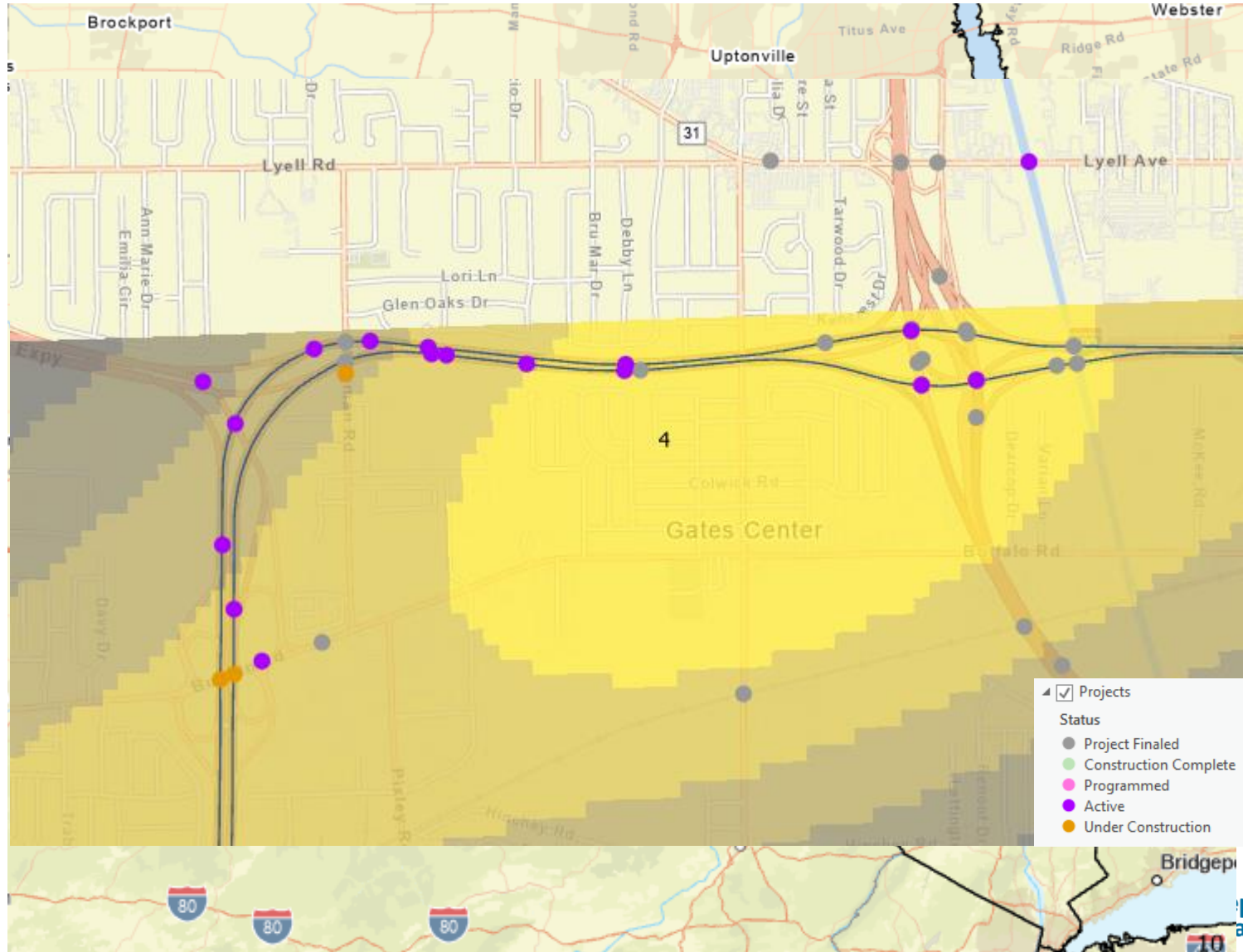


New York (en cours)



Regional Scale:

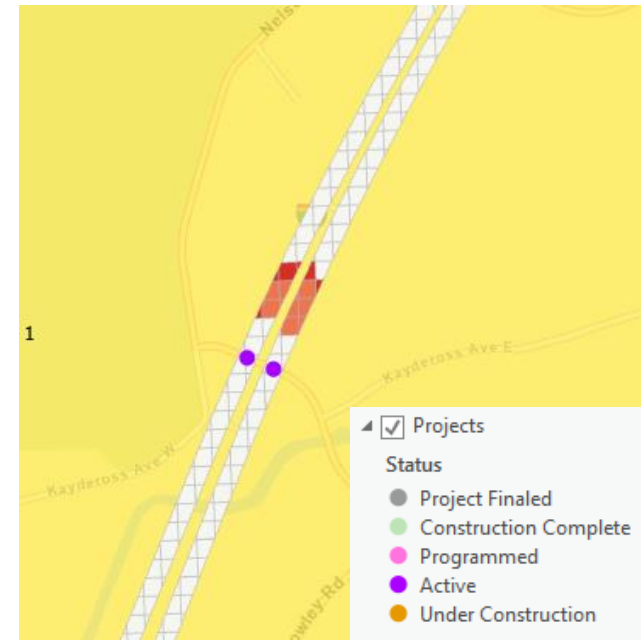
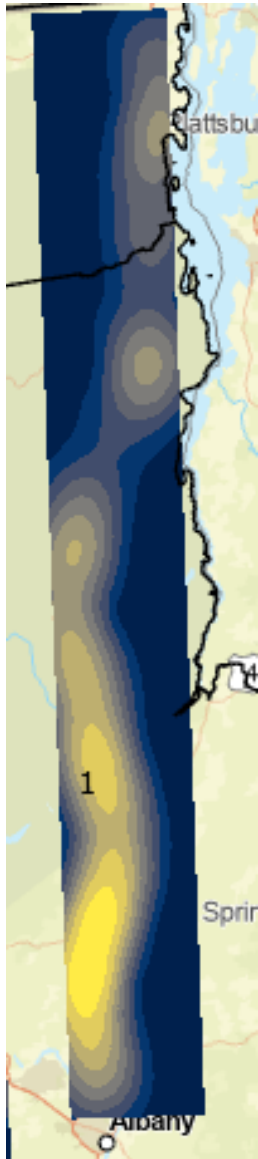
Kernel Analysis to generate Isoclines (density contours) to observe highest WVC counts along corridors



©Chris Standley de NY DOT

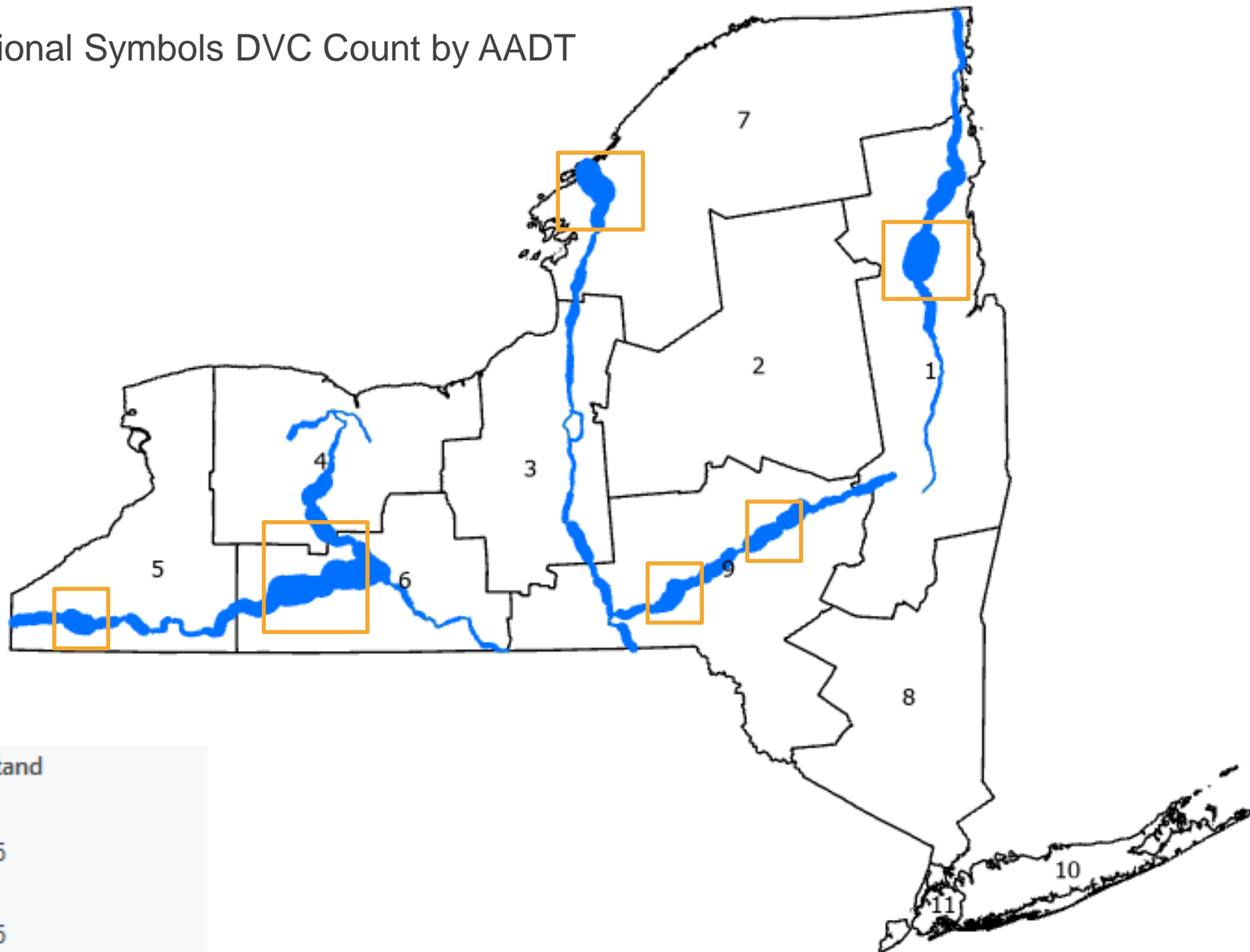
Project Scale:

Hot Spot Analysis to identify project-level scales within the isoclines



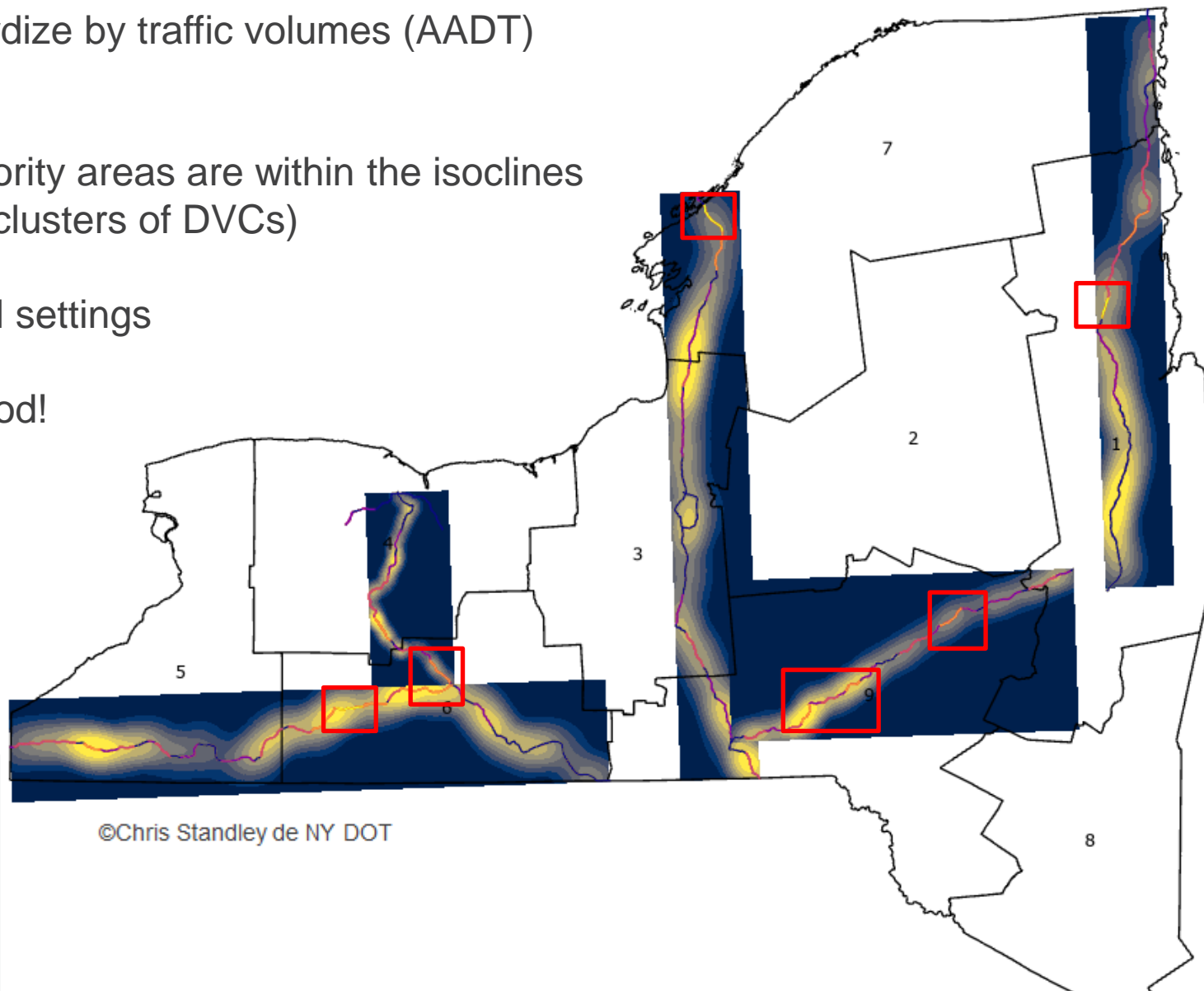
©Chris Standley de NY DOT

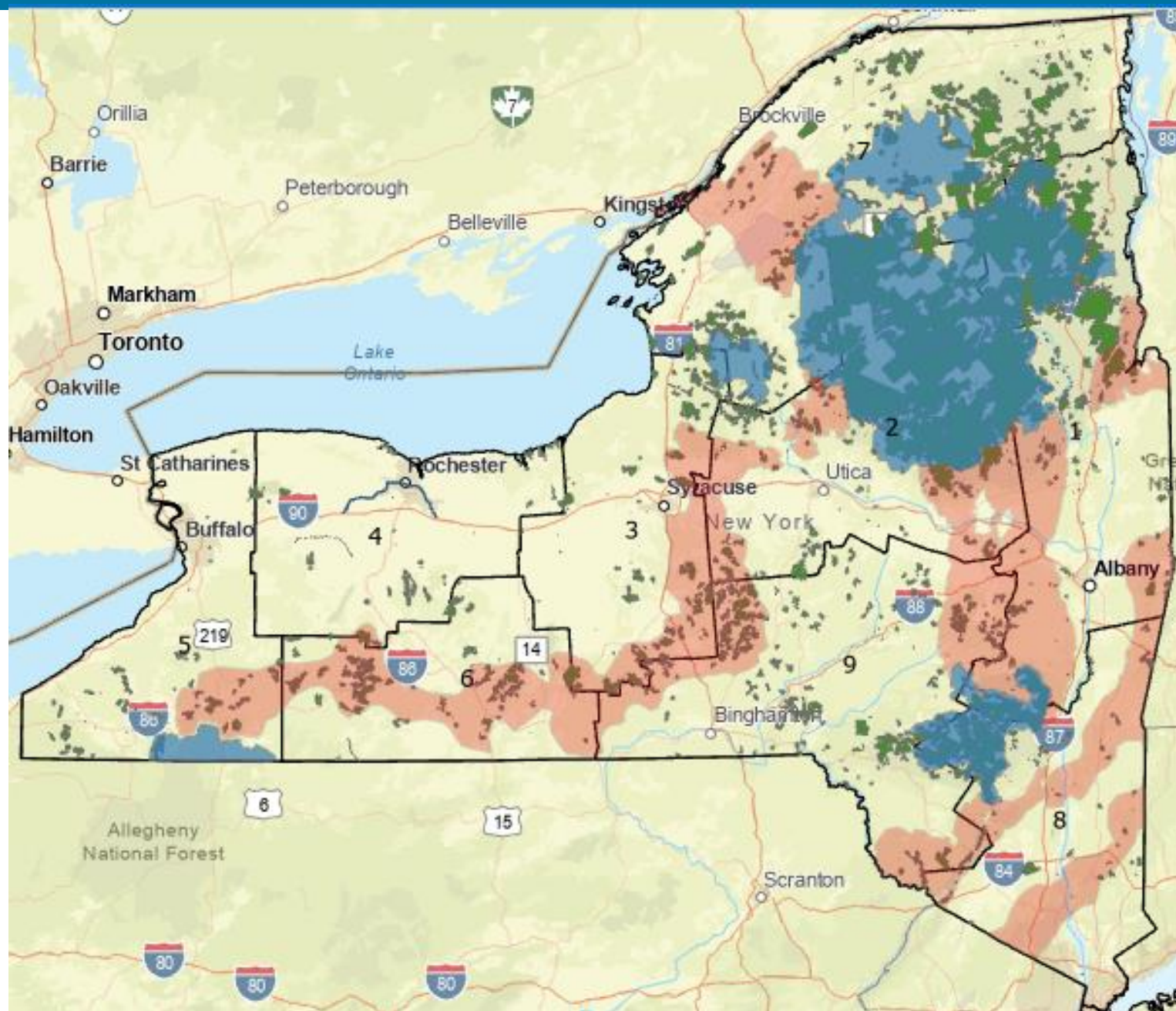
Proportional Symbols DVC Count by AADT



If we standardize by traffic volumes (AADT)
we see:

- Not all priority areas are within the isoclines (greatest clusters of DVCs)
- More rural settings
- This is good!





©Chris Standley de NY DOT

Ranking Transportation Structures by their Potential to Facilitate Wildlife Passage:

A Connectivity Modeling Approach

Caitlin E. Drasher and James D. Murdoch (UVM)

Paul Marangelo (TNC) | Jens Hilke (VFWD) | Glenn Gingras (VTrans)



Introduction

Wildlife movement is impeded by barriers in the landscape, including road infrastructure. We aim to highlight areas of the road network that are important for wildlife connectivity and determine which transportation structures should be prioritized for improvements to promote wildlife passage. We will rank 6,317 VTrans-managed transportation structures by their connectivity value for eight species. We present an example analysis for one species, American marten.



Figure 1. Placing a game camera under a Route 9 bridge to detect wildlife use. Data will be used to model wildlife connectivity.

Objective II: Structure-scale connectivity analysis

The second stage of analysis occurs at each individual transportation structure. Here we combined data on marten occurrence and 0.5 m Lidar landcover data with expert-assigned resistance values to produce a connectivity map for each structure (Fig. 3). For marten, this has been tested at 25 of the top 100 structures identified in the statewide connectivity analysis, and those structures have been ranked again according to their fine-scale connectivity value within 50 m of the structure.

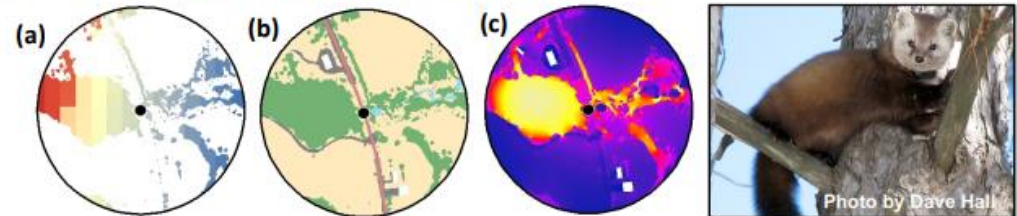
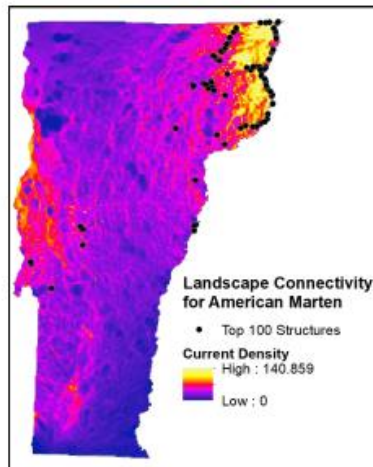


Figure 3. Inputs for the structure-scale analysis, within a 200m radius of a structure : a) map of marten occurrence probability, b) map of landscape variables with assigned resistance values, and c) output connectivity map showing areas of high movement flow in yellow.

Objective I: Statewide connectivity analysis

We used a circuit theory approach to model marten movement as the flow of electricity through a circuit¹. Existing data on marten occurrence and landscape resistance were used to develop a connectivity map with the Omniscape tool (Fig. 2)^{2,3,4}. To rank structures by their connectivity value, we averaged the amount of current within a



Conclusions and Next Steps

We developed an approach to rank transportation structures according to their connectivity value at a broad statewide scale and a detailed structure scale using a combination of wildlife data and models, expert opinion, and fine-scale land cover information. This analysis will be completed for several species such as bear, moose, and deer and incorporated into a Terrestrial Organism Passage Screening Tool for VTrans (completion 2021). Our research will inform decisions on transportation structure management and provide information to maximize connectivity for wildlife across the road network.

Acknowledgments This project is a partnership between VTrans (Glenn Gingras, Chris Slesar), The Nature Conservancy of Vermont (Paul Marangelo), Vermont Fish and Wildlife Department (Jens Hilke), and University of Vermont. Special thanks to additional partners at The Nature Conservancy (Kimberly Hall, Aaron Jones) and Conservation Science Partners (Vincent Landau).

References

LEÇON #3 : PRIORISATION

- N'attendez pas d'avoir un modèle parfait!
- Partez avec les données ce que vous avez, bonifiez avec données externes des partenaires ou autres agences
- Partagez le plus rapidement possible ces données avec les équipes en charge de la planification
- La science est là: plusieurs bons modèles qui se sont affinés au cours des 10 dernières années

Pas TOUTES les données = pas une raison pour attendre

Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment & Jobs Act



































Prepared by Renee Callahan, ARC Solutions, info@arc-solutions.org

Program Name	Amount ¹ (FY22-26)	Eligible applicants					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related activities
		FLMA	Tribe	State DOT	MPO	Local Gov't				
More information about notice and application timing is available in the companion funding calendar: tinyurl.com/ARC-funding-calendar										
Wildlife Crossing Pilot Program ² (23 USC 171)	\$350M	✓	✓	✓	✓	✓	New	DG	Typically 80%; up to 90% for projects on Interstates	Projects to reduce wildlife-vehicle collisions while improving terrestrial and aquatic connectivity, including non-construction projects involving planning, research, outreach, and feasibility analyses, or construction projects, including all activities leading to a built project
INERA ² (23 USC § 117)	\$8B	✓ ¹	✓	✓	✓ ³	✓	Expanded	DG	INFRA award may be used for up to 60% of project costs	Wildlife crossing projects
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) ² (49 USC § 6702)	\$7.5B		✓	✓	✓	✓	Existing	<u>DG</u> Expected Winter '23	Typically 80%; except rural, disadvantaged, or persistent poverty areas	Wildlife-related highway and bridge projects eligible under Title 23 USC programs, plus projects to improve aquatic connectivity by replacing or rehabilitating culverts or preventing stormwater runoff
Rural Surface Transportation Grant Program ² (23 USC § 173)	\$2B		✓	✓	✓ ⁴	✓	New	DG	Typically 80%, except ADHS, DASP projects	Wildlife-related projects in Rural Areas otherwise eligible under the Surface Transportation Block Grant Program, Tribal Transportation Program, and Highway Safety Improvement Program
National Culvert Removal, Replacement & Restoration Program ² (49 USC § 6703)	\$1B		✓	✓		✓	New	<u>DG</u> Expected Fall '23	Up to 80% for State/Local; up to 100% for Tribes	Projects to replace, remove, or repair culverts or weirs to restore anadromous fish passage, including infrastructure to facilitate fish passage around or over weirs, or weir improvements
Bridge Investment Program ² (23 USC § 124)	\$12.5B	✓	✓	✓	✓ ³	✓	New	<u>DG</u> FY23-24 Large Bridge ONLY is open! Due 11/27/23 Small Bridge and Planning exp. Fall '23	Generally 50% or 80%; up to 90% for off-system bridges	Up to 5% annually may go to projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species; environmental mitigation is also an eligible expense during bridge construction / reconstruction
Tribal Transportation Program Safety Fund ² (23 USC § 202(e))	\$120M		✓				Existing	<u>DG</u> FY24 is open! Due 1/15/24	Up to 100%	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
Nationally Significant Federal Lands & Tribal Projects Program ² (FAST 1123(e))	\$275M	✓	✓	✓ ²	✓ ²	✓ ²	Existing	DG	Up to 90% for Federal Lands, 100% for Tribal	Same as Federal Lands Transportation Program, Federal Lands Access Program, and Tribal Transportation Program
PROTECT ² (23 USC § 176)	\$1.4B	✓ ¹	✓	✓	✓	✓	New	DG	Typically 80%, up to 100% for Federal /Tribal	Wildlife infrastructure is not expressly eligible; funding may be used to pay for improved infrastructure resiliency via “protective features” (e.g., increasing the size of culverts) or “natural infrastructure,” which may co-benefit aquatic and/or terrestrial connectivity
Pollinator-Friendly Program (23 USC § 332)	\$10M (\$3M in FY23)	✓	✓	✓			New	DG	Up to 100%	Pollinator-friendly activities on roadsides and highway rights-of-way, including planting and seeding native grasses and wildflowers, including milkweed

Suggested citation: Callahan, R. (2023). *Wildlife Infrastructure Funding Opportunities within the Infrastructure Investment & Jobs Act*. Summary prepared on behalf of ARC Solutions, NPCA, Wildlands Network. Bozeman, MT.

Updated November 8, 2023



Program Name	Amount (FY22-FY26) [†]	Eligible recipients					New, Expanded, Existing	Process	Federal Share (%)	Eligible wildlife-related activities
		FLMA	Tribe	State DOT	MPO	Local Gov't				
PROTECT  [‡] (23 USC § 176)	\$7.3B	 ¹					New	State FA	Typically 80%, up to 100% for Federal /Tribal	Wildlife infrastructure is not expressly eligible; PROTECT does fund improved infrastructure resiliency via “protective features” such as increasing the size or number of culverts, which may improve aquatic and/or terrestrial connectivity
Bridge Formula Program  (IIJA § 11108(a)(2)(A))	\$27.5B						New	State FA	Same as 23 USC § 120; plus up to 100% for OSB	Wildlife mitigation appears to be an eligible expense during bridge reconstruction / construction, given expanded definition of “construction”
Highway Safety Improvement Program  (23 USC § 148)	\$15.6B						Existing	State FA	Up to 90%, with statutory exceptions	Adding or retrofitting structures or other measures to eliminate or reduce wildlife-vehicle collisions
Surface Transportation Block Grant Program  (23 USC § 133)	\$64.8B (excluding TAP)						Expanded	State FA	Typically 80%, except projects on Interstate System (90%) & certain states	Construction, addition or retrofitting of wildlife crossings plus projects and strategies to reduce wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance
Transportation Alternatives Program (TAP)  (23 USC § 133(h))	\$7.2B			 ²			Existing	State FG	Typically 80%, except in certain states	Environmental mitigation to reduce vehicle-caused wildlife mortality or to restore or maintain connectivity among terrestrial or aquatic habitats
Federal Lands Access Program  (23 USC § 204)	\$1.5B						Existing	State FG	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while improving or maintaining habitat connectivity
Federal Lands Transportation Program  (23 USC § 203)	\$2.2B						Expanded	Federal FA	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or to mitigate damage to wildlife, aquatic organism passage, habitat, and ecosystem connectivity including constructing, replacing, maintaining, or removing culverts and bridges
Tribal Transportation Program (TTP)  (23 USC § 202)	\$3B						Existing	Tribal FA	Up to 100%	Environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or to mitigate damage to wildlife, aquatic organism passage, habitat, and ecosystem connectivity including constructing, replacing, maintaining, or removing culverts and bridges

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LEGEND

¹ Applying jointly with one or more States ² If requested or sponsored by another eligible entity ³ If the MPO has a population of greater than 200,000 ⁴ MPOs may apply for eligible Rural projects within the MPO that are outside of an Urban Area	Process: Discretionary Grant (DG) - distributed at the national level; Formula Allocation (FA); Formula Grant (FG)
[†] Except as noted, FY22-26 total amounts do not reflect additional General Fund appropriations after FY22. [‡] Formula allocation is distributed to States only. MPOs/tribes/local governments are eligible recipients for PROTECT Discretionary Grant funds. FLMAs can apply jointly with a State or group of States.	Eligible Applicants: Federal Land Management Agency (FLMA); Department of Transportation (DOT); Metropolitan Planning Organization (MPO); Local Government (Gov't)
Green: A Notice of Funding Opportunity (NOFO) is open and applications are being accepted until the deadline. Click on the program name to view an At-A-Glance summary of eligibility requirements. Orange: NOFO is expected in Fall 2023. Blue: NOFO is expected in Winter 2023/2024.	Sources: Infrastructure Investment & Jobs Act ; FHWA Bipartisan Infrastructure Law ; FHWA Funding ; FHWA HSIP ; White House Guidebook ; USDOT Upcoming NOFOs ; FHWA Competitive Grant Funding Matrix

This guidance chart was prepared by Renee Callahan on behalf of ARC Solutions, National Parks Conservation Association, and Wildlands Network.

Special thanks to Tony Gady, Colorado Department of Transportation, for his assistance in developing this chart.

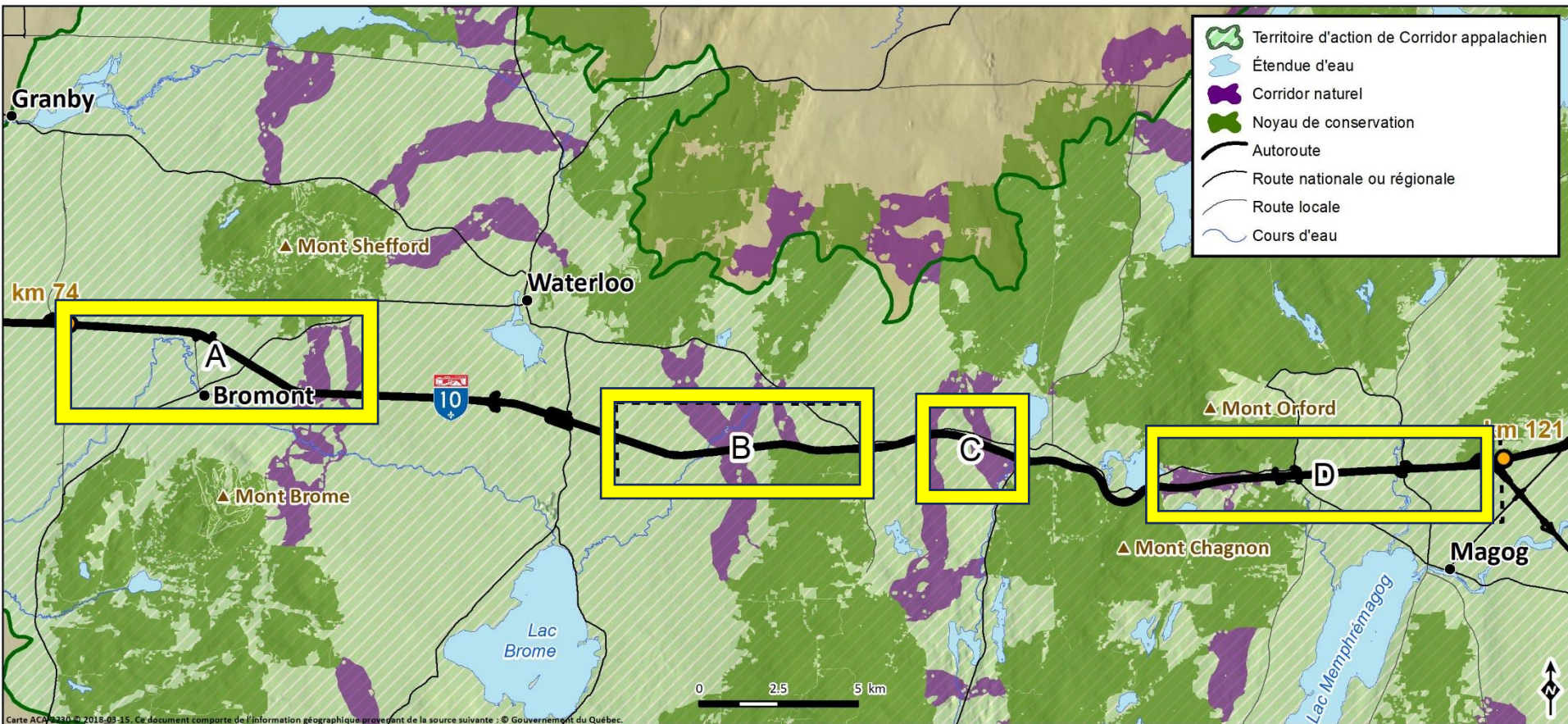
ARC Solutions is a not-for-profit partnership whose mission is to identify and promote leading-edge solutions to improve human safety, wildlife mobility and long-term landscape connectivity.

ARC is fiscally sponsored by Social and Environmental Entrepreneurs. **Contact:** Renee Callahan (rcallahan@arc-solutions.org).

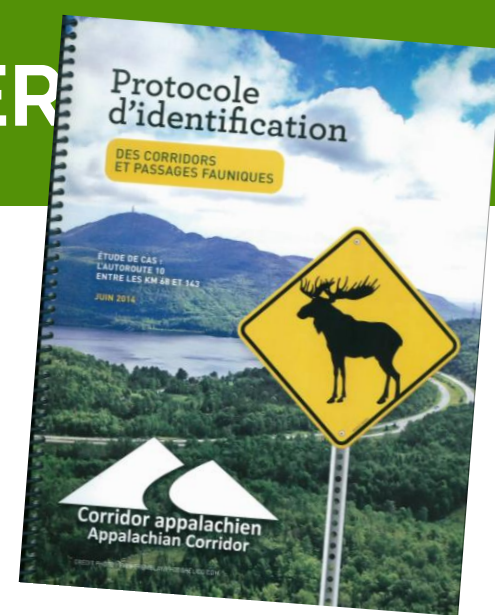
National Parks Conservation Association is a non-profit organization whose mission is to protect and enhance America's National Park System for present and future generations. **Contact:** Bart Melton (bmelton@npca.org).

Wildlands Network is a non-profit organization whose mission is to reconnect, restore and rewild North America so that life—in all its diversity—can thrive. **Contact:** Erin Sito (e.sito@wildlandsnetwork.org).

L'AUTOROUTE 10 : SECTEURS CRITIQUES (KM 74 À 121)



HISTORIQUE DU DOSSIER



Diverses études réalisées entre 2014 et 2022

- Délimitation des corridors écologiques ;
- Protocole d'identification et de protection des corridors et des passages fauniques ;
- Analyse des infrastructures en place et identification de quatre secteurs prioritaires ;
- Identification des mouvements fauniques sur neuf sites jugés adéquats pour le passage de la grande faune ;
- Identification des secteurs dans lesquels la mortalité faunique est la plus élevée ;

Études réalisées par Corridor appalachien, le MTQ, le MFFP, le MELCC, l'Université de Sherbrooke et l'Université Concordia

OBJECTIFS DU PLAN DE CONNECTIVITÉ AUT. 10

Des écoducs pour franchir l'autoroute

Depuis plusieurs années, l'organisme de protection de la nature Corridor appalachien, le ministère des Transports et celui de la Faune étudient la possibilité d'établir des passages fauniques de part et d'autre de l'autoroute 10. Ces infrastructures ne seraient pas seulement bonnes pour la faune, mais également pour les automobilistes qui encourraient moins de risque d'accident dû au passage d'animaux sur les voies de circulation.

Relier les milieux naturels

- Dans les années 60, l'expansion du réseau routier a eu pour effet de fractionner les milieux naturels, augmentant les risques de collisions avec certains animaux.
- Depuis plus de trois ans, Colouir appalachien a accumulé beaucoup de données et a identifié trois zones sensibles entre Magog et Bromont, sur l'autoroute 10.
- La solution proposée est de créer des viaducs ou des petits tunnels servant de corridor qui pourraient emprunter les nombreuses espèces présentes.

150 accidents en 2015

L'an dernier, 150 collisions avec des animaux ont été rapportées sur la portion entre les sorties 78 et 115 près des monts Shefford et Bromont.

Végétalisation de l'ouvrage
De manière à offrir un milieu propice et familier aux espèces amenées à les franchir.

Installation de clôtures
Incite les animaux à traverser au bon endroit. Des appâts peuvent aussi être utilisés pour acheminer les bêtes vers le viaduc.

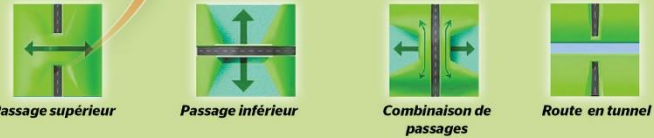
Surveillance des passages
Pièges à traces et caméras placés pour mesurer l'efficacité du corridor. Dans certains cas, des grillages sont placés pour empêcher que les plus gros animaux ne traversent et ne viennent perturber certains écosystèmes.

L'autoroute 10 (qui n'avait initialement pas de numéro) a été inaugurée en 1965. Toutefois, elle fut ouverte à la circulation en 1964 du pont Champlain à Magog, remplaçant l'ancienne route 1.

Protéger les espèces
Le projet permettrait de protéger les animaux tels que l'orignal, l'ours, le coyote ainsi que le pékan du trafic automobile.

Différentes solutions techniques

Ce type d'infrastructures (écoduc) est déjà utilisé dans plusieurs pays comme aux États-Unis, en France ou en Hollande, par exemple, qui en compte déjà 600. Selon les zones ciblées, l'ouvrage peut prendre différentes formes.



- Recommandations détaillées
- Engagement du gouvernement québécois
- Leadership partagé MTQ/ Faune/ Environnement
- Les appuis politiques (ministères/ municipalités)
- Optimiser les structures existantes et planifier la construction de nouveaux passages/clôtures
- Protection des milieux naturels

SOURCES: CORRIDOR APPALACHIEN CA, TVA, RECHERCHE ET INFOGRAPHIE, BENJAMIN BOURQUE, WILFRIED VOUGNY

SUR UN HORIZON DE 20 ANS



- Optimisation de structures existantes
- 4 passages (grande faune)
- 7 passages (petite et moyenne faune)
- Tronçon clôturé
- Budget de 110 à 140 M\$
- Partenariat ministères/municipalités /organismes

LANCEMENT DU PLAN



- Support (spontané) de 12 mairesses et maires de la région qui touche directement le projet.
- Des dizaines d'organisations (Conservation, OBV, ATR)
- Des citoyens
- Et politique!

REMERCIEMENTS

Chris Standley : NY DOT

Mikael Cetjin : Coordinator, SCI

Chris Slesar : Vtrans (Vermont DOT)

John Austin et Jens Hilke : Vermont Fish and Wildlife Department



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Ce projet a été réalisé avec l'appui financier de :
This project was undertaken with the financial support of:



**Environnement
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Fondation de la faune du Québec

Québec 

Fondation **ECHO** Foundation
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