



**National Headquarters**

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Senate Committee on Natural Resources and Wildfire  
900 Court St. NE  
Salem, Oregon 97301

April 15, 2025

Re: HB 2978 (Improvements to the Wildlife-Vehicle Collision Reduction Program)

Chair Golden, Vice Chair Nash, and Members of the Committee,

My name is Colin Reynolds. I am the Senior Advisor to the Northwest Program at Defenders of Wildlife (“Defenders”). Defenders is a national conservation organization dedicated to the protection of all native animals and plants in their natural communities, with over 40,000 members and supporters in Oregon. On behalf of Defenders, I am submitting the following comments in support of HB 2978. This bill would:

- 1) Require the Oregon Department of Transportation (“ODOT”) to update its wildlife guidance materials and standards.
- 2) Establish an ODOT training program, developed in coordination with the Oregon Department of Fish and Wildlife (“ODFW”), on the efficacy of transportation solutions for wildlife and human safety.
- 3) Require ODOT to consult with ODFW to avoid, minimize, and mitigate impacts to wildlife corridors from the construction, improvement, operation and maintenance of transportation infrastructure.
- 4) Develop a list of priority projects to reduce collisions between wildlife and vehicles.
- 5) Require ODOT and ODFW to enter into a joint memorandum of understanding establishing an advisory group to spur collaboration and resource sharing amongst participants from federal, state and local governments, nonprofit organizations, and other community partners.

Wildlife-vehicle collisions (“WVC”) on Oregon’s roadways are a serious safety and economic issue. Per ODOT, there are over 7,000 WVC collisions each year, resulting in over 500 “serious” human injuries and four human fatalities.<sup>i</sup> Unfortunately, the actual number of collisions is likely higher, as multiple studies concluded that half or two-thirds of large mammal WVC go unreported.<sup>ii</sup> Economically, the cost of collisions typically exceeds \$1,000, per instance, and may run significantly higher when factoring human injuries and fatalities and the lost hunting value of the deceased animal.<sup>iii</sup> By way of example, the cumulative cost for WVC involving deer and elk alone on Oregon’s roads likely totaled over \$90 million in 2022.<sup>iv</sup>

Fortunately, WVCs and their associated costs can be reduced through properly sited wildlife crossing infrastructure and associated fencing. In Oregon and elsewhere, wildlife crossings have resulted in an 80-90% decrease in WVC in impacted areas for the benefit of drivers and the economy.<sup>v</sup> Reducing WVC through the construction of wildlife crossing infrastructure also benefits wildlife. Crossings enable wildlife to safely move across roadways and access previously fragmented habitat, increasing the health of wildlife populations.<sup>vi</sup> As a testament to their benefit, ODFW characterizes wildlife crossings as “an obvious win for both wildlife and the traveling public.”<sup>vii</sup>

It should be no surprise that wildlife crossings are widely supported in Oregon and nationally. A 2020 poll commissioned by the Pew Charitable Trusts found that 86% of Oregon voters favor constructing more wildlife crossings.<sup>viii</sup> Elsewhere, states that have led the way in constructing crossings include Nevada (20 crossings), Colorado (over 60 crossings) and Montana (over 100 crossings).<sup>ix</sup> By comparison, Oregon has six completed undercrossings, however ODOT would like to construct more. In ODOT’s 2024 Transportation Funding Need Report’s “Safety Investments” section, the Department requested a sustained investment of \$5 million per year “to enable the construction of an additional 20 wildlife fencing and structure projects over the next 30 years.”<sup>x</sup> The Legislature’s attention to this topic is also timely as Oregon received a \$33 million federal grant award in December 2024 to construct the state’s first wildlife overpass in Southern Oregon; in doing so, ODOT utilized a portion of the \$7 million the Legislature provided in 2022 to help leverage these federal dollars for crossings.<sup>xi</sup>

HB 2978 would improve Oregon’s existing WVC reduction program, improve the safety of Oregon’s roadways, and advance statewide efforts at improving habitat connectivity and reducing instances of WVC. Defenders commends the legislature for its attention to this issue and we ask that it supports this work by passing HB 2978.

Thank you for your time and consideration of this important issue.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Colin Reynolds', with a stylized, cursive script.

Colin Reynolds  
Senior Advisor, Northwest Program  
Defenders of Wildlife

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<sup>i</sup> *Transportation Funding Needs*, OREGON DEP'T OF TRANSPORTATION 13 (JULY 2024) <https://www.oregon.gov/odot/About/Documents/Transportation%20Funding%20Needs.pdf> (“Each year, there are over 7,000 wildlife-vehicle collisions in Oregon; on average, four people die and 521 people are seriously injured in those collisions.”).

<sup>ii</sup> For literature on unreported data see Tracy S. Lee, Kimberly Rondeau, Rob Schaufele, Anthony P. Cleavenger & Danah Duke, *Developing a correction factor to apply to animal-vehicle collision data for improved road mitigation measures*, 48 WILDLIFE RESH., <https://www.publish.csiro.au/wr/pdf/WR20090> at 506 (“Our study demonstrated that AVCs involving large mammals are underestimated; more animal carcasses were reported during walking surveys off the road than were reported during road surveys. These animal carcasses represent error sources in traditional AVC datasets generated by road surveys, because of injury bias. In our region of the Rocky Mountains, we suggest that a correction factor of 2.8 can be applied to road survey datasets to account for undetected road-kills.”); Marcel P. Huijser, & James S. Begley. *Large mammal-vehicle collision hot spot analyses, California, USA*. WESTERN TRANSPORTATION INSTITUTE (2019), [https://westerntransportationinstitute.org/wp-content/uploads/2019/09/4W6693\\_Huijser-and-Begley-FINAL-Report-Caltrans-Statewide-20190913-reduced-image-size.pdf](https://westerntransportationinstitute.org/wp-content/uploads/2019/09/4W6693_Huijser-and-Begley-FINAL-Report-Caltrans-Statewide-20190913-reduced-image-size.pdf) at 14 (“Furthermore, crash data typically represent only a fraction (14-50%) of the carcass data, even if both data sets relate to large mammals only...Finally, the carcass data are far from complete as well; animals that are not very visible from the road in the right-of-way may not be removed and do not get recorded. Wounded animals that make it beyond the right-of-way fence before they die are also usually not recorded at all.”).

<sup>iii</sup> *Reducing the risk of wildlife collisions*, WASHINGTON STATE DEP'T OF TRANSPORTATION, <https://wsdot.wa.gov/construction-planning/protecting-environment/reducing-risk-wildlife-collisions>; Marcel Huijser, et al. *Cost-Benefit Analyses of Mitigation Measures Along Highways for Large Animal Species: An Update and an Expansion of the 2009 Model* (Sept. 30, 2022), <https://scholarworks.montana.edu/xmlui/bitstream/handle/1/17509/WTI-cost-benefit-2022.pdf?sequence=5> (Table 5)

<sup>iv</sup> To arrive at these numbers, Defenders took data from the Huijser et al. study listed at the end of this endnote, adjusted for inflation the 2020 figures to Dec. 2022 using a Bureau of Labor Statistics Consumer Price Index Inflation Calculator and then added in the penalty for the unlawful take of both a deer and an elk per the Oregon Revised Statutes. Marcel Huijser, et al. *Cost-Benefit Analyses of Mitigation Measures Along Highways for Large Animal Species: An Update and an Expansion of the 2009 Model* (Sept. 30, 2022), <https://scholarworks.montana.edu/xmlui/bitstream/handle/1/17509/WTI-cost-benefit-2022.pdf?sequence=5> (Table 5)

<sup>v</sup> *Strategy Spotlight: U.S. 97 Wildlife Crossing*, OREGON DEP'T OF FISH AND WILDLIFE, <https://oregonconservationstrategy.org/success-story/us-97-wildlife-crossing/> (“Monitoring of the completed structures began in 2013. Within the first year, 29 species ranging from deer and elk to bobcat, badger, and squirrels were documented using the underpasses, and deer/vehicle collisions were reduced by more than 90 percent.”).

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<sup>vi</sup> For example, *Video: Watch a thousand mule deer cross the Idaho 21 overpass near Boise*, IDAHO FISH & GAME (Jan. 14, 2025), <https://idfg.idaho.gov/article/video-watch-thousand-mule-deer-cross-idaho-21-overpass-near-boise>.

<sup>vii</sup> *Strategy Spotlight: U.S. 97 Wildlife Crossing*, OREGON DEP’T OF FISH AND WILDLIFE, <https://oregonconservationstrategy.org/success-story/us-97-wildlife-crossing/>.

<sup>viii</sup> *Pew: Oregonians Support Protecting Wildlife Migration Routes, New Poll Finds*, PEW CHARITABLE TRUSTS (April 16, 2020) <https://www.pewtrusts.org/en/about/news-room/press-releases-and-statements/2020/04/16/pew-oregonians-support-protecting-wildlife-migration-routes-new-poll-finds> (“...86% want the state to build more overpasses and underpasses along major roads and highways...”).

<sup>ix</sup> Grace Da Rocha, *Nevada shows commitment to getting desert wildlife across the road safely*, LAS VEGAS SUN (Oct. 27, 2023), <https://lasvegassun.com/news/2023/oct/27/state-shows-commitment-to-getting-desert-wildlife/>; Colorado Wildlife Crossings Interactive Map, <https://experience.arcgis.com/experience/309a78b1c4ce4c93bcd20400682f363b>; Amanda Eggert, *How does the wildlife cross the road?*, MONTANA FREE PRESS (Jan. 4, 2022), <https://montanafreepress.org/2022/01/04/montana-wildlife-crossings-past-and-future/>; *Wildlife Vehicle Collision Reduction Projects Slide*, OREGON DEP’T OF TRANSPORTATION  
<sup>x</sup> *Transportation Funding Needs*, OREGON DEP’T OF TRANSPORTATION 13 (JULY 2024) <https://www.oregon.gov/odot/About/Documents/Transportation%20Funding%20Needs.pdf>.

<sup>xi</sup> *I-5: Southern Oregon Wildlife Overcrossing*, OREGON DEP’T OF TRANSPORTATION, <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=23100>.