

Submitter: Megan Dussault  
On Behalf Of: Wildlife Crossing Fund  
Committee: Joint Committee On Transportation Reinvestment  
Measure, Appointment or Topic: HB2025

Co-Chairs Gorsek and McLain, Co-Vice Chairs Starr and Boshart Davis, and  
Members of the Committee,

Please support HB 2025 Sections 111 and 117, which establish the Oregon  
Department of Transportation (ODOT) Wildlife-Vehicle Collision Reduction Fund at  
an annual rate of \$10 million per biennium.

Habitat loss and fragmentation are making it harder for wildlife to migrate and  
disperse to where they need to go to survive. For many species in Oregon, our  
highways are one of the biggest challenges to their survival. As a case in point, many  
vulnerable wildlife species are killed in vehicle collisions every year on our roadways.  
This includes charismatic species like Pacific marten and wolves. It also includes  
important game species such as the mule deer. In fact mule deer are the most  
commonly hit animal in Oregon and its population has declined by over 50% in recent  
years.

I have observed deer clearly in distress attempting to cross I-5 with absolutely  
nowhere to cross. I have seen a family of raccoons, a gray fox, and a skunk alive one  
day, and then roadkill within several days. I thought to myself then, as I have many  
times, "we NEED wildlife crossings in Oregon."

Wildlife-vehicle collisions also take a costly toll on people. According to ODOT, there  
are over 7,000 collisions per year resulting in over 500 serious human injuries and  
four fatalities. This is the highest rate among West Coast states. Millions of dollars of  
damage are incurred every year from such collisions. The good news is that we know  
that wildlife crossings work. The Lava Butte underpass on HWY 97 in central Oregon  
has reduced deer collisions by over 90% since construction.

HB 2025 Sections 111 and 117 build upon past efforts of the Legislature to address  
the problem of the loss of wildlife connectivity and the high rate of wildlife-vehicle  
collisions by establishing and sustainably funding the "Wildlife-Vehicle Collision  
Reduction Fund." This would be a significant step in addressing the safety and  
environmental consequences of habitat fragmentation caused by roadways and  
would position Oregon alongside Utah as the only state with annual funding for  
wildlife crossings.

Please strongly consider this request!

Sincerely,

Megan Dussault  
Concerned Oregon Resident