

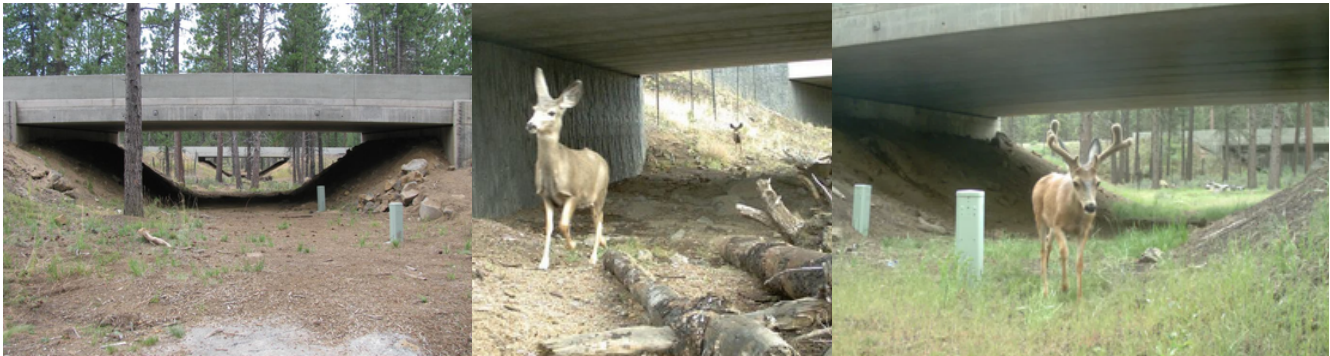
Support **HB 2978** & Funding for Wildlife Crossings

The Problem of Wildlife-Vehicle Collisions

"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. There is no dedicated federal or state funding source to reduce wildlife-vehicle collisions, despite a recent state law meant to reduce these types of collisions ([HB 2834](#) in 2019). An investment of \$5 million per year would enable the construction of an additional 20 wildlife fencing and structure projects over the next 30 years."

– Oregon Department of Transportation (ODOT), [Transportation Funding Needs](#), July 2024

With roughly 6,000 deer-vehicle collisions per year alone, Oregon has a \$114 million per year deer-vehicle collision problem, and elk collisions have cost Oregonians an estimated \$26 million.



Wildlife using underpass wildlife crossings on U.S. 97 in Oregon

The Solution - Wildlife Crossings

Existing crossings on U.S. 97 have reduced deer collisions by more than 90 percent.

Polls show 86% of Oregon voters want the state to build more crossings, and

75% support increased funding to build those crossings.

In the 2025 legislative session, there are two interrelated wildlife crossing initiatives:

- **HB 2978**, would improve Oregon's existing connectivity law by requiring:
 - ODOT and ODFW to update its wildlife guidance materials, standards, and highway specifications, to incorporate wildlife crossing design considerations;
 - An MOU between ODOT & ODFW to spur collaboration and resource sharing amongst agencies, Tribes, NGOs, academic Institutions & other community partners statewide;
 - Creation of a training program designed to educate ODOT staff and other stakeholders on the efficacy of transportation solutions for wildlife and human safety; and,
 - ODOT to consult with ODFW to avoid, minimize, and mitigate impacts to wildlife connectivity from the construction, improvement, operation and maintenance of transportation infrastructure throughout this state.
- **A directly related funding bill** to provide the \$5 million per year needed for implementation of ODOT's wildlife-vehicle collision reduction program, established by ORS 366.161, by reinstating a previous excise tax on tires used on public highways.

Exceptional Opportunities to Leverage Federal Funding

There are 15 federal grant opportunities available right now to support wildlife crossing infrastructure and wildlife corridor conservation. The majority of those grants require state agencies to contribute a non-federal share of the funding, usually around 20 percent of the project cost, depending on the program, making state funding critical to leveraging federal dollars.



Left: Schematic of the proposed overpass on I-5. **Right:** I-5 in Southern Oregon.

In December 2024, Oregon won \$33 million in federal Wildlife Crossings Pilot Program grant dollars to construct the state's first wildlife overpass. The crossing will be built over I-5 between Ashland and the California border, connecting important habitat for a diversity of species living within the Cascade-Siskiyou National Monument. **ODOT utilized a portion of the \$7 million the Oregon State Legislature provided in 2022 to help leverage these federal dollars for crossings.**

Help Oregon Continue These Success Stories For Wildlife & People on Our Roads
Support For HB 2978

[Logos or Org Names Here]