



**TRCP**

THE THEODORE ROOSEVELT CONSERVATION PARTNERSHIP

# Wildlife Crossings

## Collisions with Biology and Policy

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Oregon State Legislature

HOUSE INTERIM COMMITTEE ON

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## Migration - Biology 101

- Why do we care about migration?
- Why do animals migrate?

Figure 5. Annual survival rate estimates (S) and 95% confidence intervals for migratory and resident adult female radio-marked mule deer (*Odocoileus hemionus*) in south-central Oregon, 2005-2012. Estimates were derived from the best known-fate model including the additive effect of migration (“migrants”, “residents”, and “unknown”), the fall migration time period, individual winter range precipitation (December-February; mean across all individuals each year) [S(MU+FMig+Ipp)].

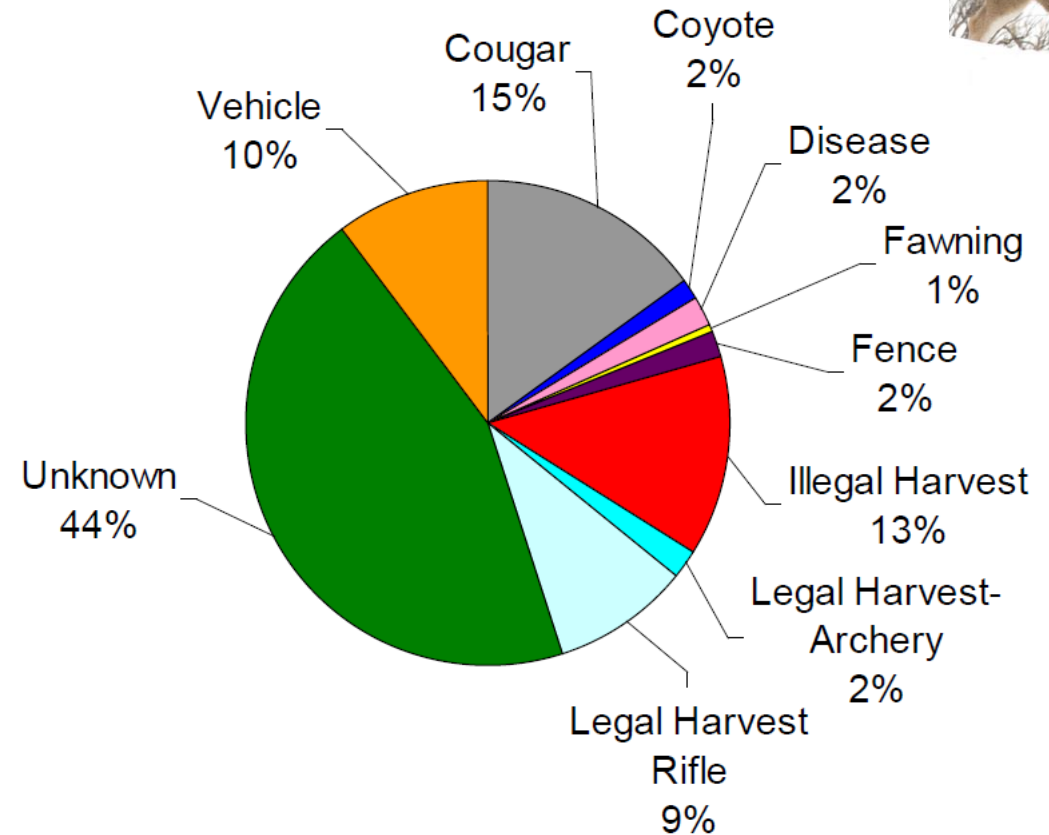
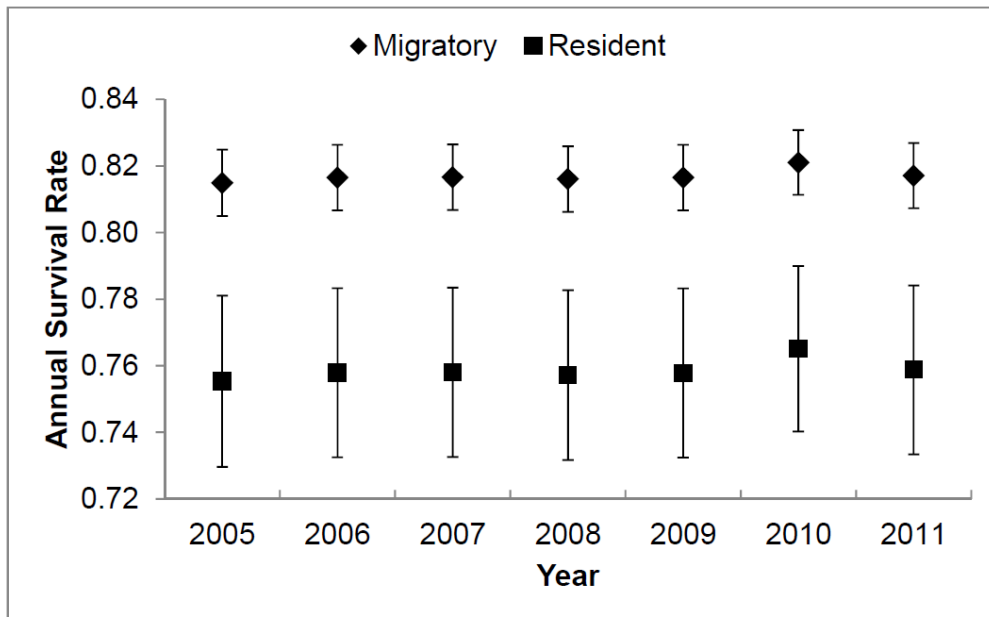


Figure 2. Causes of mortality for adult radio-collared mule deer in south central Oregon (October 2005-2011) (n=195 mortalities).

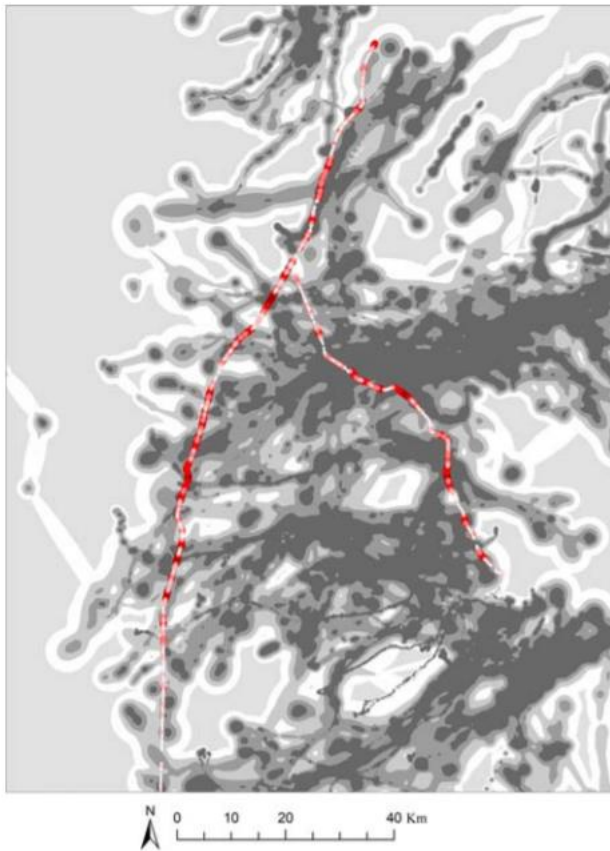




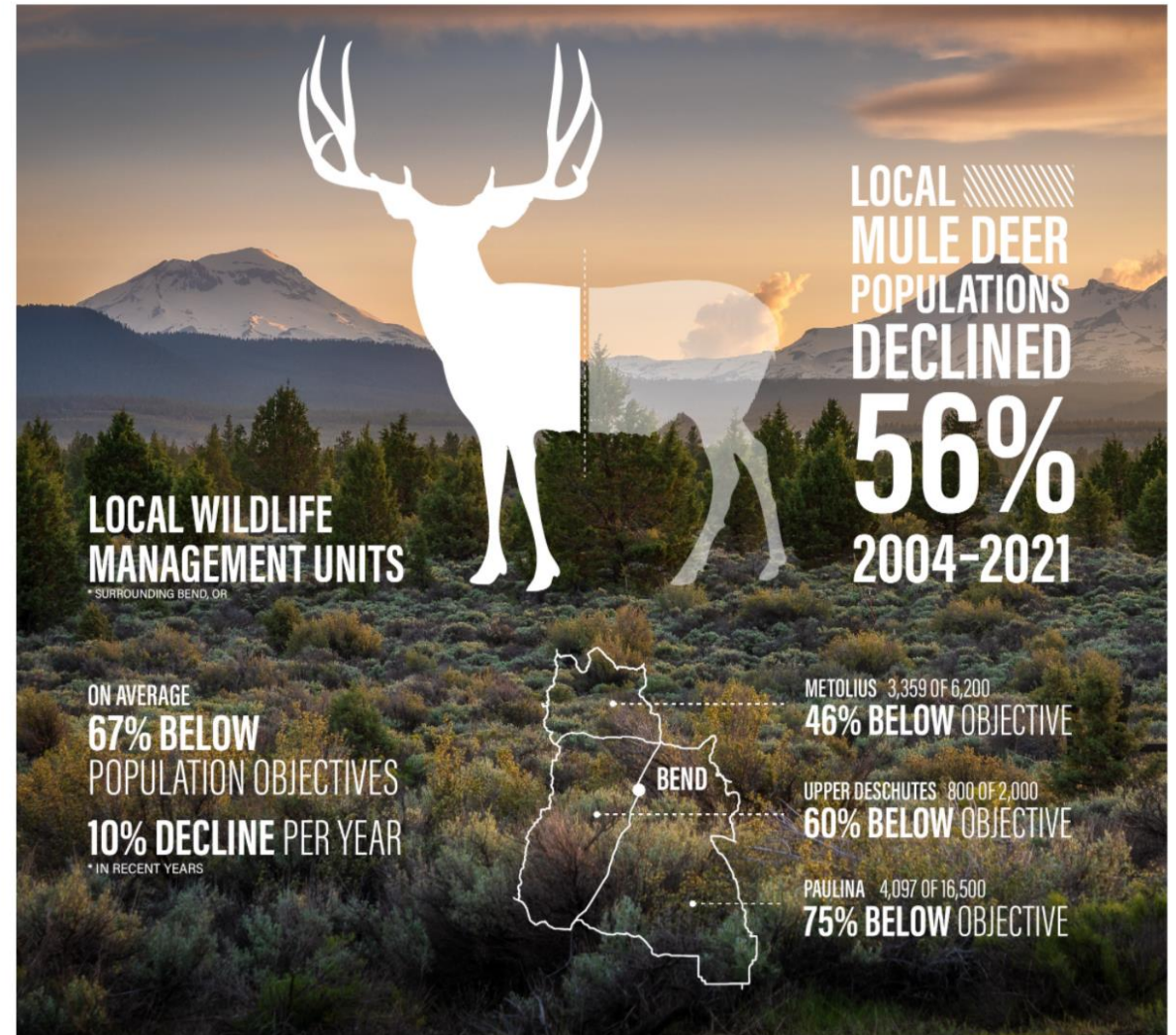
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## Extra Slide for Conversation



**Figure 2.** Relative risk of mule deer-vehicle collision (DVC; light pink to dark red = low to high risk of DVC) and probability of use during migration (gray to black = low to high probability of use) on U.S. Highway 97 and State Highway 31 in South-central Oregon, USA. Risk of DVC was calculated from 1,269 spring and autumn DVCs recorded 2005–2010, using a network kernel density estimator. Migration utilization distribution class was equal area classes of cumulative probabilities of use derived from Brownian Bridge Movement Models constructed from 787 migrations (326 autumn, 461 spring) of mule deer ( $n = 359$ ) in South-central Oregon, USA, 2005–2012.



Population objectives are the number of deer wildlife managers have determined are appropriate for specific management areas. Mule deer are declining across the High Desert. The region around Bend, Oregon is seeing particularly dramatic declines.



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# Federal Funding for Wildlife Crossings

The \$1.2 Trillion dollar Infrastructure Investment and Jobs Act ([H.R. 3684](#)) became law in November of 2021 with bipartisan support.

## Wildlife Crossings Pilot Program

The primary purpose of the Wildlife Crossings Pilot Program is to encourage states to adopt “wildlife vehicle collision safety counter measures”

- Reduce wildlife-vehicle collisions
- Improve habitat connectivity for terrestrial and aquatic species
- **Establishes a \$350 million, 5-year pilot program for competitive grants**
  - 2022 (began in October 2021)-\$60 million
  - 2023- \$65 million
  - 2024-\$70 million
  - 2025- \$75 million
  - 2026- \$80 million
- State Match \$\$:
  - Grants will be evaluated on several factors, including leveraging Federal investment through non-Federal contributions to the project.

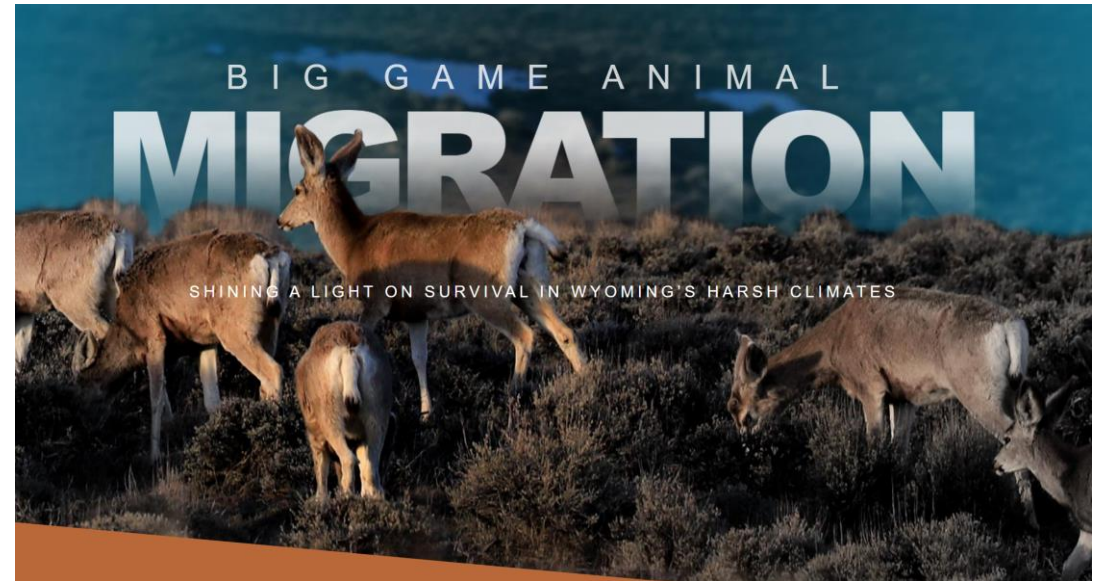
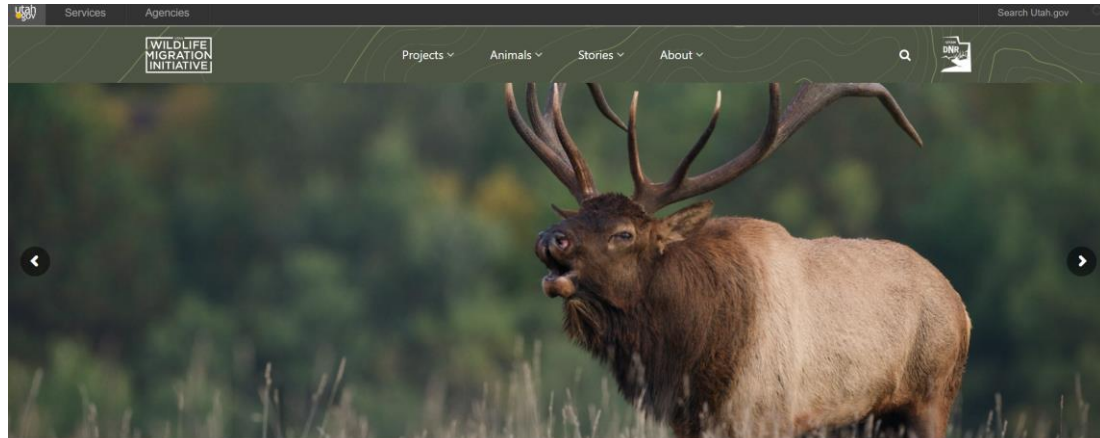




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## State Examples



### WILDLIFE

## California budgets \$61.5 million for wildlife crossings

The state looks to protect both wildlife and drivers, as large animals cause 20 crashes a day on state highways.

Marissa Garcia | July 7, 2021 |

