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**DATE:** February 2, 2022

**TO:** Chair Marsh, House Committee On Environment and  
Natural Resources

**FROM:** Tom Fellows, Oregon Association of County Engineers & Surveyors  
President-Elect  
Brian Worley, Association of Oregon Counties Road Program Director

**RE:** House Bill 4130, Wildlife Crossing Investment Act

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Chair Marsh, Members of the House Committee On Environment and Natural Resources,

On behalf of the Association of Oregon Counties (AOC) and Oregon Association of County Engineers and Surveyors (OACES), we are writing to outline county priorities regarding House Bill 4130, Wildlife Crossing Investment Act.

While AOC has not taken an official position on HB 4130 we appreciate Representative Helm's leadership on this issue and the significant amount of time and consideration that went into these recommendations from the 2021 interim workgroup.

Oregon counties are responsible for the largest share of Oregon's road system (41 percent), with over 32,000 miles of roads and over 3,400 bridges—including many county forest, farm-to-market, and rural roads that connect and intersect Oregon's vast natural resources and wildlife habitats. Oregon counties take seriously their commitment to the overall safety and well-being of their citizens. County road officials use a variety of engineering tools to improve road safety, particularly on rural roads, which are less forgiving than urban roads due to higher rates of speeds and longer emergency response times.

Counties recognize the need for targeted wildlife corridor crossing infrastructure, but because of years of disinvestment and transportation costs rising faster than revenue, many road departments lack the resources to even effectively track wildlife collisions let alone implement large wildlife crossing and underpass infrastructure projects. In addition to feasibility and planning studies, smaller scale infrastructure investments such as signage, directional fencing and wildlife jump outs would see wider benefits on more rural low volume county roads.

The county transportation system needs are great and we appreciate the general fund request in HB 4130, which doesn't compete with limited preservation, operations and maintenance revenue. Counties are also grateful to Representative Helm for introducing -1 amendment which

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clarifies that ODOT may partner with or distribute HB 4130 program funds to county and local government projects, and is a good first step toward addressing road safety needs for both state and local jurisdictions.

AOC and OACES appreciate the introduction of HB 4130 this session and look forward to your continued support in future sessions to prioritize traffic safety revenue for county roads.

Sincerely,



**Tom Fellows**

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and Surveyors President-Elect  
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