



2/2/2022

To: House Rules Committee

From: The Street Trust

RE: Please SUPPORT HB 4105-1

Dear Legislators,

I am writing on behalf of The Street Trust, which represents thirty years of sustained transportation advocacy and members across Oregon. We work to ensure multimodal urban mobility options that prioritize safety, accessibility, racial equity, and climate justice. Today, we are urging you to **please support HB 4105-1** which authorizes qualified individuals, in addition to police officers, to review violations and sign citations initiated by fixed photo radar, photo red light, and dual function cameras, in the same way parking enforcement officers issue parking citations.

We are very concerned about the epidemic of traffic fatalities trending upward across Oregon. We would like you to rethink traffic enforcement as an administrative function in order to increase municipal capacity to enforce traffic laws and to reduce costs to expand their automated traffic enforcement (ATE) programming in ways that meet local community's needs.

HB 4105 -1 increases enforcement capacity by allowing administrative resources to issue traffic-camera citations. Given current and projected police staffing shortages, as well as increased calls for emergency response, demand on law enforcement time and resources is at an all-time high. Jurisdictions can't implement automated traffic enforcement programs while relying on police to perform the administrative function of reviewing violations and signing citations. The bill removes this staffing constraint.

The bill reduces program costs by allowing designated staff to perform violation review as a standard job function, as opposed to doing so on over-time as is current practice in some jurisdictions. Currently in Portland, 100 percent of automated traffic enforcement violation review occurs on police over-time.

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While The Street Trust as an organization remains in research mode about the systemic costs and benefits of automated traffic enforcement - especially as it pertains to reducing racial disparities and social injustices in traffic law enforcement - we fully support non-sworn city employees conducting these traffic reviews and issuing citations.

We encourage you to continue refining Oregon's ATE laws to ensure that low-income communities, communities of color, immigrants and refugees, and other marginalized groups are not disproportionately fined and/or surveilled and to ensure due process is maintained. Further, we insist that ATE measures be safety, not revenue driven: we must not create perverse incentive structures for local governments to make up budget shortfalls in regressive ways, further burdening those low-income and marginalized community members already most at risk from our inequitable transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone

sarah@thestreettrust.org

Executive Director, The Street Trust