



CITY OF
PORTLAND, OREGON

Ted Wheeler, Mayor
Carmen Rubio, Commissioner
Dan Ryan, Commissioner
Jo Ann Hardesty, Commissioner
Mingus Mapps, Commissioner

February 3, 2022

Representative Smith Warner, Chair
House Committee on Rules
900 Court Street, NE
Salem, OR 97301

Dear Chair Smith Warner and Members of the Committee:

On behalf of the City of Portland, we urge support for HB 4105 and the -1 amendment. Traffic fatalities are spiking in Portland, as in Oregon and around the country. Just last week the US Department of Transportation acknowledged the traffic safety crisis on streets throughout the United States and USDOT called on partners at all levels of government to act urgently to slow the tragic national and local trend of rising traffic deaths. Safety cameras are a proven strategy to address speeding and dangerous behaviors that contribute to fatal crashes.

HB 4105-1 would enable local jurisdictions to operate traffic-camera systems more effectively by allowing a “traffic enforcement agent” to review and issue tickets. In recent years, Portland has taken advantage of authority granted by the legislature to test pilot traffic-camera systems – and we are poised to expand the system and its critical safety benefits. HB 4105 and the -1 amendment are necessary for this expansion.

Like other cities around the state and nation, Portland needs access to proven traffic safety measures that save lives. Automated traffic enforcement has been identified as an effective measure for jurisdictions to address traffic deaths. HB 4105-1 provides needed flexibility to jurisdictions seeking to address the trend of rising traffic deaths by making automated traffic enforcement more efficient.

HB 4105-1 will increase enforcement capacity by allowing duly authorized traffic enforcement agents to issue traffic-camera citations. Current state law requires the work to be performed by a sworn police officer. Allowing duly authorized enforcement agents to review citations will create more review capacity – while at the same time ensuring that appropriate training and certification for reviewing personnel are in place. This will address police capacity as well as traffic safety needs: in the face of 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 cannot expand automated traffic enforcement programs while relying on police to perform the administrative function of reviewing violations and signing citations. HB 4105 and the -1 amendment will remove this staffing constraint.

Many reports have identified automated enforcement as an effective tool to reduce behaviors associated with serious crashes. Locally, the ten Portland intersections with red-light cameras have seen, on average, a 44 percent decrease in crash rate since cameras were installed. Where speed cameras are present, speeding has dropped by 71 percent and excessive speeding by 94 percent. Increasing the City of Portland’s capacity to review new citations will allow the program to expand and the benefits to be realized along high crash locations citywide.

The City of Portland urges your support for HB 4105 and the -1 amendment.

Sincerely,



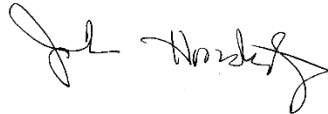
Ted Wheeler
Mayor



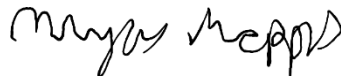
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