

**Testimony of Anneliese Koehler, State and Regional Affairs Advisor**  
**In support of House Bill 4105**  
**House Committee on Rules**  
**February 3, 2022**



Metro is the elected regional government that serves nearly 1.7 million people in the 24 cities and three counties of the Portland metropolitan area. We provide a broad range of public services that includes land use and transportation planning, solid waste and recycling operations, housing and homeless services, management of parks and natural areas, and operation of major visitor facilities like the Oregon Convention Center and the Oregon Zoo.

Metro supports HB 4105 with the -1 amendment, giving cities the authority to allow a duly authorized traffic enforcement agent to review and issue automated enforcement citations, in addition to sworn police officers.

The purpose of HB 4105 is to allow qualified individuals, in addition to law enforcement officers, to review violations and sign citations initiated by fixed photo radar, photo red light, and dual function cameras, in the same way that parking enforcement officers issue parking citations. Nationally, this is a familiar practice; 11 out of 23 states are home to jurisdictions that treat citation review as an administrative function.<sup>1</sup>

Oregon law currently requires that police officers serve this function. Allowing for both police officers and qualified, trained individuals to review and sign citations would 1) increase enforcement capacity for other priorities and 2) may reduce costs for jurisdictions to establish or expand automated traffic enforcement programs.

Increasing the capacity to review automated enforcement citations could save lives. Automated traffic enforcement is a proven safety tool that effectively reduces speeding and red-light running crashes, two crash types that often have serious outcomes. We have already seen the impact of fixed photo radar in speed reduction after the passage of HB 2621 (2015). On the high injury corridors in Portland with fixed photo radar, speeding has dropped by an average of 71 percent and top-end speeding (more than ten miles per hour over the speed limit) by 94 percent.<sup>2</sup> However, due to police staffing capacity, the requirement of law enforcement review of each violation has limited Portland's ability to

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<sup>1</sup> 11 states are home to jurisdictions that do not use sworn law enforcement officers to review traffic-camera citations, including: Arizona; California; Delaware; the District of Columbia; Florida; Illinois; Maryland; New York; North Carolina; Ohio; Washington. All information is drawn from NHTSA survey responses given by jurisdictions answering the question "Are citations reviewed and signed by a sworn law enforcement officer?"

<sup>2</sup> <https://www.wweek.com/news/2019/08/28/speed-cameras-save-lives-so-why-does-portland-have-only-eight-of-them/>

<sup>3</sup> Portland traffic deaths highest in three decades as officials report spike in reckless driving  
<https://www.oregonlive.com/commuting/2022/01/portland-traffic-deaths-highest-in-3-decades-as-officials-report-spike-in-reckless-driving.html>

install more cameras on high crash corridors at a time when traffic crashes and fatalities are at an all-time high.<sup>3</sup>

HB 4105 will remove a barrier to successful implementation of automated enforcement programs for cities across Oregon.

Expanding automated enforcement is a key component of Metro's regionally adopted Safety Strategy and our goal to reach zero traffic fatalities and serious injuries.<sup>2</sup> Today, police staffing constraints are a barrier to program delivery and expansion. HB 4105 would allow for sensible options to address that bottleneck.

Metro urges a yes vote on HB 4105 with the -1 amendment. Thank you very much for considering these comments and for the opportunity to provide testimony.

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<sup>2</sup> 2018 Regional Transportation Safety Strategy (adopted December 6, 2018 by the Metro Council).  
<https://www.oregonmetro.gov/regional-transportation-safety-plan>