

Testimony Presented to the House Committee on Transportation

February 4, 2026

Good afternoon, Chair McLain and members of the Transportation Committee. For the record my name is Ed Chamberland. I am here today representing the American Council of Engineering Companies of Oregon (ACEC Oregon). I appreciate the opportunity to speak today and to express support for HB 4081.

ACEC Oregon represents over 110 engineering firms and more than 5,000 employees across the state.

I am a civil engineer with over 30 years of experience on transportation projects in Oregon.

My career has been dedicated to improving the safety and mobility of all travelers in Oregon.

I am on the ODOT Safety and Mobility Policy Advisory Committee (SMPAC) that originated the idea for HB 4081 that is before you today.

My typical project is on a state highway, county road, or city street where speeds and volumes can be high.

- This makes construction a challenge for all involved because drivers are busy, distracted, sometimes impaired, and generally in a hurry to get where they are going.
- Some drivers are unaware of the higher risks of driving through a highway work zone.
- This makes the highway work zones, including maintenance and construction projects, high risk for both travelers and workers.

Early in my career, I was on a team where one of my co-workers named Tony Collier was hit and killed while working in a highway work zone. He left behind a wife and young daughter. Our crew and more importantly his family was impacted forever.

Why do I ask for your support for HB 4081?

1. Safety in highway work zones is a problem. The crash rates are higher and the impacts to families and communities are unacceptable and preventable.
2. HB 4081 improves one of the tools in the tool box to achieve the goal of safety in highway work zones.
3. It makes improvements to the photo radar law that is already in place.
4. One of the key changes is related to police involvement.
5. Law enforcement is recognized as one of the most impactful ways to reduce speeds in a highway work zones.
6. The existing law related to the use of photo radar in a highway work zone requires a police officer to be on-site.
7. As we all know, the number of police officers available for enforcement is limited for a variety of reasons.
8. HB 4081 leverages technology to perform enforcement at highway work zones, thus improving safety without increasing the burden on police resources.
9. Several states across the nation are implementing a similar program.
10. The use of a photo radar, aka safe speed cameras, is consistent with three notable programs that have goals to reach zero traffic deaths and change safety culture:
 - a. Federal Highway Administration's "Safe System Approach"
 - b. Portland's "Vision Zero" approach
 - c. ODOT's "Transportation Safety Action Plan"

At the end of the day, we want travelers and highway workers to go home to their families.