



OREGON STATE SENATE
Testimony in Support of HB 4081

February 4, 2026

Chair McLain, Vice Chair Boshart Davis, Vice Chair Gamba, and Members of the House Transportation Committee,

Thank you for the opportunity to submit testimony in strong support of HB 4081 which will save lives and reduce injuries. As Chair McLain noted in her opening remarks, **the goal here truly is safety and awareness for our workforce**. I care a lot about this policy and previously introduced it as [HB3337](#) / [SB771](#) in the 2025 session. It's time for drivers to **slow down** in highway construction zones when workers are present and for work zones to have the **tools** they need to **remind drivers** to do so.

This bill expands where **photo radar** may be used in Oregon. It establishes a highway worker photo radar program and allows photo radar to be used **in highway construction zones** on state highways. It is my sincere hope that this tool will ensure that drivers slow down when workers are actively constructing and maintaining our state highways. As we heard in the testimony and see in the statistics, the conditions in these work zones are dangerous and injuries can be devastating, even deadly.

Currently, ORS 810.441 allows mobile photo radar only when located within 100 yards of a roadway configuration change and only when operated from a marked police vehicle by a uniformed police officer. However, due to how restrictive and difficult the current statute is to use, ODOT has not used mobile photo radar in a work zone since the I-5 Medford Viaduct and Barnett Road Overpass Project in 2018.

During the 15-day period that mobile photo radar was deployed over four-hour shifts in that 2018 work zone, 1,058 violations were captured and 686 speeding citations were issued—an average of 11.5 citations per hour. The speed limit through the work zone was posted at 40 MPH, yet the average violation speed was 56 MPH, with the highest recorded at 91 MPH. ODOT reported that **when photo radar was in place, speeds were lower** in both directions of travel.

The need for action has only grown. Oregon has seen a steady increase in work zone crashes and fatalities since the pandemic. **In 2024 alone, 14 people were killed and 37 seriously injured in Oregon work zones, with 574 total crashes statewide.**

Other states show highway photo radar works to improve safety. Maryland has seen a 90% decrease in work zone speeding since adopting automated enforcement in 2010. Pennsylvania reports a 29% reduction in high-end speeding violations and a 32% overall reduction in speeding. These results demonstrate that consistent, **visible enforcement changes driver behavior on our highways** and protects both workers and the traveling public.

I want to emphasize that HB 4081 is narrowly tailored and not intended to replace law enforcement professionals, but complement their work. This photo radar could be used within an active highway work zone on state highways, **only when workers are present**, and drivers must be notified by **signage posted** within one mile of the enforcement location. This is about safety, not surveillance.

Between 2011 and 2020, 58 people lost their lives and 202 were seriously injured in Oregon work zones. Every one of those workers went to a job they expected to come home from. **This legislation will save lives.**

In honor of Oregon workers like **Tony Collier** who never got to go home to his wife and daughter after work, I respectfully urge your support of HB 4081.

Thank you for your consideration.

A handwritten signature in black ink that reads "Courtney Neron Misslin". The signature is written in a cursive, flowing style.

Senator Courtney Neron Misslin