

Senate Committee on Education
900 Court Street NE
Salem, OR 97301

Re: HB 2530 Support

Chair Frederick, Vice-Chair Weber, and members of the committee,

Thank you for the opportunity to provide additional information in support of HB 2530, a necessary technical fix to Oregon's school bus stop-arm camera law.

In response to several follow-up questions raised during the legislative process, I offer the following clarifications:

Rebuttable Presumption of Safety Light Activation

All school buses operating in Oregon are required to undergo annual safety inspections and adhere to strict equipment standards. BusPatrol's system is directly integrated with the school bus's telemetry, allowing electronic confirmation that the amber and red warning lights were activated at the time a violation occurred. This eliminates ambiguity when video footage may not visually show the lights, especially on the rear of the bus. The rebuttable presumption created in HB 2530 provides enforcement clarity and legal consistency.

Video Storage, Access, and Retention

BusPatrol uses a fully encrypted, secure system to store violation footage.

- Access is limited to authorized law enforcement for the sole purpose of reviewing and processing citations.
- Footage is deleted after final citation disposition, unless state law requires a longer retention schedule.
- BusPatrol does not use or share footage for any non-enforcement purpose.

Program Cost and Contract Structure

BusPatrol offers a violator-funded model:

- School districts incur no upfront or ongoing costs for equipment or service.
- The system operates on a subscription basis, with all costs covered by citation revenue.

Revenue sharing agreements are tailored to state and local policies, and designed to:

- Fully fund the program, including installation, maintenance, and citation review; and
- Ensure law enforcement agencies are fairly compensated for their role.

Impact on Driver Behavior

BusPatrol's national data show strong deterrence effects:

- 90% of first-time offenders do not reoffend after receiving a citation.
- Fewer than 4% of citations are contested once drivers view the evidence.

This technology changes behavior, making school bus zones safer for students.

Thank you again for your leadership in protecting students and your consideration of HB 2530. We are committed to working with Oregon's school districts, law enforcement, and policymakers to implement a program that is effective, sustainable, and focused on safety.

Respectfully submitted,

Lena Prine (On behalf of BusPatrol)