

IV. TRANSPORTATION

General Transportation Statement 4.005

1 The state transportation laws and rules must be built on a sound
2 basis for the general benefit to agriculture and for encouraging individual
3 enterprise. (07)

Financing Highways 4.010

1 Highway use fund expenditures should be limited to the building and
2 maintenance of highways and bridges, and should not be used for any
3 other purpose.

4 State highway funds should not be spent on bicycle lane construction
5 and or improvements or other bicycle accommodations.

6 We support having adult bicycle users pay for improvements and
7 maintenance of bicycle lanes through the implementation of some form
8 of fee or registration system.

9 Local jurisdictions should be prohibited from imposing bicycle lane
10 improvement requirements on private enterprise without compensation.

11 If increased financing is required for the maintenance and repair of
12 highways and bridges, we favor an increase in the highway use funds.

13 We recommend continual effort by county, state, and federal
14 agencies for more efficient use of funds concerning maintenance and
15 repair projects.

16 Road funding priorities must consider the infrastructure needed to
17 support a viable commercial farm economy in EFU zones.

18 For the purpose of maintaining primary and secondary rural roads,
19 we support allowing more flexibility in the use of Federal Highway
20 Construction Funds at the state level when a state has completed 90% of
21 its interstate highway system responsibility.

22 We support continual review of the Statewide Transportation
23 Improvement Plan which would include the following:

- 24 1. A review and analysis of the current gas tax allocation plan;
 - 25 1. The identification of need by conducting a road equity study as
26 well as the unfunded needs of county market roads;
 - 27 2. The analysis of the economic impact of market roads;
 - 28 3. The identification of and analysis of how much gas tax is
29 exported from, and returned to, rural communities; and
 - 30 4. A determination if any new revenue is required. (06), (09), (10)

Highway Funding Decisions 4.011

1 Regional highway funding decisions should be done at public
2 hearings, which occur in the evening when the public can attend. (03)

Gas Tax **4.030**

1 Any fuel tax increase should be accompanied by an increase in
2 commercial vehicle fees to maintain parity with auto related taxes.

Vehicle Insurance Tax **4.040**

1 We oppose a vehicle insurance tax. (06)

Weight Mile Tax **4.060**

1 We favor the concept of farm-plated trucks paying their highway cost
2 responsibility through the payment of motor fuel taxes rather than a
3 weight mile tax.

4 We oppose any change in vehicle taxation that is detrimental to
5 agriculture.

Local Government Gas Tax **4.075**

1 We favor a constitutional amendment prohibiting a municipal
2 corporation from imposing a petroleum use tax without approval of the
3 voters within the municipality.

Three Axle Trucks **4.100**

1 We oppose subjecting three axle trucks with farm plates to the
2 weight mile tax and CDL requirements when hauling agricultural
3 products for hire. (01)

Farm Contract Carrier Provisions **4.120**

1 We support changing from a farm contract carrier to a general carrier
2 which would still allow a person to haul their own products without being
3 subject to a weight mile tax.

Vehicle Registration **4.140**

1 We support a method of issuing farm plates that is designed so that
2 these licenses can only be issued to qualifying farmers.

3 Farmers should be allowed to haul their own agriculture and timber
4 products on a truck with a farm plate to the point of first sale.

5 We support the concept of registering farm trucks on a declared
6 loaded weight for the power unit as long as the total dollars collected do
7 not exceed the amount that would be collected under a light weight fee
8 schedule.

9 We support legislation providing for the pre purchase of an unlimited
10 number of overweight trip permits.

11 We support the adoption of a reciprocal registration and licensing
12 program between adjoining states, including apportioned farm plates.
13 (05), (06)

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15

Titling Fees 4.160

1 Titling fees should not exceed the cost of issuance and should not be
2 used as a method of financing transportation facilities.

Driver’s License Classification 4.175

1 Operators of farm plated trucks should not be required to have a
2 commercial driver’s license or a health certificate. (04)

Driver’s License 4.180

1 The Oregon Drivers License is proof that an Oregon Drivers’ License
2 holder has demonstrated a working knowledge of the rules of the road,
3 and can safely operate a motor vehicle. (07)

Minor Aged Vehicle Drivers 4.185

1 We support legislation allowing drivers under 18 years of age to
2 operate a vehicle with passengers under 20 years of age when operating
3 a vehicle is necessary for agricultural employment. (00)

Hand Held Communication Devices 4.190

1 We support the continuation of the use of hand held mobile voice
2 communication devices in motor vehicles. (07), (11)

Public Utility Commission (PUC) Truck Permits 4.200

1 We support the hauling of farm supplies, such as fertilizer, lime, feed,
2 etc., and farm products on non-regulated carriers operating with trip
3 permits in intrastate and interstate transportation. (14)

Vehicle Trip Permits 4.220

1 Vehicle trip permits should be made available from the county clerk
2 in those counties that do not have a permanent DMV agency office.

3 We support issuing unlimited trip permits for abnormal truck loads at
4 local Department of Motor Vehicle offices.

5 The permit fee should reflect an amount not more than the
6 proportional wear caused by the vehicle and should provide an economic
7 incentive to purchase more than one permit at a time.

8 We support the issuance of a functional wide load permit for the
9 purpose of hauling large bales.

10 The Oregon Department of Transportation and the Public Utility
11 Commission should provide a 30 day renewable harvest-time permit for
12 farm plated vehicles. State statutes and/or rules should allow field-
13 loaded, farm licensed vehicles to have up to a 10% over gross vehicle
14 weight, without violation. (05), (06)

Truck Transponders 4.225

1 We support use of green light transponders at weigh stations for
2 agriculture vehicles on the freeway without fees being charged. (07)

Uniform Truck Loads **4.230**

1 We recognize the imperative need for greater uniformity among
2 states to minimize barriers to the free flow of commerce; this should be
3 done with federal regulation of truck size and weight. (06)

Deregulation **4.240**

1 In an effort to be consistent with the states of Idaho, Nevada and
2 California, we support deregulation of the commercial hauling of livestock
3 in Oregon.

Hours of Service Exemption **4.280**

1 We support an agricultural exemption from the maximum driving and
2 on-duty time requirements of the Federal Motor Carrier Safety
3 Regulations (FMCSRs) as defined in 49 CFR 395.3 and 395.5, for
4 farmers and retail farm suppliers transporting crops or farm supplies for
5 agricultural purposes within Oregon and/or a 150 air mile radius of their
6 distribution point or farm. (05), (06)

Interstate Commerce **4.290**

1 We support a farm to market exemption from interstate commerce
2 regulatory enforcement to allow the movement of farm gate products
3 from the farm to its points of delivery within the state of origin until title is
4 transferred. (10), (Referred to AFBF, 10)

Public Roads Safety **4.300**

1 We express our approval of reasonable laws related to highway
2 safety for movement of implements of husbandry.

3 We encourage safe and adequate turnouts which are well posted,
4 provided by the state highway and the county road departments for
5 movement of agricultural equipment, rural mail delivery and other service
6 vehicles.

7 We support highly visible dividing lines on rural roads.

8 We support adequate guard rails on state highways.

9 The Department of Motor Vehicles and Driver Education classes and
10 tests should increase emphasis of mandatory questions and facts
11 regarding slow moving vehicles and other farm related hazards to
12 include, but not be limited to, road etiquette as it pertains to rural roads.

13 The Department of Transportation needs to adopt signage in major
14 farming areas to notify the public of the need for caution.

15 Non motorized bicyclist should be fined for riding on roadways when
16 bicycle paths are available.

17 We encourage the establishment of a standard setback of
18 obstructions (mailboxes, signage, poles, etc.) to allow for adequate
19 clearance of over-width vehicles on all public roads.

20 We support limiting the duration of highway closures to two hours for
21 the investigation of an accident.

22 We believe that accident should be reported by mile markers and
23 forwarded to ODOT.

24 We support a bumper height limitation on all non-commercial
25 licensed vehicles that is no greater than the one for farm and commercial
26 vehicles. (06), (07), (08), (09)

27 We express our approval of reasonable laws related to highway
28 safety and support the establishment of best practices for movement of
29 implements of husbandry. (15)

Rural Road Maintenance 4.302

1 The authorities improve maintenance of rural roads so local food can
2 get to market. (15)

Slow-Moving Vehicle Signs 4.305

1 We support the proper use of the slow-moving vehicle (SMV) signs.
2 We expect appropriate administrating agencies to enforce the laws
3 including assessment of fines regarding misuse of SMV signs. We
4 support enforcement blitzes by law enforcement for the improper use of
5 SMV signs.

6 Any use of SMV signs other than what the statute or rule provides, is
7 a class C violation and enforced with fines. (14)

8 Any implement that is required to have a SMV sign is not in violation
9 of the law if the implement is traveling at a speed in excess of 25 mph or
10 is being transported on a truck or trailer or towed. (07), (09)

Maximum Speed 4.310

1 We support using the Basic Rule as the governing speed on Oregon
2 highways and oppose proposals for fixed limits on maximum speed
3 except during emergencies.

4 We support enactment of a state law that allows vehicles registered
5 under 26,000 lbs. (gross vehicle weight) to travel up to the maximum-
6 posted speed. (03)

Roadside Signs 4.314

1 Whenever the Oregon Department of Transportation and/or the
2 Tourism Information Council places roadside signs, an actual
3 determination should be made that those signs will not block the view of
4 highway conditions for the drivers of trucks and farm equipment. (03)

Highway Signs 4.315

1 There should be only one type of sign indicating the proper use of
2 passing lanes.

3 Prior to the end of the passing lane, a sign should indicate a mutual
4 responsibility to merge. (01)

School Zone Lights 4.316

1 All school zones should be controlled at each end a consistent color
2 of signing and lighting (that no other entity is allowed to use) for school
3 zone warnings. A warning sign should be attached to the light indicating
4 that the speed is 20 M.P.H. when the light is blinking. The time for use of
5 the flashing light should be controlled by the school. (05), (11)

Highway Signage for Roadside Stands 4.317

1 We support changing state laws so that farmers may place signs for
2 roadside stands on highway rights of way through a permit process. (02)

Caution Signs 4.318

1 We encourage state and county road departments to place caution
2 signs along rural state and county roads in EFU zones, warning
3 motorists to drive with caution, because farm machinery and livestock
4 may be on the road. (02)

Stop Lights 4.319

1 We support that ODOT develop a standard length of time for amber
2 lights at different speed limits that all local jurisdictions will use (12)

Studded Tires 4.320

1 We believe the use of studded tires should be legal when weather
2 and road conditions warrant their use. (00)

Drug Testing 4.330

1 Any driver who is involved in a motor vehicle accident in which
2 another person(s) is injured or killed should have a blood test within 3
3 hours to determine if the driver was under the influence of drugs.

Safety Restraints 4.340

1 School buses carrying children to and from day care, migrant school
2 programs and/or field trips, should be exempt from the law (only until
3 such time a law is passed that mandates all school busses have seat
4 restraints) requiring seat restraints for children under the age of three.

Leaky or Sifting Loads 4.350

1 We support legislation that provides for obtaining a permit to haul a
2 leaky load from the farm to a processing plant or another farm. Trucks
3 of silage and manure should be exempt from sifting load laws.

Road Access 4.360

1 We support legislative action that will require the Oregon Department
2 of Transportation to take immediate action to ensure that Oregon's roads
3 and intersections are improved and constructed in a manner that will

4 allow farmers and ranchers to move their equipment from field to field in
5 a manner that is safe for the producers and the traveling public.

6 We support access to cross the road(s) that exist now or have
7 existed since the area was designated as an EFU zone are
8 grandfathered in and ODOT and/or the Federal Highway Authority that
9 have major throughways or express ways running through the EFU zone
10 or proposed to run through the EFU zone must design a system that
11 allows for agriculture to have access to cross the road where existing
12 access has existed and still exists and no road closures are allowed.

13 We oppose road impediments such as islands in the turning lanes.
14 (07), (09), (11)

Agricultural Produce Signs 4.390

1 We support expanding state roadway regulations to permit
2 agricultural producers, to display seasonal signs advising the public that
3 agricultural commodities are available. This signage should be allowed
4 on private property with permission, regardless of ownership.

Railroad Abandonment 4.400

1 We seek and support alternatives to railroad branch line
2 abandonment through the use of short line railroads, customer operated
3 branch lines, tax incentives or other creative solutions. In the event of
4 railroad abandonment, the ownership of the land should revert to the
5 landowner if the land under the railroad is an easement, or if the right-of-
6 way is owned by the railroad the land should be sold to an adjacent
7 landowner.

Rails to Trails 4.420

1 We oppose the creation or development of Rails to Trails. For
2 existing Rails to Trails or those created despite our opposition, we
3 support management of trails under the Oregon Recreation Trails
4 System Act. Such management should be approved by county
5 government with public input, and should also be in compliance with
6 statewide land use goals and compatible with acknowledged county
7 comprehensive plans.

8 We support legislation indemnifying adjacent farm owners for
9 damages caused by trail users to their land, and making trail users liable
10 for their torts. We support amendments to Oregon's recreational use
11 statute to make sure farm owners are immune from suits for injuries that
12 occur on recreational trails adjacent to their land.

13 We support requiring the state to show an ability to meet the financial
14 requirements associated with developing and maintaining a recreation
15 trail.

16 We support an amendment to the Oregon Recreational Trails
17 System Act to specifically mandate the state comply with ORS 608.310
18 through 608.400 (Fences and crossings on railroad right of ways) and

1 comply with the terms of any deed or other instrument attached to land
2 used to develop the recreation trail.

3 We support legislation that will give adjoining landowners first right of
4 refusal to purchase, at agricultural land prices, any railroad right-of-way
5 adjacent to their property, if that railway is abandoned. We support an
6 amendment to the Oregon Recreational Trails System Act to guarantee
7 adjacent landowners unlimited access to and from their own property
8 along and across the trail property was previously used by the land
9 owner.

Abandonment of Railroad Right of Way 4.450

1 The abandoned rights of way will be returned to the current owners
2 of the underlying parcels. (14)

3 We seek legislation requiring the administrator of any right of way
4 abandonment procedure to:

- 5 1. Search title to all adjoining properties for reversion clauses, and
6 to honor such documents; and
- 7 2. If none exists, we support the necessary legislation to provide
8 that in the case of abandonment or nonuse, adjacent landowners
9 shall be given the right to buy such land, including mineral rights,
10 on the basis of the fair market value of comparable property.

11 We oppose provisions of the National Trails Act which permits
12 abandoned rail property to be donated and/or used for nature trails or
13 other recreational purposes.

All Terrain Vehicles 4.525

1 All Terrain Vehicles (ATVs) are an important piece of production
2 equipment on America's farms and ranches. The sale and use of ATVs
3 for use as farm equipment and on private property should be retained.

4 ATVs, when owned by a person conducting farm operations on land
5 receiving farm use assessment and when operated in conjunction with
6 the farm or ranch, should be defined as an implement of husbandry for
7 the purposes of motor vehicle laws.

8 We support exemptions for agriculture use from ATV safety
9 regulations. (06)

Transportation Emergency Powers 4.575

1 We recommend that, when the need exists, the governor be given
2 the power to declare an emergency so that immediate steps can be
3 taken to increase the supply of railroad cars, truck trailers, and other
4 equipment, used for bulk transportation of agricultural commodities.

Dock Strikes 4.585

1 We urge legislation to allow suits for compensation when a dock
2 strike causes loss of trade or revenue. In such emergencies, in order to

3 protect the public interest, state government, under emergency powers,
4 should operate the facilities until a mutually satisfactory solution is
5 agreed upon and ratified.

Tow Trucks

4.595

1 Law enforcement agencies should be notified by tow truck operators
2 when the tow truck operators trespass. The law should provide:
3 1. A penalty for enforcement;
4 2. A form to be completed by the tow truck operator that goes to the
5 law enforcement agencies and to the address where the vehicle
6 was towed from; and
7 3. Immediate notification to the law enforcement agency if a safety
8 hazard exists.

Policy No. 4.600, Cardlock-Keylock, was deleted in 2005

Bulk Purchase of Fuel for Agricultural Buyers 4.610

1 We support the creation of a law to allow the bulk purchase of fuel to
2 be resold to no more than five additional agricultural buyers for economic
3 benefit. (09)