IV. TRANSPORTATION

General Transportation Statement 4.005
1 The state transportation laws and rules must be built on a sound basis
2 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 of
8 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 agencies
14 for more efficient use of funds concerning maintenance and repair
15 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, we
19 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 exported
29 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 weight
3 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 weight
2 mile tax and CDL requirements when hauling agricultural products for hire.
3 (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 The state shall allow government surplus vehicles and trucks to be
6 eligible for farm plates. (17)
7 We support the concept of registering farm trucks on a declared
8 loaded weight for the power unit as long as the total dollars collected do
9 not exceed the amount that would be collected under a light weight fee
10 schedule.
11 We support legislation providing for the pre-purchase of an unlimited
12 number of overweight trip permits.
13 We support the adoption of a reciprocal registration and licensing
14 program between adjoining states, including apportioned farm plates. (05),
15 (06)
Titling Fees 4.160
1 Titling fees should not exceed the cost of issuance and should not be 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 commercial driver’s license or a health certificate. (04)

Driver’s License 4.180
1 The Oregon Driver’s License is proof that an Oregon Drivers’ License holder has demonstrated a working knowledge of the rules of the road, 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 operate a vehicle with passengers under 20 years of age when operating a vehicle is necessary for agricultural employment. (00)

Hand Held Communication Devices 4.190
1 We support the use of hand held voice communication devices in motor vehicles as needed for use in production agriculture activities. (07), (11), (17)

Public Utility Commission (PUC) Truck Permits 4.200
1 We support the hauling of farm supplies, such as fertilizer, lime, feed, etc., and farm products on non-regulated carriers operating with trip permits in intrastate and interstate transportation. (14)

Vehicle Trip Permits 4.220
1 Vehicle trip permits should be made available from the county clerk in those counties that do not have a permanent DMV agency office.
2 We support issuing unlimited trip permits for abnormal truck loads at local Department of Motor Vehicle offices.
3 The permit fee should reflect an amount not more than the proportional wear caused by the vehicle and should provide an economic incentive to purchase more than one permit at a time.
4 We support the issuance of a functional wide load permit for the purpose of hauling large bales.
5 The Oregon Department of Transportation and the Public Utility Commission should provide a 30-day renewable harvest-time permit for farm plated vehicles. State statutes and/or rules should allow field-loaded, farm licensed vehicles to have up to a 10% over gross vehicle weight, without violation. (05), (06)
Truck Transponders 4.225
1. We support use of green light transponders at weigh stations for 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 states to minimize barriers to the free flow of commerce; this should be 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 California, we support deregulation of the commercial hauling of livestock in Oregon.

Hours of Service Exemption 4.280
1. We support an agricultural exemption from the maximum driving and on-duty time requirements of the Federal Motor Carrier Safety Regulations (FMCSRs) as defined in 49 CFR 395.3 and 395.5, for farmers and retail farm suppliers transporting crops or farm supplies for agricultural purposes within Oregon and/or a 150-air mile radius of their distribution point or farm. (05), (06)

Hours of Service (HOS) 4.285
1. We support exemptions from HOS rules for equipment dealers, livestock hauling, and hauling of agricultural products to port or market. (17)

Interstate Commerce 4.290
1. We support a farm to market exemption from interstate commerce regulatory enforcement to allow the movement of farm gate products from the farm to its points of delivery within the state of origin until title is transferred. (Referred to AFBF, 10), (10)

Public Roads Safety 4.300
1. We express our approval of reasonable laws related to highway safety for movement of implements of husbandry.
2. We encourage safe and adequate turnouts which are well posted, provided by the state highway and the county road departments for movement of agricultural equipment, rural mail delivery and other service vehicles.
3. We support highly visible dividing lines on rural roads.
4. We support adequate guard rails on state highways.
5. The Department of Motor Vehicles and Driver Education classes and tests should increase emphasis of mandatory questions and facts
regarding slow moving vehicles and other farm related hazards to include, but not be limited to, road etiquette as it pertains to rural roads.

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

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

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

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

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

We support a bumper height limitation on all non-commercial licensed vehicles that is no greater than the one for farm and commercial vehicles. We express our approval of reasonable laws related to highway safety and support the establishment of best practices for movement of all types of farming equipment. We also support the use of all highway and rural roads for the movement of all types of farming equipment regardless of posted speed limits.

Rural Road Maintenance 4.302

The authorities improve maintenance of rural roads so local food can get to market.

Slow-Moving Vehicle Signs 4.305

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

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

Any implement that is required to have a SMV sign is not in violation of the law if the implement is traveling at a speed in excess of 25 mph or is being transported on a truck or trailer or towed.

Maximum Speed 4.310

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

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

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 motorists
3 to drive with caution, because farm machinery and livestock may be on
4 the road. (02)

Stop Lights 4.319
1 We support ODOT implementing standard amber light times that are
2 generously longer than ITE minimums and implement all red periods on
3 highways used for hauling agricultural goods. (17)

Studded Tires 4.320
1 We believe the use of studded tires should be legal when weather and
2 road conditions warrant their use. (00)

Drug Testing 4.330
1 Any driver who is involved in a motor vehicle accident in which another
2 person(s) is injured or killed should have a blood test within 3 hours to
3 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 such
time a law is passed that mandates all school busses have seat 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 leaky load from the farm to a processing plant or another farm. Trucks 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 of Transportation to take immediate action to ensure that Oregon's roads and intersections are improved and constructed in a manner that will allow farmers and ranchers to move their equipment from field to field in a manner that is safe for the producers and the traveling public. "No thru truck zones" do not apply to vehicles hauling ag products or farm equipment. (17)
2. We support access to cross the road(s) that exist now or have existed since the area was designated as an EFU zone are grandfathered in and ODOT and/or the Federal Highway Authority that have major throughways or express ways running through the EFU zone or proposed to run through the EFU zone must design a system that allows for agriculture to have access to cross the road where existing access has existed and still exists and no road closures are allowed.
3. We oppose road impediments such as islands in the turning lanes. Roundabouts need to be sized for commercial and agricultural traffic. (07), (09), (11), (17)

**Agricultural Produce Signs** 4.390
1. We support expanding state roadway regulations to permit agricultural producers, to display seasonal signs advising the public that agricultural commodities are available. This signage should be allowed on private property with permission, regardless of ownership.

**Railroad Abandonment** 4.400
1. We seek and support alternatives to railroad branch line abandonment through the use of short line railroads, customer operated branch lines, tax incentives or other creative solutions. In the event of railroad abandonment, the ownership of the land should revert to the landowner if the land under the railroad is an easement, or if the right-of-way is owned by the railroad the land should be sold to an adjacent landowner.

**Rails to Trails** 4.420
1. We oppose the creation or development of Rails to Trails. For existing Rails to Trails or those created despite our opposition, we support management of trails under the Oregon Recreation Trails System Act.
2. Such management should be approved by county government with public
input, and should also be in compliance with statewide land use goals and compatible with acknowledged county comprehensive plans.

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

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

We support an amendment to the Oregon Recreational Trails System Act to specifically mandate the state comply with ORS 608.310 through 608.400 (Fences and Crossings on Railroad Right of Ways) and comply with the terms of any deed or other instrument attached to land used to develop the recreation trail.

We support legislation that will give adjoining landowners first right of refusal to purchase, at agricultural land prices, any railroad right-of-way adjacent to their property, if that railway is abandoned. We support an amendment to the Oregon Recreational Trails System Act to guarantee adjacent landowners unlimited access to and from their own property along and across the trail property was previously used by the land owner. (See also Bike/Multi Use Paths in Farm or Forest Zones 3.043) (19)

**Abandonment of Railroad Right of Way** 4.450

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

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

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

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

**All Terrain Vehicles** 4.525

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

ATVs, when owned by a person conducting farm operations on land receiving farm use assessment and when operated in conjunction with the farm or ranch, should be defined as an implement of husbandry for the purposes of motor vehicle laws.
We support exemptions for agriculture use from ATV safety regulations. (06)

**Transportation Emergency Powers** 4.575
1 We recommend that, when the need exists, the governor be given the power to declare an emergency so that immediate steps can be taken to increase the supply of railroad cars, truck trailers, and other equipment, used for bulk transportation of agricultural commodities.

**Dock Strikes** 4.585
1 We urge legislation to allow suits for compensation when a dock strike or slow down causes loss of trade or revenue. In such emergencies, in order to protect the public interest, state government, under emergency powers, should operate the facilities until a mutually satisfactory solution is agreed upon and ratified. (17)

**Tow Trucks** 4.595
6 Law enforcement agencies should be notified by tow truck operators when the tow truck operators trespass. The law should provide:
8 1. A penalty for enforcement;
9 2. A form to be completed by the tow truck operator that goes to the law enforcement agencies and to the address where the vehicle was towed from; and
11 3. Immediate notification to the law enforcement agency if a safety 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 be resold to no more than five additional agricultural buyers for economic benefit. (09)