

**A-Engrossed**  
**Senate Bill 1502**

Ordered by the Senate February 14  
Including Senate Amendments dated February 14

Sponsored by Senator JOHNSON (Presession filed.)

**SUMMARY**

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

*[Requires Department of Transportation to study development of uniform speed bump height and markings.]*

*[Sunsets January 2, 2017.]*

**Increases maximum number of motor vehicles active in per-mile road usage charge program at any time to 10,000. Increases maximum number of motor vehicles with rating of less than 17 miles per gallon and of motor vehicles with rating of at least 17 miles per gallon and less than 22 miles per gallon active in program at any time to 2,500 each.**

**Extends through end of biennium beginning July 1, 2015, provision that expenditures by Department of Transportation from funds received from other states, federal government, Canadian provinces or government of Canada for purposes of certain agreements with those entities related to road usage charges are not limited.**

**Modifies Department of Transportation's authority to issue variance permits to operate self-loading log truck.**

**Reallocates moneys among transportation projects listed in Jobs and Transportation Act of 2009.**

**A BILL FOR AN ACT**

1  
2 Relating to transportation; creating new provisions; amending ORS 319.890 and 818.210 and section  
3 64, chapter 865, Oregon Laws 2009; limiting expenditures; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 319.890 is amended to read:

6 319.890. (1) A person wishing to pay the per-mile road usage charge imposed under ORS 319.885  
7 must apply to the Department of Transportation on a form prescribed by the department.

8 (2) The department shall approve a valid and complete application submitted under this section  
9 if:

10 (a) The applicant is the registered owner or lessee of a motor vehicle;

11 (b) The motor vehicle is equipped with a method selected pursuant to ORS 319.900 for collecting  
12 and reporting the metered use by the motor vehicle of the highways in Oregon;

13 (c) The motor vehicle has a gross vehicle weight rating of 10,000 pounds or less; and

14 (d) Approval does not cause the number of subject vehicles active in the road usage charge  
15 program on the date of approval to exceed *[5,000]* **10,000**, of which no more than *[1,500]* **2,500** may  
16 have a rating of less than 17 miles per gallon and no more than *[1,500]* **2,500** may have a rating of  
17 at least 17 miles per gallon and less than 22 miles per gallon, such ratings to be determined pursuant  
18 to a method established by the department.

19 (3) Approval of an application under this section subjects the applicant to the requirements of  
20 ORS 319.920 until the person ends the person's voluntary participation in the road usage charge

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted.  
New sections are in **boldfaced** type.

1 program in the manner required under subsection (4) of this section.

2 (4) A person may end the person's voluntary participation in the road usage charge program at  
 3 any time by notifying the department, returning the emblem issued under ORS 319.945 to the de-  
 4 partment and paying any outstanding amount of road usage charge for metered use by the person's  
 5 subject vehicle.

6 **SECTION 2. The amendments to ORS 319.890 by section 1 of this 2014 Act become oper-  
 7 ative on July 1, 2015.**

8 **SECTION 3. For the biennium beginning July 1, 2015, expenditures by the Department  
 9 of Transportation from funds received from other states, the federal government, Canadian  
 10 provinces or the government of Canada for the purposes described in ORS 319.947 are not  
 11 limited.**

12 **SECTION 4.** ORS 818.210 is amended to read:

13 818.210. Except as provided under ORS 818.220, a road authority shall not issue a variance  
 14 permit under ORS 818.200 for any vehicle or load that can readily or reasonably be dismantled or  
 15 disassembled. The limit under this section does not apply to the following:

16 (1) Combinations of vehicles consisting of not more than a motor truck with a registration  
 17 weight of more than 8,000 pounds and two self-supporting trailers or a truck tractor and semitrailer  
 18 drawing two self-supporting trailers or semitrailers mounted on dollies equipped with fifth wheels  
 19 having an overall length not in excess of 105 feet. The self-supporting trailers or semitrailers must  
 20 be reasonably uniform in length.

21 (2) Vehicles or combinations of vehicles having a length in excess of that permitted under ORS  
 22 818.060 or 818.090.

23 (3) Any self-loading log truck. In the granting of permits to vehicles described in this subsection,  
 24 a granting authority shall observe and be governed by the following maximum loaded weights:

25 (a) The loaded weight of any individual wheel, axle or tandem axles of any vehicle or combina-  
 26 tion of vehicles shall not exceed the maximum loaded wheel, axle and tandem axle weights set forth  
 27 in Tables I and II of ORS 818.010.

28 (b) The loaded weight of any group of axles of any vehicle or combination of vehicles, when the  
 29 distance between the first and last axles of any group of axles is 18 feet or less, and the loaded  
 30 weight of any vehicle when the distance between the first and last axles of all of the axles of the  
 31 vehicle is 18 feet or less, shall not exceed that set forth in the following table of weights, or the sum  
 32 of the permissible axle or tandem axle weights, whichever is less:

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35 Distance in feet between	Maximum loaded weight,
36 the first and last axles	in pounds, of any
37 of any group of axles of	group of axles of any
38 any vehicle or combination	vehicle or combination
39 of vehicles, or between the	of vehicles, or
40 first and last axles of all	of any vehicle:
41 the axles of any vehicle:	
42 6	34,000
43 7	34,000
44 8	34,000
45 9	39,000

1	10	40,000
2	11	40,000
3	12	40,000
4	13	40,000
5	14	43,200
6	15	44,000
7	16	44,800
8	17	45,600
9	18	50,000

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12 (c) The loaded weight of any vehicle or combination of vehicles, where the distance between the  
 13 first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed  
 14 that set forth in the following table of weights, or the sum of the permissible axle, tandem axle or  
 15 group of axles weights, whichever is less:

16 [ \_\_\_\_\_ ]

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18	<i>Distance in feet</i>	<i>Maximum loaded weight,</i>	
19	<i>between the first and</i>	<i>in pounds, of any</i>	
20	<i>last axles of all the</i>	<i>vehicle or combination</i>	
21	<i>axles of a vehicle or</i>	<i>of vehicles:</i>	<i>5 axles</i>
22	<i>combination of vehicles:</i>	<i>or more</i>	
23	19	50,000	
24	20	50,000	
25	21	50,000	
26	22	50,000	
27	23	50,400	
28	24	51,200	
29	25	55,250	
30	26	56,100	
31	27	56,950	
32	28	57,800	
33	29	58,650	
34	30	59,500	
35	31	60,350	
36	32	61,200	
37	33	62,050	
38	34	62,900	
39	35	63,750	
40	36	64,600	
41	37	65,450	
42	38	66,300	
43	39	68,000	
44	40	70,000	73,000
45	41	72,000	73,500

A-Eng. SB 1502

1	42	73,280	74,500
2	43	73,280	75,000
3	44	73,280	75,500
4	45	73,280	76,000
5	46	73,280	77,000
6	47	73,280	77,500
7	48	73,280	78,000
8	49	73,280	78,500
9	50	73,280	79,500
10	51	73,280	80,000
11	52	73,600	80,000
12	53	74,400	80,000
13	54	75,200	80,000
14	55 or over	76,000	80,000

15 [ \_\_\_\_\_ ]

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19 **Distance in feet**                      **Maximum loaded weight,**  
 20 **between the first and**              **in pounds, of any**  
 21 **last axles of all the**                  **vehicle or combination**  
 22 **axles of a vehicle or**                  **of vehicles:**  
 23 **combination of vehicles:**

24 <b>Wheel</b>	25 <b>Max</b>	5 Axles	6 Axles	7 Axles	8 or
26 <b>Base</b>	27 <b>Weight</b>				28 <b>More</b>
					29 <b>Axles</b>
30	19	50,000			
31	20	50,000			
32	21	50,000			
33	22	50,000			
34	23	50,400			
35	24	51,200			
36	25	55,250			
37	26	56,100			
38	27	56,950			
39	28	57,800			
40	29	58,650			
41	30	59,500			
42	31	60,350			
43	32	61,200			
44	33	62,050			
45	34	62,900			
	35	63,750			
	36	64,600			
	37	65,450			

1	<b>38</b>	<b>66,300</b>				
2	<b>39</b>	<b>68,000</b>				
3	<b>40</b>	<b>70,000</b>	<b>73,000</b>			
4	<b>41</b>	<b>72,000</b>	<b>73,500</b>			
5	<b>42</b>	<b>73,280</b>	<b>74,500</b>			
6	<b>43</b>	<b>73,280</b>	<b>75,000</b>			
7	<b>44</b>	<b>73,280</b>	<b>75,500</b>			
8	<b>45</b>	<b>73,280</b>	<b>76,000</b>			
9	<b>46</b>	<b>73,280</b>	<b>77,000</b>			
10	<b>47</b>	<b>73,280</b>	<b>77,500</b>	<b>81,000</b>	<b>81,000</b>	<b>81,000</b>
11	<b>48</b>	<b>73,280</b>	<b>78,000</b>	<b>82,000</b>	<b>82,000</b>	<b>82,000</b>
12	<b>49</b>	<b>73,280</b>	<b>78,500</b>	<b>83,000</b>	<b>83,000</b>	<b>83,000</b>
13	<b>50</b>	<b>73,280</b>	<b>79,500</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>
14	<b>51</b>	<b>73,280</b>	<b>80,000</b>	<b>84,500</b>	<b>85,000</b>	<b>85,000</b>
15	<b>52</b>	<b>73,600</b>	<b>80,500</b>	<b>85,000</b>	<b>86,000</b>	<b>86,000</b>
16	<b>53</b>	<b>74,400</b>	<b>81,000</b>	<b>86,000</b>	<b>87,000</b>	<b>87,000</b>
17	<b>54</b>	<b>75,200</b>	<b>81,500</b>	<b>86,500</b>	<b>88,000</b>	<b>91,000</b>
18	<b>55</b>	<b>76,000</b>	<b>82,500</b>	<b>87,000</b>	<b>89,000</b>	<b>92,000</b>
19	<b>56</b>	-	<b>83,000</b>	<b>87,500</b>	<b>90,000</b>	<b>93,000</b>
20	<b>57</b>	-	<b>83,500</b>	<b>88,000</b>	<b>91,000</b>	<b>94,000</b>
21	<b>58</b>	-	<b>84,000</b>	<b>89,000</b>	<b>92,000</b>	<b>95,000</b>
22	<b>59</b>	-	<b>85,000</b>	<b>89,500</b>	<b>93,000</b>	<b>96,000</b>
23	<b>60</b>	-	<b>85,500</b>	<b>90,000</b>	<b>94,000</b>	<b>97,000</b>
24	<b>61</b>	-	<b>86,000</b>	<b>90,500</b>	<b>95,000</b>	<b>98,000</b>
25	<b>62</b>	-	<b>87,000</b>	<b>91,000</b>	<b>96,000</b>	<b>99,000</b>
26	<b>63</b>	-	<b>87,500</b>	<b>92,000</b>	<b>97,000</b>	<b>100,000</b>
27	<b>64</b>	-	<b>88,000</b>	<b>92,500</b>	<b>97,500</b>	<b>101,000</b>
28	<b>65</b>	-	<b>88,500</b>	<b>93,000</b>	<b>98,000</b>	<b>102,000</b>
29	<b>66</b>	-	<b>89,000</b>	<b>93,500</b>	<b>98,500</b>	<b>103,000</b>
30	<b>67</b>	-	<b>90,000</b>	<b>94,000</b>	<b>99,000</b>	<b>104,000</b>
31	<b>68</b>	-	<b>90,000</b>	<b>95,000</b>	<b>99,500</b>	<b>105,000</b>
32	<b>69</b>	-	<b>90,000</b>	<b>95,500</b>	<b>100,000</b>	<b>105,500</b>
33	<b>70</b>	-	<b>90,000</b>	<b>96,000</b>	<b>101,000</b>	<b>105,500</b>
34	<b>71</b>	-	<b>90,000</b>	<b>96,500</b>	<b>101,500</b>	<b>105,500</b>
35	<b>72</b>	-	<b>90,000</b>	<b>96,500</b>	<b>102,000</b>	<b>105,500</b>
36	<b>73</b>	-	<b>90,000</b>	<b>96,500</b>	<b>102,500</b>	<b>105,500</b>
37	<b>74</b>	-	<b>90,000</b>	<b>96,500</b>	<b>103,000</b>	<b>105,500</b>
38	<b>75</b>	-	<b>90,000</b>	<b>96,500</b>	<b>104,000</b>	<b>105,500</b>
39	<b>76</b>	-	<b>90,000</b>	<b>96,500</b>	<b>104,500</b>	<b>105,500</b>
40	<b>77</b>	-	<b>90,000</b>	<b>96,500</b>	<b>105,000</b>	<b>105,500</b>
41	<b>78</b>	-	<b>90,000</b>	<b>96,500</b>	<b>105,500</b>	<b>105,500</b>

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44 (4) Any vehicle, combination of vehicles, load, article, property, machine or thing that:

45 (a) Is used in the construction, maintenance or repair of public highways; and

1 (b) Is either not being used by the federal government, State of Oregon or any county or in-  
2 corporated city or not being used at the immediate location or site.

3 (5) Combinations of vehicles having a combined loaded weight in excess of that authorized under  
4 Table III of ORS 818.010.

5 (6) A vehicle engaged in the transportation of secondary wood products, which may be issued  
6 a permit for an overlength load. As used in this subsection, "secondary wood products" means lam-  
7 inated wood products and wooden I-beams. A vehicle engaged in the transportation of secondary  
8 wood products may also transport a divisible load of secondary wood products that otherwise ex-  
9 ceeds allowable load length limits if:

10 (a) The load contains a permitted, nondivisible secondary wood product that exceeds the length  
11 allowed in ORS 818.080 or 818.100;

12 (b) The divisible load does not exceed the length allowed for the nondivisible wood product in  
13 the permit; and

14 (c) Not more than 49 percent of each divisible load item, by length or weight, authorized by this  
15 subsection overhangs the vehicle transporting the load.

16 (7) A vehicle engaged in the transportation of lumber, veneer or plywood, which may be issued  
17 a permit for an overwidth load if the width of the divisible load does not exceed nine feet.

18 (8) A vehicle transporting an overheight marine container to or from a marine port facility.

19 (9) A vehicle or combination of vehicles engaged in hauling grass seed straw, grass hay or  
20 cereal grain straw, which may be issued a permit to allow the load to be up to 14 feet 6 inches high.  
21 A permit issued under this subsection shall be valid for one year and shall specify the routes over  
22 which the overheight load may be hauled.

23 (10) A vehicle or combination of vehicles that has a variance permit and that can carry items  
24 related to the already permitted load without increasing the size of the vehicle needed to carry the  
25 item requiring the variance permit.

26 (11) A vehicle engaged in hauling poplar logs or the processing residual from the logs, which  
27 may be issued an annual overwidth permit for a vehicle and load with a combined width of not more  
28 than 12 feet. The annual permit shall allow movement of the vehicle only on Patterson Ferry Road  
29 and Frontage Road in Morrow County and only for a distance of 5,000 feet or less.

30 (12) A vehicle or combination of vehicles engaged in hauling bagged grass seed or mint leaves  
31 in sacks, which may be issued a permit to allow the load to be up to nine feet six inches wide. A  
32 permit issued under this subsection shall be valid for one year and shall specify the routes over  
33 which the overwidth load may be hauled.

34 **SECTION 5.** Section 64, chapter 865, Oregon Laws 2009, is amended to read:

35 **Sec. 64.** (1) Proceeds of the bonds, as defined in ORS 367.010, authorized under ORS 367.620  
36 (3)(c) may be used to finance all or any portion of the projects as listed in subsection (2) of this  
37 section. The Oregon Transportation Commission shall determine the order of completion for the  
38 projects listed in subsection (2) of this section.

39 (2) The following amounts are allocated for the projects listed below:  
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41		
42	(a) U.S. Highway 26 at the	
43	Glencoe Road Interchange.....\$	32 million
44	(b) Interstate 84 at the	
45	[257th Avenue Interchange .....\$	24 million]

1	<b>257th Avenue Interchange..\$</b>	<b>27 million</b>
2	(c) State Highway 212: Sunrise	
3	Corridor, Phase I, Units 1,	
4	2 and 3.....\$	100 million
5	(d) U.S. Highway 26 at the Shute	
6	[Road Interchange, Phase I.....\$	45 million]
7	<b>Road Interchange, Phase I.\$</b>	<b>47,947,687</b>
8	(e) Interstate 5 at the Interstate	
9	[205 Interchange.....\$	11 million]
10	<b>205 Interchange .....\$</b>	<b>8 million</b>
11	(f) U.S. Highway 26: [185th Avenue]	
12	<b>Cornelius Pass Road</b>	
13	[to Cornell Road .....\$	20 million]
14	<b>to Cornell Road.....\$</b>	<b>17,052,313</b>
15	(g) Interstate 205 and State	
16	Highway 213 at the Washington	
17	Street Interchange .....\$	22 million
18	(h) Interstate 84 at the Hood	
19	River Interchange .....\$	10 million
20	(i) State Highway 43 at the	
21	Sellwood Bridge Interchange . \$	30 million
22	(j) State Highway 6 at U.S.	
23	Highway 101.....\$	27 million
24	(k) State Highway 99W: Newberg	
25	and Dundee Bypass, Phase I..\$	192 million
26	(L) Interstate 5 at the State Highway	
27	214 Interchange .....\$	53 million
28	(m) Interstate 5 at Beltline	
29	Highway, Units 3, 4, 5,	
30	6 and 7.....\$	70 million
31	(n) Beltline Highway at	
32	Delta Highway .....\$	2 million
33	(o) Interstate 5 at Kuebler	
34	Road, Phase I.....\$	15 million
35	(p) Interstate 5 at Kuebler	
36	Road, Phase II (Mill Creek)...\$	4 million
37	(q) State Highway 42, county	
38	line curves .....\$	10 million
39	(r) State Highway 62: Corridor	
40	Solution, Phase II.....\$	100 million
41	(s) Interstate 5 at the Fern Valley	
42	Road Interchange .....\$	25 million
43	(t) Interstate 5 Sutherlin	
44	truck climbing lanes.....\$	4.1 million
45	(u) Interstate 5 Sexton truck	

1	climbing lanes .....	\$	10 million
2	(v) Interstate 84 at the U.S.		
3	Highway 97 Interchange.....	\$	19 million
4	(w) U.S. Highway 97: Crooked		
5	River Bridge to Redmond.....	\$	2 million
6	(x) State Highway 140:		
7	Klamath Falls to the Nevada		
8	state line .....	\$	23 million
9	(y) Murphy Road at the U.S.		
10	Highway 97 Interchange.....	\$	25 million
11	(z) U.S. Highway 97: Redmond		
12	reroute, Phase II .....	\$	5 million
13	(aa) Chico Road reconstruction		
14	in Baker County .....	\$	621,083
15	(bb) Chandler Lane reconstruction		
16	in Baker County .....	\$	2,427,758
17	(cc) Interstate 84 Spring Creek		
18	climbing lane in		
19	Union County .....	\$	5.7 million
20	(dd) Northwest Washington Avenue		
21	in Malheur County .....	\$	4.5 million
22	(ee) Pierce Road improvements		
23	in Union County .....	\$	5 million
24	(ff) State Highway 82 alternate route		
25	in Wallowa County .....	\$	5 million
26	(gg) Westland Road in Umatilla		
27	County.....	\$	1.1 million
28	(hh) State Highway 207 and State		
29	Highway 206 intersections.....	\$	0.5 million
30	(ii) Vehicle chain-up areas east		
31	of Pendleton on Interstate		
32	84.....	\$	4.7 million
33	(jj) Izee-Paulina Highway in		
34	Grant County .....	\$	4.5 million
35	(kk) Monroe Street and U.S.		
36	Highway 20 Intersection		
37	in Harney County .....	\$	0.9 million

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39

40 *[(3)(a) When the commission determines that the project described in subsection (2)(e) of this section*  
 41 *is completed, the commission shall reallocate any amount remaining from the allocation made under*  
 42 *subsection (2)(e) of this section to the project described in subsection (2)(b) of this section.]*

43 *[(b) When the commission determines that the project described in subsection (2)(f) of this section*  
 44 *is completed, the commission shall reallocate any amount remaining from the allocation made under*  
 45 *subsection (2)(f) of this section to the project described in subsection (2)(d) of this section.]*



1 [(c)] (3)(a) When the commission determines that the project described in subsection (2)(a) of this  
2 section is completed, the commission shall reallocate any amount remaining from the allocation  
3 made under subsection (2)(a) of this section to the project described in subsection (2)(d) of this sec-  
4 tion.

5 (b) Notwithstanding subsection (2) of this section, the commission may reallocate funds  
6 from the project described in subsection (2)(d) of this section to the project described in  
7 subsection (2)(f) of this section.

8 (4) Prior to June 1, 2010, in addition to the projects listed in subsection (2) of this section, if  
9 projects are recommended to the Oregon Transportation Commission by the applicable local area  
10 commission on transportation after consultation with the local governments listed in this subsection,  
11 the Oregon Transportation Commission may also approve and allocate funds to the following local  
12 governments for projects approved by the commission in the following amounts:

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13	
14	
15	(a) Baker County .....\$ 7,051,159
16	(b) Grant County .....\$ 1.1 million
17	(c) Harney County.....\$ 4.1 million
18	(d) Malheur County.....\$ 5.8 million
19	(e) Union County .....\$ 1.3 million
20	(f) Umatilla County .....\$ 2.5 million
21	(g) City of Nyssa .....\$ 1 million
22	(h) City of Heppner .....\$ 3 million
23	(i) City of Milton-Freewater....\$ 3 million
24	(j) City of Ontario .....\$ 1.2 million
25	(k) Port of Umatilla .....\$ 4.5 million
26	(L) Port of Morrow.....\$ 10.7 million
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28  
29 **SECTION 6. This 2014 Act takes effect on the 91st day after the date on which the 2014**  
30 **regular session of the Seventy-seventh Legislative Assembly adjourns sine die.**