



Legislative Fiscal Office
 83rd Oregon Legislative Assembly
 2025 Regular Session

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Bill Title: Relating to vehicle weight limits.

Government Unit(s) Affected: Counties, Department of Agriculture, Department of Transportation

Summary of Fiscal Impact

2025-27 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ 665,000	\$ -	\$ -	\$ -	\$ 665,000	-	-
Total Fiscal Impact	\$ 665,000	\$ -	\$ -	\$ -	\$ 665,000	-	-

2027-29 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Total Fiscal Impact	\$ -	\$ -	\$ -	\$ -	\$ -	-	-

- The table does not include an indeterminate fiscal impact to counties.

Measure Description

The measure increases allowable weight limits for vehicles carrying fluid milk products to 129,000 pounds for applicable vehicles in specified routes. The measure requires the Oregon Department of Transportation (ODOT) to submit a report on the weight exemption for vehicles weighing less than 129,000 pounds and transport fluid milk products; to include information related to ODOT’s findings on the impact those vehicles have on highways, bridges, and pavement conditions along the specified routes. Additionally, the measure requires ODOT to establish a five-year pilot program to test the proposed 129,000 weight limit, adopt rules to specify pilot program routes following priorities set by the measure, including safety and operational guidelines.

Fiscal Analysis

The total estimated fiscal impact is a one-time cost of \$665,000 General Fund in the 2025-27 biennium. There is an additional, indeterminate fiscal impact to ODOT and counties related to inspection and repair costs for bridges identified within the pilot program given an increase in legal weight limits.

Department of Transportation

The estimated fiscal impact to ODOT is \$665,000 General Fund, on a one-time basis, in the 2025-27 biennium for the following contracted work:

- \$150,000 towards the Commerce and Compliance Division (CCD) to update ODOT system programming to auto-enroll specified vehicles into weight-mile tax profiles based on commodity type and to update weight-mile tax tables and systems for identified routes.
- \$165,000 towards the Delivery and Operations (D&O) division to evaluate routes and load-rate bridges for structural integrity. Based on existing data, an estimated 11 bridges would be load-rated at a rate of

\$15,000 each.

- \$50,000 towards the D&O division for signage required to divert commercial truck traffic for bridges that cannot withstand the increased weight. ODOT estimates approximately 50%, or approximately five, of the specified bridges will be deemed unable to support the additional weight. Based on existing data, the cost per sign is \$5,000, or \$10,000 per bridge for signs in both directions.
- \$300,000 towards the D&O division for the pilot program study required by the measure. In addition to evaluations and inspections, the measure requires ODOT to evaluate related system costs, taxes, and fees, which ODOT anticipates contracting. The estimate is based on similar studies by the Department.

There is an additional indeterminate cost related to increased wear and tear of roads from use by heavier vehicles, which is likely to require additional paving work. The measure's required implementation date of January 1, 2026, will not give ODOT sufficient time for required notices for applicable vehicles and jurisdictions.

ODOT is projecting a shortfall of State Highway Fund revenue necessary to support current service level expenditures in the 2025-27 biennium. As a result, the Department cannot absorb additional costs that rely on existing Highway Fund resources. Therefore, this fiscal impact assumes that General Fund would be required.

Counties

The fiscal impact to counties is indeterminate and requires further analysis. Counties report that most bridges were not designed to withstand a 129,000-pound truck. Additionally, counties report a lack of resources to fund maintenance for bridges to safely carry trucks at the current limits. To maintain infrastructure with an increased limit, counties anticipate increased expenditures related to inspections and repairs, load-ratings, signage, enforcement, and safety measures along the designated routes. The total cost of this work is indeterminate at this time.

Other Entities

There is no fiscal impact to the Oregon Department of Agriculture.

Relevant Dates

The measure takes effect on January 1, 2026.

ODOT is required to submit a final report on findings no later than September 15th of each even-numbered year. This requirement sunsets on January 2, 2031.