



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	\$ 365,000	\$ -	\$ -	\$ -	\$ 365,000	-	-
Total Fiscal Impact	\$ 365,000	\$ -	\$ -	\$ -	\$ 365,000	-	-

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 additional indeterminate fiscal impact to counties and ODOT.

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, and recommendations for informing evaluation of these impacts. Additionally, the report shall contain a strategic implementation plan to apply the report's findings through a pilot program established by ODOT. The measure requires ODOT to adopt this 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. ODOT is required to periodically report to the Oregon Transportation Commission (OTC) on the results of monitoring and evaluating the impacts to safety, bridges and pavement routes within the pilot program.

The measure authorizes ODOT to issue permits to specified commercial vehicles transporting liquid milk products on approved routes, and grants ODOT the authority to suspend or revoke such permits given evidence of violation of limitations. The measure directs ODOT to adopt rules to establish the heavy vehicle pilot program and issue permits as specified.

Fiscal Analysis

The total estimated fiscal impact is a one-time cost of \$365,000 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 quantifiable fiscal impact to ODOT is \$365,000 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.

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 to fund this study.

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. Without further specifications and research, these costs cannot be estimated.

Other entities

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

Relevant Dates

The measure takes effect on the 91st day after sine die.

ODOT is required to submit a final report on findings increasing vehicle weight limits for commercial motor vehicles transporting fluid milk products to the OTC no later than September 15, 2028. This requirement sunsets on January 2, 2029.

ODOT is required to submit a report on pilot program results the OTC and Joint Committee on Transportation no later than September 15, 2030. This requirement sunsets on January 2, 3032.