



Legislative Fiscal Office  
83<sup>rd</sup> 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	-	-
<b>Total Fiscal Impact</b>	<b>\$ 365,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 365,000</b>	<b>-</b>	<b>-</b>

  

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

- The table does not include an additional indeterminate fiscal impact to counties and Oregon Department of Transportation.

**Measure Description**

The measure requires the Oregon Department of Transportation (ODOT) to conduct a study and submit a report on increasing the vehicle weight limits for motor vehicles transporting fluid milk products. The report is to include a comprehensive assessment on increasing maximum weight limitations, an infrastructure impact assessment detailing the effects of heavier weight loads on highway safety, bridges, and pavement, an economic impact assessment relating to contributions of oversized freight to Oregon's economy, assessments detailing length as a factor for legal axle weights and alignment with federal law, parking and staging infrastructure for oversized loads, and recommendations for informing evaluation of these impacts. Additionally, the report is to contain a strategic implementation plan that would permit ODOT to apply the report's findings through a pilot program. If the pilot program is implemented, ODOT may issue permits to allow vehicles hauling fluid milk products of up to 129,000 pounds on routes approved by the Department. If the pilot project moves forward, ODOT is directed to submit a report to the Joint Committee on Transportation within two years of pilot program implementation, on the results of monitoring and evaluating the impacts to safety, bridges and pavement on routes within the pilot program. ODOT would have the authority to suspend or revoke permits given evidence of violation of permit limitations.

**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.

Although the measure permits, rather than obligates, ODOT to implement the pilot program, the Legislative Fiscal Office issues an explanatory fiscal impact statement providing an analysis of the expenditures, revenues, staffing, and organizational effects of carrying out the work authorized by the measure.

#### 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 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.

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. Inspections would be required for every bridge involved in the pilot program as part of this measure. 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 the report related to increasing vehicle weight limits for commercial motor vehicles transporting fluid milk products to the OTC by September 15, 2028.

ODOT is required to submit the report on pilot program results to the Joint Committee on Transportation by September 15, 2030.