

# A-Engrossed Senate Bill 94

Ordered by the Senate May 12  
Including Senate Amendments dated May 12

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Joint Committee on Transportation for Tillamook County Creamery Association, Darigold)

## 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. The statement includes a measure digest written in compliance with applicable readability standards.

**Digest: The Act tells ODOT to do a study. The study must focus on trucks that carry a lot of milk in this state. After the study is done, ODOT must make a new pilot program and let trucks haul more milk on certain routes and report on the results of the pilot program. (Flesch Readability Score: 80.3).**

*[Digest: The Act allows trucks to carry more milk. (Flesch Readability Score: 92.9).]*

*[Increases allowable weight limits for vehicles carrying fluid milk products.]*

**Directs the Department of Transportation to conduct a study and prepare a report on increasing the vehicle weight limits for commercial motor vehicles transporting fluid milk products.**

**Directs the department to use the information in the report to establish a heavy vehicle pilot program that allows vehicles to haul fluid milk products with a loaded weight of not more than 129,000 pounds on routes approved by the department.**

**Takes effect on the 91st day following adjournment sine die.**

## A BILL FOR AN ACT

1  
2 Relating to vehicle weight limits; and prescribing an effective date.

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

4 **SECTION 1. (1) The Department of Transportation shall conduct a study and prepare a**  
5 **report on increasing the vehicle weight limits for commercial motor vehicles transporting**  
6 **fluid milk products.**

7 **(2) The report must include:**

8 **(a) A comprehensive assessment on increasing maximum weight limitations under the**  
9 **Oregon Vehicle Code;**

10 **(b) An infrastructure impact assessment detailing the effects of heavier vehicle weight**  
11 **loads on bridges, pavements and highway safety, with a focus on high-frequency freight**  
12 **routes in Oregon;**

13 **(c) An economic impact assessment quantifying the contributions of oversized freight to**  
14 **Oregon's economy, balancing potential economic gains from increased freight capacity with**  
15 **the costs of infrastructure maintenance and safety considerations;**

16 **(d) An assessment of length as a factor for legal axle weights and alignment with lengths**  
17 **allowed by the long combination vehicle freeze in federal law;**

18 **(e) An assessment of parking and staging infrastructure in Oregon for oversized loads;**

19 **(f) A strategic implementation plan outlining a phased approach to applying the report's**  
20 **findings through a pilot program established under section 3 of this 2025 Act; and**

**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 (g) Recommendations supporting informed evaluation of increasing maximum vehicle  
2 weight limits for divisible and nondivisible loads.

3 (3) The report may include recommendations for:

4 (a) Adjusting permit fees to account for highway maintenance needs;

5 (b) Identifying designated heavy-load corridors to minimize infrastructure impacts and  
6 improve highway safety;

7 (c) Designating corridor connections to neighboring states that currently allow increased  
8 vehicle weight limits for commercial motor vehicles as authorized under federal law;

9 (d) Updating the state transportation asset management plan;

10 (e) Changing weigh stations and weigh-in-motion systems;

11 (f) Adjusting bridge inspection plans and load-rating processes;

12 (g) Updating weight-mile tax rates and tables; and

13 (h) Collaborating with local road authorities.

14 (4) No later than September 15, 2028, the department shall submit the report required  
15 under this section to the Oregon Transportation Commission.

16 SECTION 2. Section 1 of this 2025 Act is repealed on January 2, 2029.

17 SECTION 3. (1) After the Oregon Transportation Commission receives the report re-  
18 quired under section 1 of this 2025 Act, the Department of Transportation shall use the  
19 strategic implementation plan created as part of the report under section 1 of this 2025 Act  
20 and establish a heavy vehicle pilot program.

21 (2) Notwithstanding ORS 818.010 and 818.020 and in addition to the exemptions allowed  
22 under ORS 801.026 and 818.030, under the pilot program the department shall issue permits  
23 that allow commercial vehicles hauling fluid milk products with a loaded weight of not more  
24 than 129,000 pounds to operate on routes approved by the department.

25 (3) The department shall specify the conditions and terms of a permit issued under this  
26 section.

27 (4) Applications for a permit under this section shall be made in a form and manner  
28 prescribed by the department.

29 (5) The department, upon receiving satisfactory evidence of any violation of the limita-  
30 tions of a permit issued under this section, may suspend or revoke the permit.

31 (6) The department shall periodically report back to the commission on the results of its  
32 monitoring and evaluation of impacts to safety, bridges and pavement on all the designated  
33 routes within the pilot program.

34 (7) No later than September 15, 2030, the department shall submit a report to the Joint  
35 Committee on Transportation and the commission on pilot program results.

36 (8) The department may adopt rules to carry out the provisions of this section.

37 SECTION 4. Section 3 of this 2025 Act is repealed on January 2, 2032.

38 SECTION 5. This 2025 Act takes effect on the 91st day after the date on which the 2025  
39 regular session of the Eighty-third Legislative Assembly adjourns sine die.

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