



March 10, 2025

Joint Committee on Transportation

RE: Support for SB 94

Co-Chair Gorsek, Co-Chair McLain, and members of the Committee,

Tillamook County Creamery Association (“Tillamook”) is a 116-year-old farmer-owned, farmer-led cooperative, which is known for the quality of the products we produce and for our commitment to working collaboratively with a diverse set of stakeholders to solve complex problems. For generations, our farmers have worked to be good neighbors and stewards by protecting land and preserving water as their livelihoods depend on the resources they use. We’re dedicated to continually improving agricultural practices, leveraging everything from scientific and technological breakthroughs to our farmers’ intergenerational knowledge about the land. Our commitment to enduring ecosystems extends from our farms to facilities and throughout our supply chain.

I’m here today to request your support for Senate Bill 94, which would increase the gross vehicle weight limit for bulk liquid dairy products from 105,500 pounds to 129,000 pounds. After introduction of SB 94, we began discussing the bill with the Oregon Department of Transportation, taking note of their concerns about allowing enhanced weight limits statewide without adequate analysis of impacts to state roads and bridges. The –1 amendment adds clarity to the bill by specifying length limitations, axle requirements, and most importantly – it constrains and narrows the proposed gross vehicle weight limit to a select group of routes frequented by milk haulers in the northeastern portion of the state.

The 2015 Fixing America’s Surface Transportation (FAST) Act recognizes dairy as a “non-divisible load,” allowing states to issue permits for trucks to exceed





standard federal weight limits. Passing SB 94 would bring Oregon in line with Washington and Idaho, both of which have already increased truck weight limits, which makes interstate movement of milk into Oregon challenging. We ask that the State of Oregon ensures that Oregon's dairy industry is not at a competitive disadvantage and is given the same opportunity to optimize efficiency and sustainability.

At Tillamook, we've set a clear path toward sustainability, including a commitment to achieving net-zero greenhouse gas emissions by 2050, with an interim goal of reducing emissions 30% by 2030. We've already taken major steps, such as transitioning our truck fleet to cleaner-burning renewable diesel, reducing per-gallon fleet emissions by 66%. However, the biggest opportunity to reduce our emissions is in our supply chain, including third party milk haulers. Increasing the weight limit for milk trucks is a crucial step because it means fewer trucks and fewer trips – and the greenest mile is one you don't have to drive.

For our eastern Oregon operations, increasing the weight cap to 129,000-pounds would mean that for every 5 trucks we currently run, we'd only need 4. While this optimization won't happen overnight, it provides a clear path toward a more sustainable and efficient dairy transportation system.

Beyond sustainability, we also want to improve Oregon's roadways. Heavier truck configurations aren't just about efficiency—they're also about better weight distribution. A 129,000-pound truck spreads its weight over more axles, significantly reducing roadway wear compared to traditional configurations. Research from the University of Idaho found that 129,000-pound truck configurations can reduce stress on roadways by up to 52%.<sup>1</sup> This is an

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<sup>1</sup> <https://apps.itd.idaho.gov/Apps/freight/NIATT-Route-Request-Guide.pdf>





opportunity to reduce both emissions and infrastructure impact at the same time.

This proposal is targeted to the parts of the state where dairy trucks move frequently, and the roadway infrastructure is less complex. There is precedent for allowing heavier weight limits in this region, since this is where the legislature focused when they passed HB 2591 in 2019, which authorized road authorities to issue variance permits for specific vehicle combinations transporting sugar beets. By focusing on high-traffic milk hauling routes, we can maximize efficiency and reduce congestion where it matters most. This will also provide the Oregon Department of Transportation with meaningful industry data, allowing them to potentially expand this weight allowance to other routes throughout Oregon.

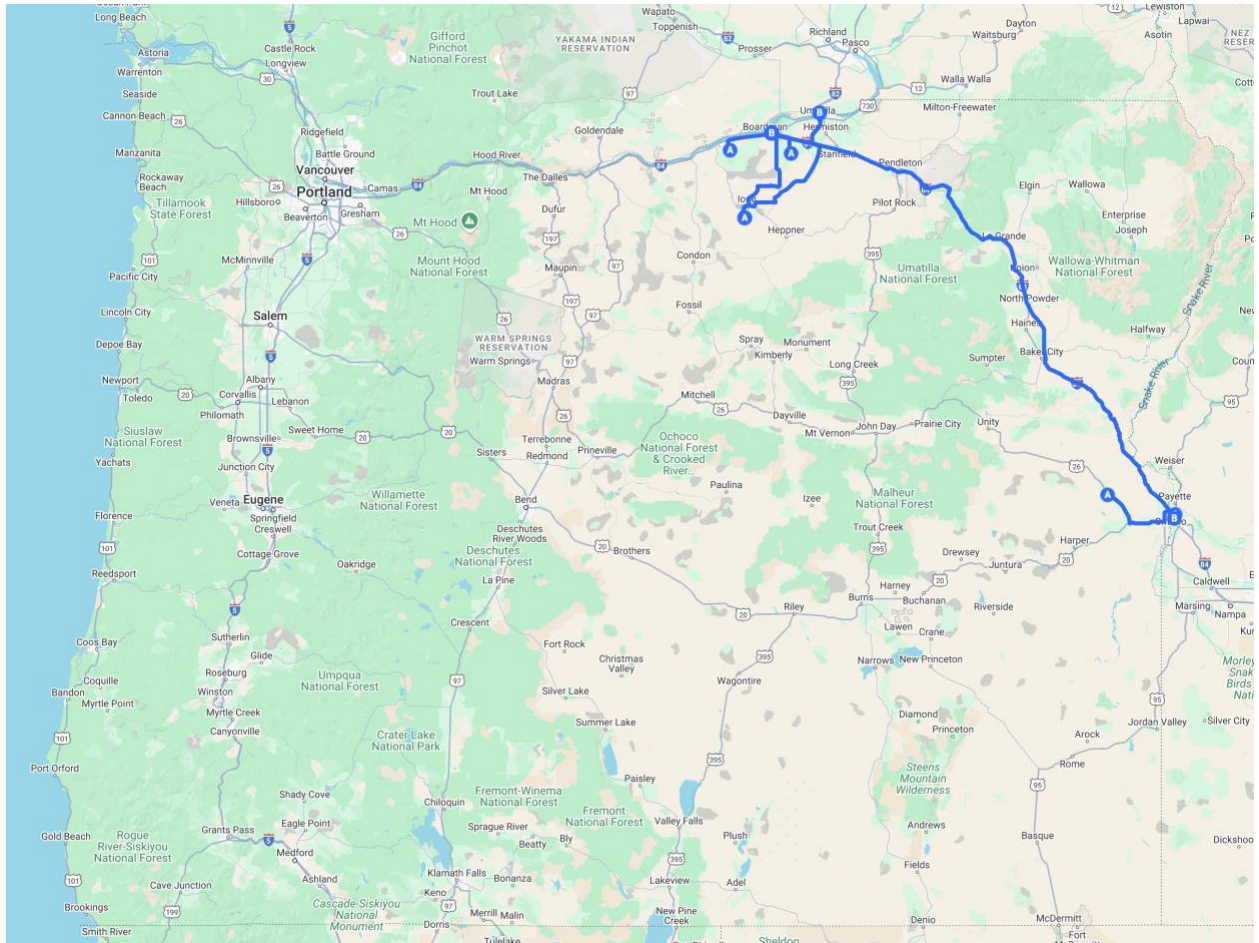
I urge your support for this bill and appreciate the opportunity to share our perspective. I'm happy to answer any questions.

Sincerely,

Trevor Beltz

Manager of Government Relations & Public Affairs





SB 94 -1 Amendment Routes