



February 4, 2025

House Committee on Transportation

RE: Support for HB 4007

Chair McLain, Vice-Chairs Boshart Davis and Gamba, and members of the Committee,

My name is Trevor Beltz, Manager of Government Relations & Public Affairs at Tillamook County Creamery Association (“Tillamook”). Thank you for the opportunity to provide testimony in support of HB 4007, specifically Sections 26–28, which establishes a five-year pilot program allowing fluid milk trucks to operate at up to 129,000 pounds on designated routes, creating a structured opportunity to evaluate whether heavier configurations can improve efficiency without compromising safety.

Tillamook is a 117-year-old farmer-owned, farmer-led cooperative, that believes caring for cows and farms, for people and products, for our community, and the environment is not just about smart business; it’s about staying true to our values. As a cooperative focused on doing things better—whether on the farm or in our supply chain—we support practical transportation improvements that increase efficiency and strengthen rural Oregon.

HB 4007 creates a limited pilot program to gather data on the potential impacts and efficiencies of increased weight, directing ODOT to identify designated routes, prioritizing corridors that use Interstate 84 and connect farms, milk plants, receiving stations, and transfer stations. Importantly, this pilot does not alter weight limits statewide and applies only to a narrow set of routes selected by ODOT. The bill requires ODOT to adopt rules, issue permits with clear operating conditions, and suspend or revoke those permits if conditions are violated. The bill also requires ODOT to monitor the pilot’s



TILLAMOOK COUNTY CREAMERY ASSOCIATION
4185 Highway 101 North, Tillamook, Oregon 97141
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effects on safety, bridges, and pavement, ensuring any next steps are grounded in Oregon-specific data.

While increased truck weights can benefit the broader dairy sector, the impact for Tillamook is targeted: more efficient movement of milk between farms and plants. Milk hauling is a constant, predictable, 365-day-a-year activity, and increasing weight limits reduces the number of truck trips needed. For our eastern Oregon operations, moving to a 129,000-pound configuration would allow us to reduce the number of trucks required from five to four for the same volume of milk. Fewer trips mean less traffic, improved logistics, reduced fuel use, and fewer emissions—because the greenest mile is the one you do not have to drive.

In closing, HB 4007 offers Oregon a responsible pathway to evaluate a system that neighboring states have implemented safely for years. This pilot supports more efficient farm-to-plant transportation, reduces truck traffic and emissions, and equips the Legislature with the information needed for future decisions.

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

Sincerely,

Trevor Beltz
Manager of Government Relations & Public Affairs



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