



House Committee on Transportation  
Oregon State Legislature  
900 Court Street NE  
Salem, Oregon 97301

February 5, 2026

Dear Chair McLain, Vice-Chairs Boshart Davis and Gamba, and Members of the Committee:

The International Dairy Foods Association (IDFA) writes in support of Sections 26-28 of HB 4007, which would create a five-year, limited Oregon Department of Transportation (ODOT)-managed pilot program allowing fluid milk trucks to operate at up to 129,000 pounds on designated routes within Oregon.

IDFA represents the nation's dairy manufacturing and marketing industry, including most of the milk, cheese, ice cream, yogurt and cultured products, and dairy ingredients produced and marketed in the United States and sold throughout the world. IDFA's diverse membership ranges from multinational organizations to single-plant companies, from dairy companies and cooperatives to food retailers and suppliers, all on the cutting edge of innovation and sustainable business practices. Together, they represent delicious, safe and nutritious dairy foods that offer unparalleled health and consumer benefits to people of all ages.

Oregon's dairy industry delivers more than \$3.3 billion in direct economic impact, provides more than 14,000 direct jobs that contribute more than \$716 million in wages, and supports \$69 million in annual exports.<sup>1</sup> The five-year pilot program created under Sections 26-28 of HB 4007 would allow ODOT to increase weight limits on a limited, permit basis, specifically for fluid milk trucks, and assess the impact of this change on improved supply-chain efficiency, reduced truck traffic, and potentially, support the long-term viability of dairy production and processing across the state. HB 4007 does not increase truck weight limits statewide; instead, it focuses on a narrow set of routes used daily for milk pickup and delivery, while ODOT also monitors for impacts on safety, pavement, and bridges.

IDFA believes the reasonable truck weight increases proposed by HB 4007 would lead to fewer trucks on the road consuming diesel and emitting fewer greenhouse gases. In a dairy economics study, it was estimated that higher, modernized federal truck weights could save the cheese, butter and dairy powder sectors more than 105,000 truck trips annually, which

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<sup>1</sup> Reference: <https://www.idfa.org/dairydelivers>.



translates to a cost savings of more than \$200 million.<sup>2</sup> Oregon's HB 4007 will provide valuable supply chain efficiency to fluid milk producers in the region.

Importantly, Section 27(7) of HB 4007 would provide a critical opportunity to further study dairy truck weights and evaluate environmental and cost savings impacts for fluid milk shipments in greater detail. Data on the safety and infrastructure impacts of operating heavier gross vehicle weights (GVW) can help determine appropriate GVWs and usage for other intra- and interstate roads and assist in measuring environmental sustainability gains, including at the federal level. Many U.S. legislators at the federal level and officials at the U.S. Department of Transportation support such state-level initiatives to incrementally improve data-gathering.<sup>3 4</sup>

In summary, HB 4007 would provide an opportunity for regional dairy producers to do their part to further minimize the environmental impacts of dairy supply chains while generating data with the potential position Oregon as a model for a new federal approach to GVW modernization. IDFA appreciates your consideration of this measure and looks forward to supporting its implementation.

Sincerely,

A handwritten signature in black ink that reads "Becky Rasdall Vargas".

Becky Rasdall Vargas  
Senior Vice President, Trade and Workforce Policy  
International Dairy Foods Association

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<sup>2</sup> Reference: <https://www.idfa.org/news/three-ways-congress-can-improve-americas-transportation-system-and-how-you-can-help>.

<sup>3</sup> Reference: H.R. 3372, 118<sup>th</sup> Congress: <https://www.congress.gov/bill/118th-congress/house-bill/3372?s=5&r=1&q=%7B%22search%22%3A%5B%22hr3372%22%5D%7D>.

<sup>4</sup> Reference: U.S. Department of Transportation Federal Highway Administration reports: [https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/technical\\_rpts/index.htm](https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/technical_rpts/index.htm).