

# United States Senate

WASHINGTON, DC 20510

November 23, 2015

The Honorable Jim Inhofe  
Chairman  
Senate Committee on Environment  
and Public Works  
205 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable John Thune  
Chairman  
Senate Committee on Commerce,  
Science, and Transportation  
511 Dirksen Senate Office Building  
Washington, D.C. 20510

The Honorable Richard Shelby  
Chairman  
Senate Committee on Banking,  
Housing, and Urban Affairs  
304 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable Orrin G. Hatch  
Chairman  
Senate Committee on Finance  
104 Hart Senate Office Building  
Washington, D.C. 20510

The Honorable Barbara Boxer  
Ranking Member  
Senate Committee on Environment  
and Public Works  
112 Russell Senate Office Building  
Washington, D.C. 20510

Ranking Member Bill Nelson  
Ranking Member  
Senate Committee on Commerce,  
Science, and Transportation  
716 Dirksen Senate Office Building  
Washington, D.C. 20510

The Honorable Sherrod Brown  
Ranking Member  
Senate Committee on Banking,  
Housing, and Urban Affairs  
713 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable Ron Wyden  
Ranking Member  
Senate Committee on Finance  
221 Dirksen Senate Office Building  
Washington, D.C. 20510

Dear Chairs and Ranking Members,

Each day, more than 12,500 bulk milk trucks pick up milk at farms across the country and move it to over 2,000 processing plants. The transportation of bulk milk is an issue that affects businesses and consumers in every region and in every state.

We urge you to support language that was included in the House-passed version of H.R. 22, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, that would classify milk as a non-divisible load. This provision would allow states to issue special permits to bulk milk trucks, giving them more flexibility to ensure that milk is delivered in a timely manner and in compliance with federal and state food safety and security standards.

By classifying milk as a non-divisible load, this provision acknowledges that milk cannot be easily divided or dismantled between farms and processing plants. Milk is a perishable

product that must be sealed for safety and transported quickly. When milk truckers pick up bulk milk, they must load the entire stock of bulk milk that a farm produced that day – not just the amount of milk that would keep the trucker in compliance with state truck weight limits. This is problematic because the amount of milk produced at a farm varies from day-to-day, based on weather, feed, and other factors. As a result, milk truckers perpetually risk being overweight. While milk truckers can break the seal and offload a portion of the milk to bring their truck weight into compliance, doing so increases transportation time and compromises the safety and security of the milk.

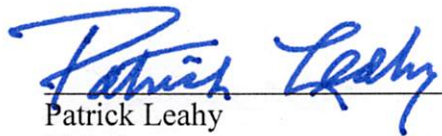
Current law already permits states to issue special permits for non-divisible loads, such as trees, boats, or any other products whose integrity would be compromised through division. Adding milk to the list of products that qualify as non-divisible loads would improve the safety and security of bulk milk. What's more, this provision would improve the stability of trucks loaded with fluid milk.

As the Conference Committee deliberates which provisions will be included in the final version of the DRIVE Act, we strongly urge your support the inclusion of this important milk classification.

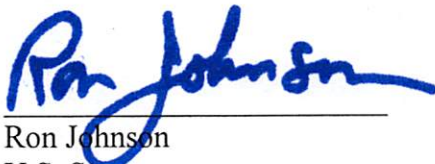
Sincerely,



Christopher S. Murphy  
U.S. Senator



Patrick Leahy  
U.S. Senator



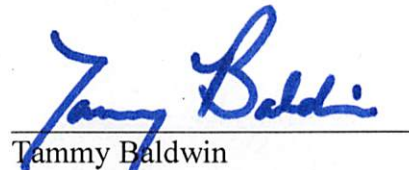
Ron Johnson  
U.S. Senator



Mike Crapo  
U.S. Senator



Al Franken  
U.S. Senator



Tammy Baldwin  
U.S. Senator

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*Kelly A. Ayotte*

Kelly A. Ayotte  
U.S. Senator

*James E. Risch*

James E. Risch  
U.S. Senator

*Angus King*

Angus King  
U.S. Senator