

**Congress of the United States**  
**Washington, DC 20515**

November 19, 2015

The Honorable Bill Shuster  
Chairman  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
2268 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Peter A. DeFazio  
Ranking Member  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
2134 Rayburn Office Building  
Washington, D.C. 20515

The Honorable Sam Graves  
Chairman  
Subcommittee on Highways and Transit  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
1415 Longworth House Office Building  
Washington, D.C. 20515

The Honorable Eleanor Holmes Norton  
Ranking Member  
Subcommittee on Highways and Transit  
Transportation and Infrastructure Committee  
U.S. House of Representatives  
2136 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman Shuster, Ranking Member DeFazio, Chairman Graves, and Ranking Member Norton,

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 the Hanna-Esty amendment that was included in the House-passed version of H.R. 22, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, which 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 are perpetually at risk of exceeding truck weight limits. 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 allows 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 for the inclusion of this important milk classification.

Sincerely,



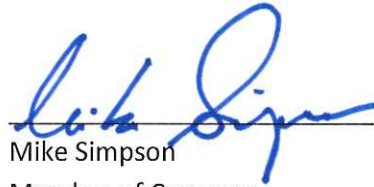
Elizabeth H. Esty  
Member of Congress



Richard L. Hanna  
Member of Congress



Rosa L. DeLauro  
Member of Congress



Mike Simpson  
Member of Congress



Joe Courtney  
Member of Congress



Tom Reed  
Member of Congress



Collin C. Peterson  
Member of Congress



Sean Duffy  
Member of Congress



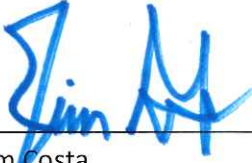
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Ron Kind  
Member of Congress



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David G. Valadao  
Member of Congress



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Jim Costa  
Member of Congress



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Chris Collins  
Member of Congress



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Peter Welch  
Member of Congress



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Elise Stefanik  
Member of Congress



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Tim Walz  
Member of Congress



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Glenn Grothman  
Member of Congress



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Jared Polis  
Member of Congress



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Kurt Schrader  
Member of Congress



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Suzan DelBene  
Member of Congress



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Ann McLane Kuster  
Member of Congress

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Dan Newhouse  
Member of Congress

A handwritten signature in blue ink that reads "Ann Kirkpatrick". The signature is written in a cursive style with a horizontal line underneath.

Ann Kirkpatrick  
Member of Congress

A handwritten signature in blue ink that reads "John Moolenaar". The signature is written in a cursive style with a horizontal line underneath.

John Moolenaar  
Member of Congress