



**JOAN BALLWEG**

STATE SENATOR · 14<sup>TH</sup> SENATE DISTRICT

**Senate Bill 431: Overweight Transport of Certain Fluid Milk Products  
Senate Committee on Transportation and Local Government  
Testimony of Senator Joan Ballweg  
October 24, 2023**

Thank you, Chair Tomczyk and members of the committee, for hearing this legislation about the transportation of fluid milk products, including whey.

Each day, over 88 million pounds of milk moves from Wisconsin's 5,943 dairy farms to its more than 200 processing plants, with 90 percent of that milk destined to be made into cheese. Given the constant state of production and perishability of milk, the State of Wisconsin allows haulers a maximum gross vehicle weight (GVW) of 98,000 pounds when transporting milk. Haulers also need to move an abundance of liquid whey – a byproduct of the cheesemaking process. Whey has long been used as animal feed and fertilizer, but today, the bulk of whey is further processed for sale as protein powder and other value-added dairy ingredients.

Senate Bill 431 updates Wisconsin's dairy hauling regulations by adding liquid milk byproducts, including whey, as part of the definition of dairy products that can be transported at higher weight limits.

There are numerous benefits to allowing whey to be transported at a higher weight level. This will significantly reduce the number of trucks on the road and save on fuel costs. There is a labor shortage of truck drivers that will only grow, which is particularly difficult for the dairy industry since fleets must operate continuously. With less trucks on the road, companies can more efficiently utilize the number of drivers available to transport more product. This change will also allow Wisconsin's dairy industry to compete against other states like Iowa, Michigan, and Minnesota, which allow heavier weight limits on the roads for dairy products. Lastly, it is safer for milk haulers to operate with a full tank, rather than a partial tank, to prevent liquid from sloshing around.

We have had constructive conversations with the Department of Transportation (DOT) about this bill, and they have identified two areas of concern. First, the DOT requested language to clarify this is for transportation between processing facilities, not for final packaged milk products. The other issue is a concern about risking federal sanctions or funding. We plan to introduce an amendment to resolve these concerns for the DOT, and stakeholders are supportive.

This bill is supported by the Wisconsin Cheese Makers Association, Wisconsin Farm Bureau Federation, Cooperative Network, Dairy Business Association, and numerous other agriculture and transportation related organizations.

Thank you for your consideration, and I am happy to answer any questions.



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# TONY KURTZ

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STATE REPRESENTATIVE • 50<sup>th</sup> ASSEMBLY DISTRICT

Testimony before the Senate Committee on Transportation and Local Government  
Senate Bill 431

Good morning, Chair Tomczyk and committee members. Thank you for holding this hearing today on Senate Bill 431.

SB-431 authorizes the Department of Transportation to issue permits for the transportation of fluid milk product in vehicle combinations that exceed general highway weight limitations. In general, a permit may authorize the operation of a vehicle that exceeds the general highway weight limitations, subject to a maximum weight of 98,000 pounds. The bill also prohibits DOT from imposing different conditions for these permits for different fluid milk products. "Fluid milk product" is defined under the bill to include raw milk and liquid milk products and byproducts, including liquid whey and whey byproducts.

These changes will support growth in our dairy industry and provide need updates to dairy hauling regulations. Each day, over 88 million pounds of milk moves from Wisconsin's 5,943 dairy farms to its more than 200 processing plants, with 90 percent of that milk destined to be made into cheese. Given the constant state of production and perishability of milk, the State of Wisconsin allows haulers a maximum gross vehicle weight of 98,000 pounds when transporting milk. Haulers also need to move an abundance of liquid whey – a byproduct of the cheesemaking process. Whey has long been used as animal feed and fertilizer, but today the bulk of whey is further processed for sale as protein powder and other value-added dairy ingredients.

This bill will allow our dairy farms and producers to increase sustainability, helps address a truck driving labor shortage, increases competitiveness with neighboring states and ensures public safety all while supporting one of our most important and valuable industries in Wisconsin.

Thank you for your consideration of Senate Bill 431. Unfortunately, I was not able to attend today's hearing, but please feel free to reach out to my office if you have any questions.



*"Wisconsin's Milk Moo-ver"*

**CHAIR**  
Jerrold Schroeder  
Schroeder Milk Transit

**VICE CHAIR**  
Tim Neubauer  
Tim Neubauer Trucking

**Testimony in support of Senate Bill 431**  
Senate Committee on Transportation and Local Government  
October 24, 2023

Chairman Tomczyk and Committee Members,

Thank you for the opportunity to speak to you today and share our support for Senate Bill 431.

My name is Dan Johnson and I am the Administrator for the Wisconsin Milk Haulers Association, the statewide advocate for the milk hauling industry since 1957.

Each month, milk haulers move more than 2.4 billion pounds of raw milk from Wisconsin's 6,500 dairy farms to one of many processing plants. Milk haulers are a key component of Wisconsin's \$26 billion dollar dairy industry and must ensure the transport of raw milk from farm to processor is performed in a safe, efficient and timely manner.

Milk is a necessary food product which is transported 365 days a year with no stoppage. Dairy farms are increasing in size but milk haulers are finding it more difficult to do so with no comparable increase in the allowable truck weight capacity. Adding to the problem is the growing trend of fewer drivers to transport milk products. Senate Bill 431 would allviate those issues by creating a special oversize/overweight permit for both fluid milk products and whey products.

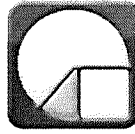
Under the newly-enacted Agricultural Roads Improvement Grant program, local roads across Wisconsin used for agricultural purposes will soon be improved and upgraded to sustain heavier truck loads. The Wisconsin Milk Haulers Association greatly appreciates the efforts by the Legislature and Governor for that critical funding law. Senate Bill 431 would dovetail into that new law and allow milk haulers to move more product more efficiently without jeopardizing local road infrastructures.

Wisconsin is 'America's Dairyland' and consumers rely on dairy products to be readily available in grocery store and restaurants. We have all witnessed supply chain issues over the last few years that have crippled the state and national economy. It would be extremely detrimental to Wisconsin's economy and image if milk and dairy products were added to the growing list of supplies less available to consumers. Those challenges are the reason why this legislation is necessary.

The Wisconsin Milk Haulers Association appreciates the work by the authors and co-sponsors of Senate Bill 431 and hopes this committee will give it all due consideration and eventual support.

Respectfully submitted,

**Dan Johnson**  
Administrator, Wisconsin Milk Haulers Association  
562 Grand Canyon Drive  
Madison, WI 53719



WISCONSIN  
CHEESE MAKERS  
ASSOCIATION  
EST. 1891

Testimony: October 24, 2023

Wisconsin State Senate Committee on Transportation and Local Government

Re: Senate Bill 431

Submitted by: Rebekah Sweeney, Wisconsin Cheese Makers Association

Mister Chairman and Members,

I'm Rebekah Sweeney, and I work as Senior Director of Programs and Policy for the Wisconsin Cheese Makers Association, or WCMA. Since 1891, WCMA has served as an advocate, networking hub and trusted provider of information and education for dairy product manufacturers. Today, our organization has grown to represent more than 700 companies and cooperatives nationwide, with membership including most dairy processors operating in Wisconsin and more than 200 companies based in Wisconsin that supply goods or services to our industry.

Some of these members have joined me today to testify, stepping away from the vat or out from behind the wheel to share the practical impact Senate Bill 431 holds for our industry. But, before I turn the microphone over to them, I'd like to offer a brief overview. Thank you for the opportunity.

As you've heard, Senate Bill 431 is designed to boost dairy hauling capacity, expanding upon a current permit to allow milk to be transported at heavier weight limits.

This makes sense in America's Dairyland.

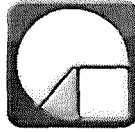
In just one year across Wisconsin, 35 billion pounds of milk moves from our state's 5,800 dairy farms to its more than 200 plants. Wisconsin dairy processors turn that milk into more than 3.5 billion pounds of cheese. What's left over, when the curds come out of the vat, is whey – and as those numbers might suggest, Wisconsin produces more whey than any other state in the nation.

Whey has long been used as animal feed and fertilizer, but thankfully, given the volume available, today's dairy industry has found far more commercial uses for whey. Whey powder and whey protein concentrate are used as value-added ingredients in a wide range of food products including processed meat, sausages, health foods, baby food and formula, beverages, and confections. You're probably familiar with protein powders.

Consumers all over the world are, too. According to the U.S. Dairy Export Council, the U.S. is the single largest exporter of whey products in the world. Export levels have grown to record highs with more than 70 percent of production targeted for overseas markets. In terms of Wisconsin exports, 31 percent of all our dairy sales abroad are whey products.

But, it's not heading to China in liquid form. It's dried.

The cost and complexity of drying whey makes it prohibitive for most Wisconsin cheesemakers to do it themselves. So, each day, they load up their whey in tankers and send it on in the care of



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CHEESE MAKERS  
ASSOCIATION  
EST. 1891

haulers to a secondary processing facility. Wisconsin has six major dryer hubs, as well as some smaller operations.

The haulers may be bringing their trucks in full, using an existing Wisconsin Department of Transportation permit allowing 98,000 pounds over six axles.

But they're leaving with trucks that are half-empty, as the DOT permit applies only to milk, not to other liquid dairy products.

About 18 months ago, staff from BelGioioso Cheese and Milk Specialties Global – people you'll hear from in a moment – came to WCMA with an idea to change that. We brought it to DOT leaders, who thoughtfully considered the potential impact on Wisconsin roadways, studying turn-by-turn route information provided by industry.

Seeing no proverbial red light from agency staff, WCMA continued in the legislative process, and found champions for this concept in Senator Joan Ballweg and Representative Tony Kurtz, and eventually, a bipartisan team of co-sponsors.

We think, collectively, that the arguments for this change are compelling.

As you'll hear, SB 431 will enable haulers and their processor partners to reduce their carbon footprint via fuel savings and decreased emissions.

It will alleviate a pressing labor concern. The American Trucking Associations (ATA) is reporting a shortage of 60,000 drivers, despite hourly earnings in for-hire general freight rising nearly 24 percent since 2020.

This bill offers enhanced public safety. Hauling full liquid tanks instead of partial tanks reduces sloshing, and the likelihood of a truck jackknifing or rolling.

And it sets the stage for a stronger future for Wisconsin dairy.

Idaho, Iowa, Michigan, Minnesota, Nebraska, South Dakota, and Utah have already opted to accommodate heavier liquid truck shipment limited to dairy product transportation, thereby offering a competitive advantage for dairy processors operating in those states.

We cheer dairy growth in all of those states, but we don't want to take a backseat to any of them.

Dairy processors in Wisconsin support nearly 50,000 jobs and together with their partners in dairy farming, contribute an annual economic impact of \$46 billion. We can do more in the future, with your support. We welcome your partnership as we work toward that goal, and as we feed and deliver to the world safe, delicious, nutritious dairy products. Thank you.



**Wisconsin Department of Transportation**  
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Testimony of WisDOT Assistant Deputy Secretary Joel Nilsestuen Before the  
Senate Committee on Transportation on Senate Bill 431  
October 24, 2023

Thank you Chairman Tomczyk and members of the committee for your consideration of the department's input on Senate Bill 431, relating to permits for the overweight transport of certain fluid milk products. Likewise, the department appreciates the willingness of the authors and stakeholders to work with us on amendment language to resolve concerns we have with Senate Bill 431.

The Department believes there is benefit to a 98,000 pounds on six-axle configuration for oversize, overweight (OSOW) loads. This configuration reduces the total number of trips and has less impact to pavement and structures than other OSOW configurations and weights. Furthermore, we appreciate the benefit to Wisconsin's industry, especially during times of tight labor markets and volatile fuel prices.

The primary concern WisDOT has with Senate Bill 431 is the potential to jeopardize federal highway funding. Annually, the Department must certify to the Federal Highway Administration that we are enforcing federal size and weight limits or risk reduction in funding. Amending the bill to include a prohibition of operation on the interstate and national defense highways except to the extent permitted by federal law would alleviate this concern. The department has consulted with the bill authors and stakeholders on this issue and we appreciate the opportunity to resolve this major concern.

Additionally, clarification via amendments of eligible loads and routes will benefit industry while making enforcement less burdensome for Wisconsin State Patrol inspectors.

Thank you for your time and consideration today and we stand ready to answer any questions committee members may have.



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belgioioso.com

**BelGioioso Cheese | Scott Potts**  
**Senate Committee on Transportation and Local Government**  
**Tuesday, October 24 | 1:00 p.m.**

Good afternoon, Mr. Chairman and Senators. My name is Scott Potts, I am the fleet manager for BelGioioso Cheese located in Green Bay, Wisconsin.

I would like to thank the committee for your time and consideration of Senate Bill 431.

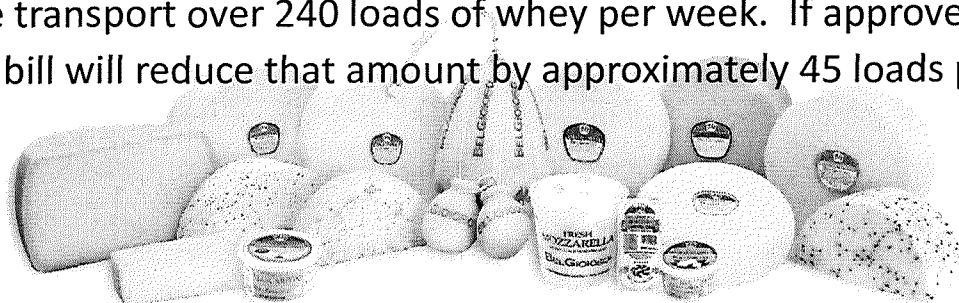
BelGioioso is a family-owned company specializing in Italian cheeses, and strives for continuous improvement and efficiencies throughout the company, BelGioioso has approximately 1200 employees at our ten Wisconsin facilities and two facilities in New York.

BelGioioso receives several million pounds of milk daily from over 140 dairy farms from 12 northeast Wisconsin counties.

We strongly support this bill as we feel it has numerous benefits to our company, our employees, the dairy farms we purchase milk from, the public, and the environment.

As you know, whey is a by-product of the cheesemaking process. All of our whey is transported daily from our cheese plants to our whey processing plant, where it is further processed into other value-added products such as whey protein, lactose, and dry whey powder.

Currently, we transport over 240 loads of whey per week. If approved and signed into law, this bill will reduce that amount by approximately 45 loads per week.



American Grana® Asiago Auribella® Burrata CreamyGorg® Crescenza-Stracchino™ Crumbly Gorgonzola Fontina  
Fresh Mozzarella Mascarpone Italic® Kasseri Parmesan Pepato Peperoncino® Provolone Ricotta con Latte® Ricotta Salata Romano

That equals a savings of nearly 2,300 loads, 175,000 miles of truck traffic, 29,000 gallons of diesel fuel, and over 6,000 hours of labor per year.

## **Labor Issue**

Let's talk a bit more about the labor savings, because it's not just about saving hours. It's also about recognizing trends and planning for the future.

Even though BelGioioso Cheese is a premier regional employer, offering extremely competitive wage and benefits packages, over the last few years, we have noticed it becoming more difficult to hire new drivers.

Not as many people are choosing trucking as a career... and we just don't have as many people entering the workforce as we do exiting it.

Because of this shortage, our drivers currently work an average of 45-50 hours per week.

That's not the quality of life the emerging workforce wants. Frankly, it's not what most seasoned professionals want.

The average age of our drivers is already 45.5 years old, and if don't make changes, I'm concerned that number will only tick up.

This bill would provide some immediate relief. By my calculations, if approved, the bill would reduce our drivers' over-the-road time by two hours each per week.

## **Public Safety**

By reducing the number of trips we have to make, I know we'll also see less truck traffic on state highways and county roads. Less congestion always means greater safety, and that's good not only for our drivers, but for the people who live in and around the communities in which we process dairy products.

These are our employees and their families, and safer communities mean more attractive communities.



## **Environment**

As a corporate citizen, BelGioioso is also dedicated to protecting and preserving our natural resources. We're excited about what this bill would mean for our sustainability initiatives.

Again, I want to emphasize that this bill would reduce the amount of fuel we'd use transport loads by nearly 29,000 gallons per year.

Using the Environmental Protection Agency's online Greenhouse Gas Equivalencies Calculator, that would result in a savings of 258 metric tons of carbon dioxide emissions, just out of BelGioioso's fleet in one year.

Consider what that means for America's Dairyland as a whole. It's incredible. And it is what today's – and tomorrow's – consumer wants.

## **Closing**

As a fleet manager, I want to make choices about our vehicles, our routes and our staff management that make our business the most competitive, and meet with our overarching goals and values. Right now, my choices are limited by what's permitted, but you have the power to make positive change.

I hope that you'll join me in supporting SB 431. Thank you again for your time today, and consideration of this proposal.

## **Klondike Cheese Testimony | Dave Buholzer**

### **Senate Committee on Transportation and Local Government**

**Tuesday, October 24 | 1:00 p.m.**

#### **Opening Remarks**

Chairman and Members - thank you for the opportunity to speak in support of Senate Bill 431.

My name is Dave Buholzer, and along with my brothers and our family, I own Klondike Cheese Company in Monroe, Wisconsin. I am a Wisconsin Master Cheesemaker. I am also a past president of the Wisconsin Cheese Makers Association and still a proud member.

#### **About Klondike Cheese Company**

Klondike Cheese Company has been making award-winning dairy products in Green County since the late 1800's. My Family has been making cheese, and now yogurt at Klondike since 1925. We're known for our Feta, Brick, Muenster, Gouda and Havarti, as well as our line of Greek yogurts and Greek yogurt-based dips. You'll find our products commercially available under the Odyssey and Buholzer Brothers brands, and we also market heavily to foodservice and private label businesses. We've grown steadily through the years.

Today, Klondike Cheese Company employs over 250 people. We bring in around 850,000 pounds of milk per day with about 80 percent coming from 60 farm patrons and the balance from surplus of other local handlers.

#### **Impact of SB 431 Passage**

The dairy industry always presents challenges – from a volatile international marketplace to changing consumer preferences to supply chain issues.

Right now, one of the biggest issues we face is a labor shortage, and nowhere is that felt more acutely than with our drivers.

I'll let one of our haulers, Matt Larse, detail that for you... but I want to share with you what the passage of Senate Bill 431 would mean, practically, for Klondike Cheese.

Going to a maximum load of 98,000 pounds over six axles, we could eliminate at least 14 inbound loads of milk and 10 outbound loads of liquid whey protein concentrate and lactose per week, or 1,250 loads each year.

But there are other important savings, too. We'd use less water, washing out fewer tankers each day. We'd have less congestion in our intake area, extending the life our of current facility, as we grow. We'd have less paperwork to complete. All of this involves less labor on our end... labor that's hard to find.

Passage of this bill would also mean a reduction in our fuel consumption and our carbon footprint... something that is increasingly important to our customers.

### **Closing Remarks**

In closing, I'd like to thank Senator Joan Ballweg, Representative Tony Kurtz, and the bipartisan group of cosponsors who brought this bill forward.

I'd urge you to join us in supporting Senate Bill 431, and ask that you quickly take action to advance the proposal through this committee and to the Senate floor. Thank you.

**Milk Specialties Global | Randy Klein**

**Senate Committee on Transportation and Local Government**

**Tuesday, October 24 | 1:00 p.m.**

Hello, and thank you Chairman and members for hearing my testimony.

I'm Randy Klein, and I serve as Director of Transportation for Milk Specialties Global.

Milk Specialties Global – or MSG – is an animal and human nutrition company that is a leading supplier of protein, dairy ingredients, extruded products, and private label services. MSG operates 12 plants, and employs over 1,000 people throughout our organization.

MSG operates six of our plants in the State of Wisconsin. These are located in Boscobel, Monroe, Adell, Fond du lac, New Holstein, and Wautoma.

Four of MSG's Wisconsin plants – in Adell, Fond du Lac, Monroe, and Boscobel - process liquid dairy products, including whey protein and permeate.

MSG buys liquid dairy products for our Wisconsin operations from approximately 100 suppliers or cheesemakers, of which 65 are Wisconsin-based or have plants in Wisconsin.

In total, MSG has 1,100 inbound/outbound liquid tanker shipments per week amongst our Wisconsin-based plants and whey suppliers. In short, we're moving and processing a lot of liquid dairy products.

And, as a result, Senate Bill 431 stands to impact our operations significantly.

Conservatively, we estimate that the proposed increase in hauling capacity could reduce the number of our shipments by 15 percent. When you consider condensed whey, those shipments could be cut by up to 27 percent.

This potential reduction in truck shipments has substantial benefits to public safety on the roadways, will assist a challenging driver shortage – and, in general, a challenging labor market, reduce diesel consumption in Wisconsin, and significantly enhance sustainability efforts for all parties involved.

Please allow me to break down the savings in more detail.

When I say that our shipments could be reduced by 15 percent, I mean that practically, MSG could remove 8,580 truck shipments per year from Wisconsin roadways. That's 165 fewer trucks off the road each week and approximately 858,000 over-the-road miles for our fleet.

This change would provide relief to driver shortages via reducing overall load counts needed to move the same amount of product.

It would also reduce our diesel consumption, equating to a reduction in CO2 emissions by 3,200,340 pounds per year.

On the sustainability front, this change would also decrease water usage through the reduction of truck washes. Consider a conservative scenario in which just 50 percent of our trucks require a washout between hauls, as some can haul more than one load before rewashing. Even at just half needing a wash, that's 4,290 less washes per year.

At 1,500 gallons of water per wash, that is 6,435,000 gallons of potential water savings!

From the labor to the water and fuel to the wear and tear on vehicles, this bill would significantly reduce our overall costs and improve economics for the Wisconsin dairy industry. Passage of SB 431 would make Wisconsin cheesemakers and whey processors more competitive with their counterparts in other, nearby states that allow heavier hauling.

We need this change, and we're grateful that Sen. Ballweg brought this bill forward.

Milk Specialties Global is in strong support of Senate Bill 431 and we are willing to assist in any further efforts to make this a reality and a benefit for everyone involved.

Thank you.



**FARM FIRST**  
**DAIRY COOPERATIVE**

**October 24, 2023**

**TO: Senate Committee on Transportation and Local Government**

**FROM: Jeff Lyon, General Manager, FarmFirst Dairy Cooperative**

**RE: Support for Senate Bill 431**

I appreciate the opportunity to provide testimony in support of Senate Bill 431 which allows the state Department of Transportation to issue annual or consecutive month permits to transport fluid milk and other milk byproducts in vehicle combinations that exceed general highway weight limits up to a maximum of 98,000 pounds.

FarmFirst Dairy Cooperative, based in Madison, Wisconsin markets milk for 135 dairy farmers in eastern Wisconsin and the Upper Peninsula of Michigan through our Family Dairies division to 20 different milk buyers. In addition, we provide milk test verification services for our nearly 2,600 members in seven states in the Upper Midwest that ship their milk to proprietary milk processors. We also own Fox Valley Quality Control Lab in Kaukauna, Wisconsin which provides milk testing for dairy processors and their patrons.

Over the last few years dairy farmer profit margins have been extremely tight with lower milk prices and higher input costs which include but are not limited to labor, feed, crop input, equipment, energy, and milk hauling costs. Generally, dairy cooperatives and proprietary milk plants have independent milk haulers to pick up milk at individual farms and deliver it to designated milk processors. Similar to dairy farmers, milk haulers are experiencing higher costs for labor, new equipment and equipment repair and fuel. Recently, we had to negotiate increases with several of our haulers. The cost of hauling milk is paid for by dairy farmers.

To minimize hauling costs many farms, have their milk picked up every other day. Daily or every other day pickup depends on the amount milk produced daily on a farm and the size of the bulk tank. Picking up milk at individual farms and making sure the hauler has full load of milk is an inexact science due to the amount milk on each farm, the distance between farms and the distance to the plant.

SB 431 allows for flexibility and more options for dairy cooperatives, other milk processors and haulers to pick up dairy farmers' milk to minimize increases in milk hauling costs.

It's widely known that the Wisconsin dairy industry is a \$45 billion-dollar economic driver for the state. The adoption of SB 431 would help grow the industry over time.

I would like to extend my appreciation to the authors and co-sponsors of this bill. I encourage your approval as soon as possible to keep it moving through the legislative process.



October 24, 2023

To: Senate Committee on Transportation and Local Government  
From: Chad Zuleger, Director of government affairs  
Re: **Support for Senate Bill 431 - Authorization for Fluid Milk Product Transportation Permits**

Dear Chairman Tomczyk and members of the Senate Committee on Transportation and Local Government,

I am writing to express Dairy Business Association's support for Senate Bill 431, which authorizes the Department of Transportation to issue annual or consecutive month permits for the transportation of fluid milk products in vehicle combinations that exceed general highway weight limitations. This bill is a crucial step towards ensuring the smooth and efficient transport of essential dairy products, benefiting not only the dairy industry but also consumers, the economy, and our state as a whole.

Fluid milk products are an integral part of our daily lives, providing vital nutrients to our communities. The efficient transportation of these products is essential to guarantee their accessibility and affordability. Senate Bill 431 recognizes the unique requirements of transporting fluid milk products, which often necessitate heavier vehicle combinations to maintain their quality and freshness.

There are several reasons why Senate Bill 431 should be supported:

**Support for the Dairy Industry:** Fluid milk product transportation is a significant part of the dairy industry. This bill provides the necessary flexibility for dairy farmers, processors, and distributors to transport these products efficiently, which, in turn, ensures the sustainability and economic viability of our dairy industry.

**Preservation of Product Quality:** Maintaining the freshness and quality of fluid milk products is paramount. The bill recognizes that heavier vehicle combinations may be needed to transport these products without compromising their integrity, especially over long distances.

**Economic Benefits:** A thriving dairy industry contributes to our state's economy through job creation, tax revenues, and economic development. Senate Bill 431 will help support and grow this industry, benefiting both urban and rural communities.

**Streamlined Permitting Process:** The bill standardizes permit conditions for different fluid milk products, eliminating unnecessary bureaucracy and ensuring consistency. This streamlining benefits both the industry and the Department of Transportation.

**Environmental Considerations:** By allowing for more efficient transportation, this bill can help reduce the number of trips needed to transport fluid milk products, leading to potential environmental benefits, including lower emissions and reduced wear and tear on our roads.




In conclusion, Senate Bill 431 recognizes the unique transportation requirements of fluid milk products. It strikes a balance between industry needs and public interests by ensuring product quality, supporting the dairy industry, and streamlining the permitting process.

I urge committee members to support and advance this important bill, as it aligns with our state's interests in economic growth, sustainability, and public welfare.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Chad Zuleger". The signature is fluid and cursive, with the first name "Chad" being more prominent and the last name "Zuleger" following in a similar style.

Chad Zuleger

Director of Government Affairs