

## Statement of

**Ms. Judy A. Petry**

**Chair of the American Short Line and Regional Railroad Association**

**United States House Ways and Means Committee**

**Subcommittee on Tax Policy**

**Hearing on “Post Tax Reform Evaluation of Recently Expired Tax Provisions”**

**March 14, 2017**

I am Judy Petry, President and General Manager of Farmrail, a 349-mile short line railroad in western Oklahoma. I currently serve as Chairwoman of the Board of the American Short Line and Regional Railroad Association (ASLRRA), the trade association representing the nation’s **600** Class II and III railroads. These railroads operate in **49 states** over nearly **50,000 miles of track**, or about one third of the nation’s railroad network. For large areas of the country, and particularly for small town and rural America, short line service is the only connection to the national railroad network.

A national short line railroad network map is attached.

I am testifying in support of the Short Line Railroad Rehabilitation 45G Tax Credit, first enacted in 2004 and extended six times through 2017. Each time, stand-alone legislation to extend the credit has been one of the most heavily co-sponsored and bipartisan pieces of tax legislation introduced in that Session of Congress. The current legislation, H.R. 721, introduced by Reps Lynn Jenkins and Earl Blumenauer, which would make the credit permanent, has **256** House co-sponsors, including 9 of the 15 members of the Tax Policy Subcommittee convening this hearing. A list of each of those co-sponsors is attached.

Thousands of customers that rely on our service have signed letters or travelled to Washington in testament to the broad benefits of our track infrastructure for the many communities and regions we serve. A collection of quotes from these customers is attached. We have selected a wide variety from across the country to give you a sense of the important relationship between shippers and their short lines. In general, they sound like this: *“Our serving short line railroad is truly a partner for our paper mill. The services provided, including freight haul in and out, daily switches, and rail car maintenance help us keep our mill running successfully day in and day out. It is critical to the 400 plus people employed here that our short line railroad be able to continue to operate successfully.”*

A statement from a group they have formed, known as Saving Our Service, is also attached.

The following comments are in reference to the information requested by the Committee in the hearing announcement and by Chairman Brady in a series of public statements:

**Is the credit having its intended effect?**

The credit was intended to allow short lines to spend more of what they earn rehabilitating track and bridges. Because our task was to bring back to life what were previously under-maintained Class I

branch lines that were headed for abandonment, we invest on average from 25 to 33 percent of our annual revenues back into our railroads, making us one of the most capital intensive industries in the country. At the same time, due to the relatively short distances involved in most short line routes, revenues on short lines are limited. This is why the short line 45G tax credit is so important. Since enactment, the credit has allowed us to spend an additional \$2.1 billion of our earned revenues towards the goal of our getting our network into a state of good repair. It is a critical part of how we can reinvest so much back into our small businesses and still have enough to keep the lights on and meet payrolls.

The credit's unique structure maximizes capital investment in two ways:

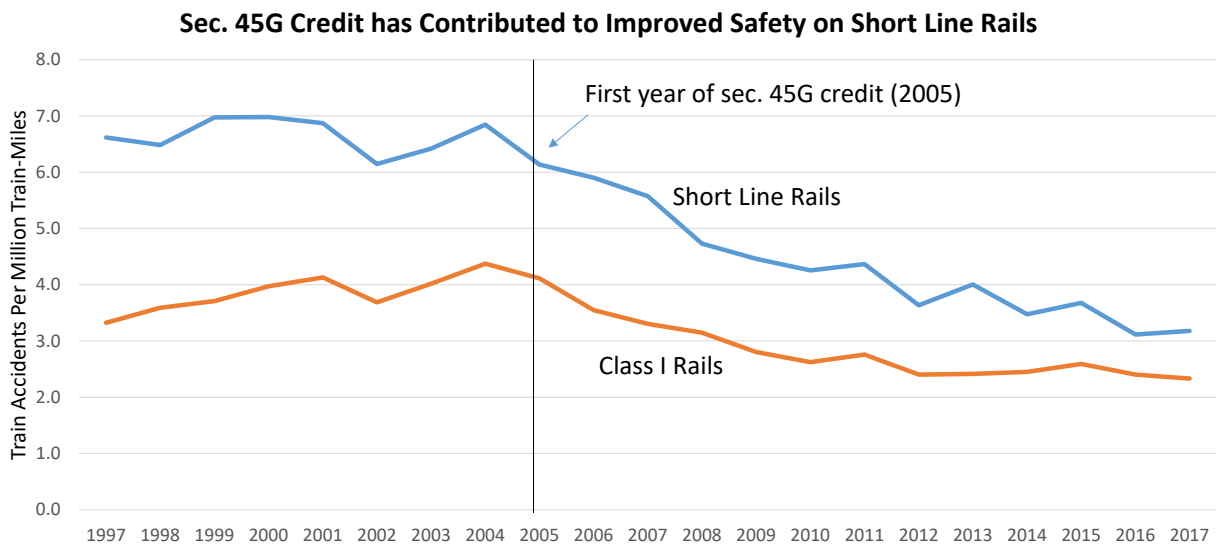
- 1) 45G requires the railroad to spend two dollars for every dollar in credit, up to the credit cap equivalent of \$3,500 per track mile. We have to invest significant amounts into our infrastructure to earn the credit.
- 2) The ability to assign eligible tax credit miles to a shipper that can use the resulting tax credit allows smaller railroads with insufficient cash flow to fund expensive rehabilitation that would otherwise be out of reach.

Here is one compelling data point that shows that the credit is meeting expectations:

For decades the Railway Tie Association has kept comprehensive statistics on railroad tie purchases. Using econometric modeling and regression analysis that controls for other factors, RTA estimates that the 45G credit results in an average increase of 800,000 short line tie purchases beyond their normalized annual purchases.

And here is another:

One measure of the improved short line railroad infrastructure supported by the 45G credit is improved safety performance. Since enactment of the 45G credit in 2004, train accidents on short line railroads have declined by more than 50 percent, from a rate of 6.84 per million train miles in 2004 to 3.18 in 2017. Short line safety performance is now approaching that of the larger Class I railroads and has improved at a faster rate than Class I railroads over the period the 45G credit has been in existence.



Notes: Train accidents not at grade crossings; Class I data exclude Amtrak.  
Source: Federal Railroad Administration.

**What is the overall economic impact of the provision? Is it incentivizing capital investment? How will it amplify the growth and competitiveness delivered by our new tax code?**

The credit's overall economic impact and value to the economy is fourfold:

- 1) Keeping shippers connected to the national freight rail network gives them access to national and global markets which would otherwise be out of reach. It is true that Midwestern grain shippers cannot complete the journey to poultry farm markets in the southeastern United States without Class I railroad service, but it is also true for many that they can't start the journey without short line service.

America's agricultural, timber, mining, manufacturing (and many more) sectors depend on short line service to get their product on the first mile of its long journey towards its ultimate destination. Without short line service, these job creating sectors would face higher transportation costs and in some cases would no longer be able to stay in business in their current locations, depriving small town and rural America of the jobs they currently provide.

- 2) Shippers receive substantial competitive benefits by using rail. On my own railroad for instance, the cost of moving the 95 miles from Clinton to Enid, Oklahoma is \$2.24 per mile versus \$3.75 per mile for comparable truck service. You multiply that by the over 10,000 short line shippers traveling over 50,000 miles of short line track and you are starting to talk about real money.
- 3) Virtually all the materials we buy to improve our rail lines – wood ties, steel rail, and stone ballast—are made in America.
- 4) Fifty percent of the cost of a rehabilitated mile of track goes to labor and, as small businesses, we contract out almost all that work to outside companies creating American infrastructure jobs in the process.

As noted, the purpose of the tax credit was to increase capital investment and that has occurred. I will use my own railroad as an example, but these facts can be repeated by virtually every short line in the country. In the last five years Farmrail's annual revenue totaled \$84 million and we spent \$34 million of that, or just over 40 percent of our revenue, on track improvements. By any measure that is a very high expenditure and \$7.7 million of that was made available by the tax credit.

45G incentivizes shippers to invest and they have. In South Dakota, for example, the improvements made by the 670-mile Rapid City, Pierre & Eastern Railroad (RCP&E) since it began operations in 2014 have already attracted over \$311 million in new facility investments by six South Dakota companies, creating over 270 new industrial and agricultural sector jobs. For years, shippers would not invest in facilities along the RCP&E's line because of unreliable service and an uncertain future. Then, the track investment and service improvements that were made in part as a result of the 45G credit resulted in increased train speeds, accommodation of industry-standard heavier rail cars, and improved reliability, which changed this reality, restored shipper confidence, and became a catalyst for new industrial development.

This result has been replicated on nearly every short line railroad across the country.

I commend to your attention a recent article by South Dakota Governor Dennis Daugaard on the importance of this investment, a copy of which I have attached to my testimony.

**Is the provision still necessary after tax reform? What is the value of keeping the credit in the new tax code?**

We believe the recent tax reform legislation benefits American families and businesses and will increase overall economic growth. However, even with the reformed tax code there is still a strong need for the support provided by the 45G credit. While 100-percent expensing will help support capital investment in other industries, it does not serve as a substitute for the 45G credit in the short line railroad industry. Under long-standing IRS rules, 75 percent of most railroad capital track investment could already be immediately expensed. Additionally, much of what we invest in track rehabilitation is considered maintenance expense and could already be immediately deducted. For these two reasons the immediate 100 percent expensing rule does not move the dial much for short lines.

Also, most short lines operate light density lines in rural America that were inherited from their Class I owners with significant deferred maintenance, so the short line owners must now re-invest huge sums, which severely limits pre-tax earnings. Make no mistake: these are viable businesses with significant benefit to the communities and regions they serve. However, the nature of the industry – serving customers who ship in small volumes combined with heavy railroad capital investment requirements, leaves much of the industry with low or no taxable income and hence little benefit from the new lower corporate tax rate.

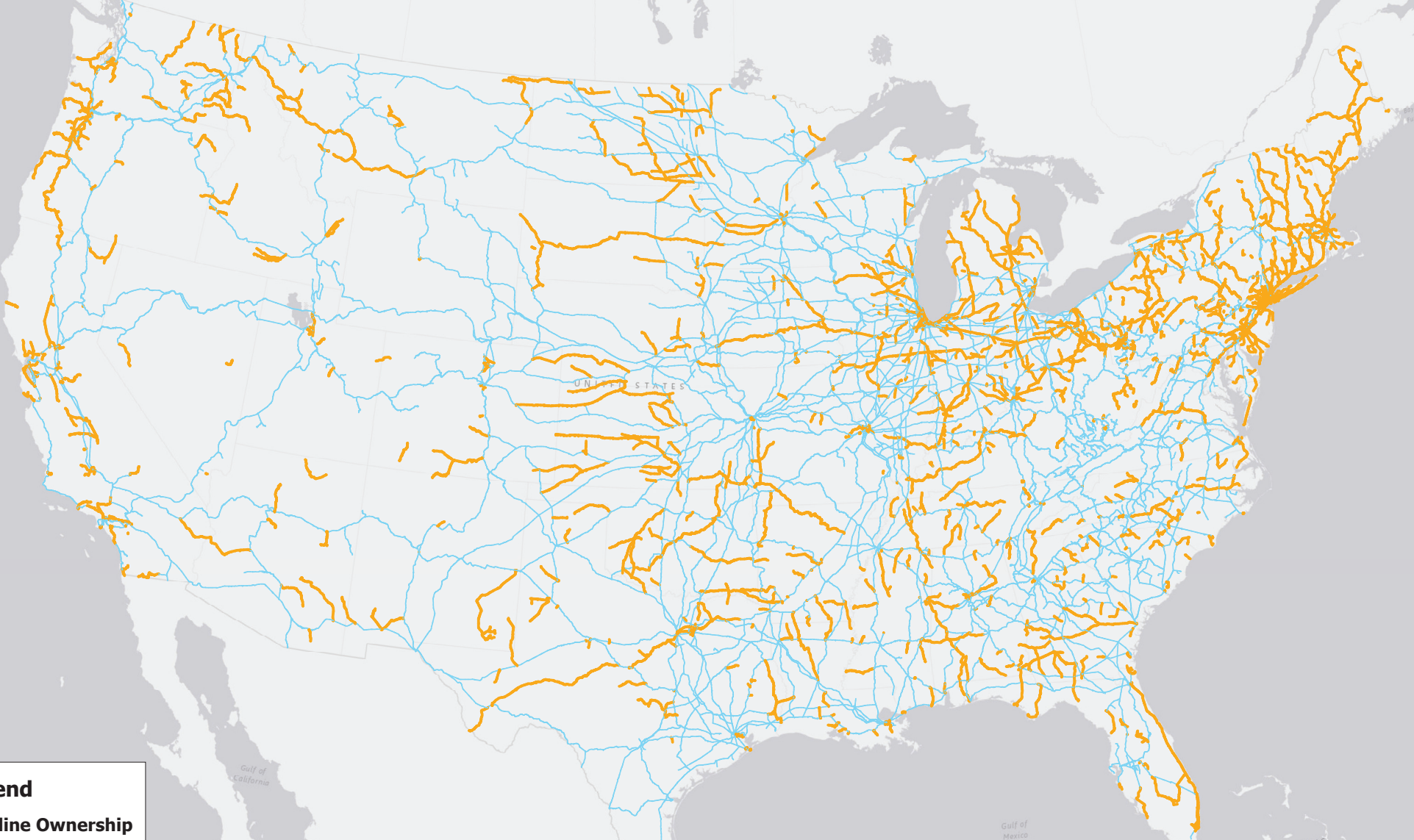
Since 45G was first enacted in 2004, short lines have used much of the tax credit installing tens of millions of ties to stabilize our most vulnerable track. Going forward, we need to invest approximately \$10.8 billion in heavier rail and upgraded bridges to complement that tie replacement and finish the job of upgrading our network to be capable of handling the now industry-standard 286,000 pound rail car.

Finally, as noted above, the ability to assign eligible track miles to a shipper that uses the short line allows smaller railroads with insufficient cash flow to fund expensive rehabilitation that would otherwise be out of reach. This is a unique and very important aspect of the 45G credit that allows short lines with limited income to continue to utilize the credit for its intended purpose.

Although not a question originally posed by the hearing announcement we would be pleased to work with the Ways & Means Committee and the Joint Committee on Taxation to provide industry data on credit usage and assist in projections of the costs and benefits of the credit under possible modifications if the credit were to be made a permanent part of the updated tax code.

I appreciate the opportunity to testify to the benefits of this tax credit and the importance of it being made permanent. On behalf of the entire short line industry let me express our strong desire to work with Congress to ensure that the short line industry remains a vital component of the American transportation network.

# Class II and Class III Railroads



**Legend**

**Mainline Ownership**

- Class II/III
- Class I

Federal Railroad Administration  
Office of Policy and Planning  
March 2018

# H.R. 721 (115TH CONGRESS) CO-SPONSORS (256)

Ralph Abraham (R-LA-5)	John Culberson (R-TX-7)	Richard Hudson (R-NC-8)	Luke Messer (R-IN-6)	Kurt Schrader (D-OR-5)
Alma Adams (D-NC-12)	Carlos Curbelo (R-FL-26)	Jared Huffman (D-CA-2)	Paul Mitchell (R-MI-10)	Austin Scott (R-GA-8)
Robert Aderholt (R-AL-4)	Rodney Davis (R-IL-13)	Bill Huizenga (R-MI-2)	John Moolenaar (R-MI-4)	Robert Scott (D-VA-3)
Rick Allen (R-GA-12)	Peter DeFazio (D-OR-4)	Randy Hultgren (R-IL-14)	Alex Mooney (R-WV-2)	Jim Sensenbrenner (R-WI-5)
Mark Amodei (R-NV-2)	Diana DeGette (D-CO-1)	Duncan Hunter (R-CA-50)	Gwen Moore (D-WI-4)	Pete Sessions (R-TX-32)
Brian Babin (R-TX-36)	John Delaney (D-MD-6)	Will Hurd (R-TX-23)	Seth Moulton (D-MA-6)	Terri Sewell (D-AL-7)
Donald Bacon (R-NE-2)	Rosa DeLauro (D-CT-3)	Evan Jenkins (R-WV-3)	Markwayne Mullin (R-OK-2)	John Shimkus (R-IL-15)
Lou Barletta (R-PA-11)	Suzan DelBene (D-WA-1)	Lynn Jenkins (R-KS-2)	Tim Murphy (R-PA-18)	Bill Shuster (R-PA-9)
Andy Barr (R-KY-6)	Jeff Denham (R-CA-10)	Bill Johnson (R-OH-6)	Jerrold Nadler (D-NY-10)	Mike Simpson (R-ID-2)
Mike Bishop (R-MI-8)	Charlie Dent (R-PA-15)	Mike Johnson (R-LA-4)	Richard Neal (D-MA-1)	Albio Sires (D-NJ-8)
Rob Bishop (R-UT-1)	Mark DeSaulnier (D-CA-11)	Walter Jones (R-NC-3)	Dan Newhouse (R-WA-4)	Louise Slaughter (D-NY-25)
Sanford Bishop (D-GA-2)	Scott DesJarlais (R-TN-4)	David Joyce (R-OH-14)	Kristi Noem (R-SD-AL)	Adam Smith (D-WA-9)
Diane Black (R-TN-6)	Mario Diaz-Balart (R-FL-25)	Marcy Kaptur (D-OH-9)	Rick Nolan (D-MN-8)	Christopher Smith (R-NJ-4)
Rod Blum (R-IA-1)	Debbie Dingell (D-MI-12)	John Katko (R-NY-24)	Donald Norcross (D-NJ-1)	Jason Smith (R-MO-8)
Earl Blumenauer (D-OR-3)	Mike Doyle (D-PA-14)	Mike Kelly (R-PA-3)	Eleanor Holmes Norton (D-DC-AL)	Lamar Smith (R-TX-21)
Lisa Blunt Rochester (D-DE-AL)	Sean Duffy (R-WI-7)	Robin Kelly (D-IL-2)	Tom O'Halleran (D-AZ-1)	Elise Stefanik (R-NY-21)
Suzanne Bonamici (D-OR-1)	Jeff Duncan (R-SC-3)	Trent Kelly (R-MS-1)	Pete Olson (R-TX-22)	Chris Stewart (R-UT-2)
Mike Bost (R-IL-12)	John Duncan (R-TN-2)	Joseph Kennedy (D-MA-4)	Steven Palazzo (R-MS-4)	Steve Stivers (R-OH-15)
Brendan Boyle (D-PA-13)	Neal Patrick Dunn (R-FL-2)	Ro Khanna (D-CA-17)	Erik Paulsen (R-MN-3)	Eric Swalwell (D-CA-15)
Robert Brady (D-PA-1)	Tom Emmer (R-MN-6)	Dan Kildee (D-MI-5)	Donald Payne (D-NJ-10)	Scott Taylor (R-VA-2)
Mo Brooks (R-AL-5)	Ron Estes (R-KS-4)	Derek Kilmer (D-WA-6)	Steve Pearce (R-NM-2)	Claudia Tenney (R-NY-22)
Susan Brooks (R-IN-5)	Elizabeth Esty (D-CT-5)	Ron Kind (D-WI-3)	Ed Perlmutter (D-CO-7)	Bennie Thompson (D-MS-2)
Julia Brownley (D-CA-26)	Blake Farenthold (R-TX-27)	Peter King (R-NY-2)	Scott Perry (R-PA-4)	Glenn Thompson (R-PA-5)
Larry Bucshon (R-IN-8)	John Faso (R-NY-19)	Steve King (R-IA-4)	Adam Kinzinger (R-IL-16)	Mike Thompson (D-CA-5)
Ted Budd (R-NC-13)	Chuck Fleischmann (R-TN-3)	Ann Kuster (D-NH-2)	Ann Kuster (D-NH-2)	Mac Thornberry (R-TX-13)
Cheri Bustos (D-IL-17)	Bill Flores (R-TX-17)	Darin LaHood (R-IL-18)	Collin Peterson (D-MN-7)	Scott Tipton (R-CO-3)
G.K. Butterfield (D-NC-1)	Jeff Fortenberry (R-NE-1)	Doug LaMalfa (R-CA-1)	Chellie Pingree (D-ME-1)	Dina Titus (D-NV-1)
Bradley Byrne (R-AL-1)	Lois Frankel (D-FL-21)	Doug Lamborn (R-CO-5)	Robert Pittenger (R-NC-9)	Dave Trott (R-MI-11)
Michael Capuano (D-MA-7)	Marcia Fudge (D-OH-11)	Leonard Lance (R-NJ-7)	Mark Pocan (D-WI-2)	Michael Turner (R-OH-10)
Salud Carbajal (D-CA-24)	Mike Gallagher (R-WI-8)	Rick Larsen (D-WA-2)	Bruce Poliquin (R-ME-2)	Fred Upton (R-MI-6)
Tony Cardenas (D-CA-29)	John Garamendi (D-CA-3)	John Larson (D-CT-1)	Jared Polis (D-CO-2)	David Valadao (R-CA-21)
Earl Carter (R-GA-1)	Bob Gibbs (R-OH-7)	Alfred Lawson (D-FL-5)	Bill Posey (R-IN-3)	Juan Vargas (D-CA-51)
John Carter (R-TX-31)	Louie Gohmert (R-TX-1)	Jason Lewis (R-MN-2)	David Price (D-NC-4)	Filemon Vela (D-TX-34)
Matt Cartwright (D-PA-17)	Robert Goodlatte (R-VA-6)	Daniel Lipinski (D-IL-3)	Mike Quigley (D-IL-5)	Tim Walberg (R-MI-7)
Steve Chabot (R-OH-1)	Paul Gosar (R-AZ-4)	Dave Loebsack (D-IA-2)	Jamie Raskin (D-MD-8)	Greg Walden (R-OR-2)
David Cicilline (D-RI-1)	Josh Gottheimer (D-NJ-5)	Zoe Lofgren (D-CA-19)	Tom Reed (R-NY-23)	Jackie Walorski (R-IN-2)
Katherine Clark (D-MA-5)	Trey Gowdy (R-SC-4)	Billy Long (R-MO-7)	Dave Reichert (R-WA-8)	Tim Walz (D-MN-1)
Mike Coffman (R-CO-6)	Kay Granger (R-TX-12)	Alan Lowenthal (D-CA-47)	Phil Roe (R-TN-1)	Randy Weber (R-TX-14)
Tom Cole (R-OK-4)	Sam Graves (R-MO-6)	Frank Lucas (R-OK-3)	Harold Rogers (R-KY-5)	Daniel Webster (R-FL-11)
Chris Collins (R-NY-27)	Tom Graves (R-GA-14)	Blaine Luetkemeyer (R-MO-3)	Mike Rogers (R-AL-3)	Peter Welch (D-VT-AL)
Doug Collins (R-GA-9)	Glenn Grothman (R-WI-6)	Stephen Lynch (D-MA-8)	Todd Rokita (R-IN-4)	Brad Wenstrup (R-OH-2)
James Comer (R-KY-1)	Brett Guthrie (R-KY-2)	Tom Marino (R-PA-10)	Tom Rooney (R-FL-17)	Bruce Westerman (R-AR-4)
Barbara Comstock (R-VA-10)	Luis Guterrez (D-IL-4)	Roger Marshall (R-KS-1)	Ileana Ros-Lehtinen (R-FL-27)	Roger Williams (R-TX-25)
K. Michael Conaway (R-TX-11)	Gregg Harper (R-MS-3)	Doris Matsui (D-CA-6)	Dennis Ross (R-FL-15)	Frederica Wilson (D-FL-24)
Gerald Connolly (D-VA-11)	Andy Harris (R-MD-1)	Michael McCaul (R-TX-10)	David Rouzer (R-NC-7)	Joe Wilson (R-SC-2)
Paul Cook (R-CA-8)	Vicky Hartzler (R-MO-4)	Betty McCollum (D-MN-4)	Lucille Roybal-Allard (D-CA-40)	Rob Wittman (R-VA-1)
Jim Costa (D-CA-16)	Alcee Hastings (D-FL-20)	Jim McGovern (D-MA-2)	C.A. Dutch Ruppersberger (D-MD-2)	Steve Womack (R-AR-3)
Ryan Costello (R-PA-6)	Denny Heck (D-WA-10)	David McKinley (R-WV-1)	Bobby Rush (D-IL-1)	John Yarmuth (D-KY-3)
Joe Courtney (D-CT-2)	Jaime Herrera Beutler (R-WA-3)	Cathy McMorris Rodgers (R-WA-5)	Tim Ryan (D-OH-13)	Kevin Yoder (R-KS-3)
Kevin Cramer (R-ND-AL)	Jody Hice (R-GA-10)	Mark Meadows (R-NC-11)	Linda Sanchez (D-CA-38)	David Young (R-IA-3)
Rick Crawford (R-AR-1)	Brian Higgins (D-NY-26)	Patrick Meehan (R-PA-7)	Brad Schneider (D-IL-10)	Don Young (R-AK-AL)
	French Hill (R-AR-2)			Lee Zeldin (R-NY-1)

# S. 407 (115TH CONGRESS) CO-SPONSORS (56)

Tammy Baldwin (D-WI)	Michael Crapo (R-ID)	Martin Heinrich (D-NM)	Lisa Murkowski (R-AK)	Debbie Stabenow (D-MI)
Michael Bennet (D-CO)	Steve Daines (R-MT)	Heidi Heitkamp (D-ND)	Christopher Murphy (D-CT)	Dan Sullivan (R-AK)
Richard Blumenthal (D-CT)	Joe Donnelly (D-IN)	Dean Heller (R-NV)	Patty Murray (D-WA)	Jon Tester (D-MT)
Roy Blunt (R-MO)	Tammy Duckworth (D-IL)	John Hoeven (R-ND)	Bill Nelson (D-FL)	John Thune (R-SD)
John Boozman (R-AR)	Dianne Feinstein (D-CA)	James Inhofe (R-OK)	Rand Paul (R-KY)	Tom Udall (D-NM)
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Maria Cantwell (D-WA)	Al Franken (D-MN)	Angus King (I-ME)	Jim Risch (R-ID)	Elizabeth Warren (D-MA)
Benjamin Cardin (D-MD)	Cory Gardner (R-CO)	Amy Klobuchar (D-MN)	Pat Roberts (R-KS)	Roger Wicker (R-MS)
Bob Casey (D-PA)	Kirsten Gillibrand (D-NY)	Patrick Leahy (D-VT)	Mike Rounds (R-SD)	Ron Wyden (D-OR)
Thad Cochran (R-MS)	Lindsey Graham (R-SC)	Edward Markey (D-MA)	Charles Schumer (D-NY)	
Susan Collins (R-ME)	Kamala Harris (D-CA)	Jeff Merkley (D-OR)	Jeanne Shaheen (D-NH)	
Chris Coons (D-DE)	Maggie Hassan (D-NH)	Jerry Moran (R-KS)	Tina Smith (D-MN)	

## **Short Line Railroad Customers Talk about Service and the Short Line Rehabilitation Tax Credit**

### **Kevin Remyse, of Pacific Northwest Oil, in Stockton, CA**

*A customer of the Stockton Terminal & Eastern Railroad*

“This is the only railroad serving our terminal, without it we cannot receive the liquid asphalt we use to manufacture and sell our products.”

### **Carlos Rojas, of Alpinos Logistics and Distribution, in Miami, FL**

*A customer of the Florida East Coast Railway*

“The opportunity to have access to regional rail freight is the root of our business expanding the commercial opportunities of transport throughout the country and assists in cutting congestion on our roads. This advantage permits us to service our customers with alternatives and builds job opportunities in our area.”

### **Robert Glezen, of Mont Eagle Mills, Inc., in Oblong and Palestine, IL**

*A customer of the Indiana Rail Road*

“Short line railroads are an increasingly important piece of our nation's infrastructure. Our business depends upon the Indiana Rail Road to serve the agricultural base of southeastern Illinois.”

### **Jeffrey Johnson, of Millennium Roads, LLC., in Worcester, MA**

*A customer of the Providence & Worcester Railroad*

“Short line RR's are an integral part of my business. Without them, I would suffer increased costs using truck freight. With the increased erosion of our road and bridge infrastructure it is imperative that the short lines receive any available assistance from our Federal Government for the survivability of business in America.”

### **Matthew Hamm, of Deflecto, in Dover, OH**

*A customer of the R.J. Corman Railroad Company*

“Our business is supported by R.J. Corman Railroad. We are a plastic sheet extruder and bring our PVC resin in by railcar. It is our most critical raw material. Being serviced by R.J. Corman allows us to be competitive globally. Without them servicing our business, we would not be able to survive.”

### **James Lang, of Ainsworth Pet Nutrition, in Meadville, PA**

*A customer of the Western New York & Pennsylvania Railroad*

“We depend on grains from the Midwest for our pet food production, and we could not operate our facility without the lifeline that short line rail service provides. Please help keep this vital service in place”

### **Tim Luiken, of Oahe Grain Corp., in Onida, SD**

*A customer of the Rapid City, Pierre & Eastern Railroad*

“If it wasn't for the short line rail road, the Rapid City, Pierre & Eastern Railroad (RCPE), that services our facility Oahe Grain Corp we would not have the marketing advantage to be competitive in the market place for our customers, the farmers.”

### **Jordan Goerger, of Ardent Mills, LLC, in Sherman, TX**

*A customer of the Texas Northeastern Railroad*

“The short line is vital to our business – our main means of transportation for incoming material.”

### **Steve Stivala, of MacMillan-Piper, in Tacoma, WA**

*A customer of Tacoma Rail*

“The short line railroad provides us with consistent and reliable service on a daily basis. By meeting our needs and requirements, we are better able to service our customers.”

### **George Bonner, of Hampton Lumber Sales, in Willamina, OR**

*A customer of the Portland & Western Railroad*

“The success of our business is completely dependent upon the ability of the Portland & Western Railroad servicing our facility. America is dependent upon our rail infrastructure and it is our responsibility to make sure it continues.”

# SAVING OUR SERVICE

THE WAY SHIPPERS KEEP IT MOVING...

598 companies, serving 1644 locations in 49 states and the District of Columbia, agree that the **BRACE Act** (H.R. 721 and S. 407) is good for railroad shippers. Congress must take action to preserve rail service for short line customers.

**Alabama:** 84 Lumber Company, Agri-Afc, American Alloy Steel, Ampro Products Inc., Baldwin Transfer, Bentonite Performance Minerals, Berg Steel Pipe Corp., Cox Industries, Inc., Heritage Freight Warehousing & Logistics, LLC, Heritage Plastics, Inc., Imerys, Independence Tube, Inc., International Paper, Junction City Reload, Mineral Manufacturing Corporation, Omya Inc., Pacific Woodtech Corporation, Rail Solutions of Florida LLC, Schritzer Southeast LLC, Sherwood Lumber, SSA Gulf, Tank Lining of Paris, Inc., Tarkett Alabama, Inc., The Mallory Group, Top Rail Solutions, Inc., Tyson Foods, Inc., WestRock, Weyerhaeuser, **Alaska:** Bentonite Performance Minerals, **Arizona:** 84 Lumber Company, Freeport McMoran, Junction City Reload, Potters Industries LLC, Rose Acre Farms, **Arkansas:** Anthony Timberlands, Inc., Ash Grove Cement, Batesville Cold Storage, Clearwater Paper Corp, Cottonseed Co-Op Corporation, Domtar, Entergy Services, Inc., FSTI Chemical and Logistics, General Cable, GlobeSource Consumer Products, Green Bay Packaging, Griffin River Terminal, Hexion, J. Bury Services, Livestock Nutrition Center, Omya Inc., Poinselt Rice and Grain Inc., Producers Rice Mill, Inc., Tank Lining of Paris, Inc., Top Rail Solutions, Inc., United Initiators, We Pack Logistics, We Slow, Inc., Weyerhaeuser, **California:** 84 Lumber Company, Advanced Logistics, Agroliquid, Arizona Chemical, F. Korbel & Bros., Inc., Fleenor Company, Hydrite Chemical Co., Millennium Packaging Service Inc., Mizkan America, Inc., Northstar Chemical Inc., Norton Packaging, Inc., Olam, Omya Inc., Pacific Abrasives, Pacific Northwest Oil, Patrick Enterprises dba Superior Soil Supplements, Plains Midstream Canada, Planters Rice Mill, Reagent Chemical & Research, Richard Best Transfer, Inc., Sierra Pacific Refrigerated Services, SOS Crane & Trucking, South Dakota Soybean Processors, LLC, Stockton Coil Center, Inc., Stockton Railcar Repair, Wardley Inc., Walco Terminal and Port Services, WW Feed LLC, **Colorado:** Allweather Wood, LLC, Altas Oil, Certified DEF, CHS Grainland, Flagler Cooperative, Halliburton, Imerys, Junction City Reload, Pacific Woodtech Corporation, Renewable Fiber, Inc., RMT, Stratton Equity Coop, The Scouler Company, The Western Sugar Cooperative, Vestas-American Wind Technology, Inc., West Plains LLC, **Connecticut:** Altnex, Can-Am Trading & Logistics, LLC, CWP, LLC, Freeport McMoran, Logistec USA, Millennium Roads, LLC., Plains Midstream Canada, Rawson Materials, Red Technologies, LLC, Reynolds Consumer Products, Russo Brothers Inc., Salfine Warior, Inc., Shelburne Limestone Corporation, SSA Gulf, Superior Plastics Extrusion Company Inc., The Anastasio Group, Town of Windham, **Delaware:** 84 Lumber Company, **District of Columbia:** The Anastasio Group, **Florida:** 84 Lumber Company, Allied American Corp., Alpinos Logistics and Distribution, American Alloy Steel, American Motive Power, Inc., Arizona Chemical, Cemex USA, Clay Ingels Co. LLC, Cobalt Transport Services, Empire Transload LLC, Florida Public Utilities, Gilman Building Products, LLC, GlobeSource Consumer Products, Hamburg Sud, Hawkins Inc., IMEX Converting, LLC, Interdom LLC, J.B. Hunt Transport, Inc., Jones Logistics, Junction City Reload, Malco Industries, Inc., McLeod Law Firm, MCL (America) Inc., Momentum Transportation USA, Inc., Omya Inc., Pacific Woodtech Corporation, Parsec, Inc., Plains Midstream Canada, Rail Solutions of Florida LLC, Seaboard Marine, Shelburne Limestone Corporation, Sherwood Lumber, Silver-Line Plastics, Synergy Recycling LLC, The Andersons Inc., Titan Florida, Toys R Us, TTS, LLC, US Foundry & Mfg, USA Logistics - division of USA Truck, Inc., Weimer Logistics, WestRock, Yang Ming (America) Corp., **Georgia:** 84 Lumber Company, Agroliquid, American Potters, Inc., Ampro Products Inc., Arizona Chemical, Birdsong Peanuts, Constellation Brands-Bever Division, Cox Industries, Inc., Darling Ingredients Inc., East Coast Terminal Company, Gilman Building Products, LLC, Imerys, IMEX Converting, LLC, International Auto Processing, INC, International Feed, Jones Logistics, Lineage Logistics dba Flint River Services, LLC, Logistec USA, MillerCoors, Norton Packaging, Inc., Oil-Dri Corporation of America, Omya Inc., Owens Corning Sales, LLC., Oxford Construction Company, PCA, R. W. Griffin Industries, LLC, Roche Farm And Garden, Rose Acre Farms, Savannah Marine Terminal, Schritzer Southeast LLC., SeaGate Handling, Inc., South Dakota Soybean Processors, LLC, Standlee Premium Western Forage, Stella-Jones Corporation, Synergy Recycling LLC, The Anastasio Group, The Mallory Group, Toys R Us, USA Logistics - division of USA Truck, Inc., Venture Commodities, Inc., Yang Ming (America) Corp., **Idaho:** Columbia River Carbonates, Planters Rice Mill, Standlee Premium Western Forage, Stimson Lumber Company, Walco Terminal and Port Services, Wm. B. Morse Lumber Co., **Illinois:** 84 Lumber Company, American Motive Power, Inc., Behr Iron & Steel Inc., ECN Capital Corp., Exelon-ComEd, Great Northern Lumber, Heritage Environmental Services, LLC, IMEX Converting, LLC, Independence Tube, Inc., Ingredion Inc., Lincolnland Agri-Energy LLC, Michels Materials, Mont Eagle Mills, Inc., Nidera, Omya Inc., Owens Corning Sales, LLC., Pacific Woodtech Corporation, Paragon Mfg Inc, Parkside Warehouse, Regal Petroleum, Reynolds Consumer Products, Roquette America Inc., Skyway Cement, Tank Lining of Paris, Inc., Total Grain Marketing, Unilever, **Indiana:** 84 Lumber Company, Bentonite Performance Minerals, Carmeuse Lime and Stone, Certified DEF, CGB Enterprises, Darling Ingredients Inc., Domtar, Duke Energy, Graber Post Buildings, Inc., Heritage Environmental Services, LLC, Hoosier Energy REC Inc., Indianapolis Power & Light Co., Jadcore, LLC, K & K Industries, Inc., Kent Grain, Malarkey Roofing, Manley Bros, Merchandise Warehouse, Metal Traders d/b/a Triad Metals International, Norton Packaging, Inc., Omnisphere Corporation, Omya Inc., Reynolds Consumer Products, Safety-Kleen, Superior Ag Resources, Superior Oil Company, The Anastasio Group, **Iowa:** Agroliquid, Archer Daniels Midland Company, Behr Iron & Steel Inc., Bentonite Performance Minerals, Gralnek-Dunitz Co., Inc., Grommark, Hansen Mueller Co, Key Cooperative, MaxField Cooperative, Merchants Distribution Service, Omya Inc., Reagent Chemical & Research, Rock Falls Grain Co, Roquette America Inc, Schmaddeke Feed Mill Inc., Tanner Industries, Wheeler Lumber, **Kansas:** AgMark, Agroliquid, Archer Daniels Midland Company, Ardent Mills, LLC, Ash Grove Cement, Central Plains Co-op, Coffeyville Resources Terminal, LLC, Columbian Chemicals, Darling Ingredients Inc., Frontier Ag, Inc, Midway Coop, Rangeland Cooperatives, Inc., The Great Bend Cooperative Association, The Scouler Company, Top Rail Solutions, Inc., **Kentucky:** 84 Lumber Company, American Motive Power, Inc., American Refining Group, Inc., Baker Iron & Metal Company, Beam Sinter, Bentonite Performance Minerals, Clay Ingels Co. LLC, Darling Ingredients Inc., Derby City Rail Services, Gerdau, Jiff Peanut Butter, Novelis Inc., Novis Sand Company, Omya Inc., Ow's Head Alloys, Pacific Woodtech Corporation, Reagent Chemical & Research, Reynolds Consumer Products, Seaboard International Forest Products, LLC, Standlee Premium Western Forage, Triple M Metal, W. T. Young Storage Company, **Louisiana:** 84 Lumber Company, AEROPRES Corporation, Bentonite Performance Minerals, Columbian Chemicals, M A Patout & Son Limited, LLC, Material Translogistics Inc, M-I SWACO, A

Schlumberger Company, Mizkan America, Inc., Tank Lining of Paris, Inc., Top Rail Solutions, Inc., Weyerhaeuser, **Maine:** Cox Industries, Inc., Dead River Company, GAC Chemical Corporation, Gillies & Prittle, Inc., Imerys, J.B. Hunt Transport, Inc., NEPW Logistics, Omya Inc., Plains Midstream Canada, Savage Safe Handling, Sazerac CO - Mr Boston Brands DBA Boston Brands of Maine, Schritzer Steel, Shelburne Limestone Corporation, The Maine Wood Treaters, Inc, Verso Paper, **Maryland:** 84 Lumber Company, Lehigh Cement Company, Omya Inc., Pacific Woodtech Corporation, Redland Brick, Standlee Premium Western Forage, **Massachusetts:** American Dry Ice Corporation, American Steel and Aluminum LLC, Ardent Mills, LLC, Bentonite Performance Minerals, Delaware Express, Dennison Lubricants Inc., Eagle Logistics Group LLC, Essroc Cement Corp, FLW Wood Products, Inc, and FLW International, Inc., J.B. Hunt Transport, Inc., Langevin Forest Products, Inc., Lehigh Cement Company, Mapleleaf Distribution Services, Inc., Millennium Roads, LLC., Northeast Technologies, Inc., Plains Midstream Canada, Railroad Distribution Services, RVJ INC, Salfine Warior, Inc., Schritzer Steel, Sherwood Lumber, South Dakota Soybean Processors, LLC, Southern States Cooperative Inc., T-Branch, LLC, Tunnel Hill Partners, **Michigan:** Agroliquid, American Refining Group, Inc., BaySide Best Beans, Bentonite Performance Minerals, Burroughs Materials-Wallace Quay, Cooperative Elevator Co., Darling Ingredients Inc., GlobeSource Consumer Products, Helena Chemical Company, Ither Bean & Grain, Michigan Agricultural Commodities, Michigan Polish Company, Michigan Sugar Company, Omya Inc., Oxbow Fertilizer LLC, Pacific Woodtech Corporation, PCA, POET biorefining, Reagent Chemical & Research, Vestas-American Wind Technology, Inc., **Minnesota:** Ardent Mills, LLC, Bentonite Performance Minerals, Choice Grain, LLC, Coop Country Farmers Elevator, Farmers Co-operative Elevator Co., GCC, Glacial Plains Cooperative, Harvestland Cooperative, Heartland Corn Products, Intermodal Services Inc, International Feed, Junction City Reload, Lehigh Cement Company, Malarkey Roofing, Meadowland Farmers Coop, Minn-Kota Ag Products, Omya Inc., Pacific Woodtech Corporation, Red River Grain Co., Rohsay Farmers Coop, South Central Grain and Energy, Southern Minnesota Beef Sugar Cooperative, Western Consolidated Cooperative, Wheeler Lumber, **Mississippi:** 84 Lumber Company, Akzo Nobel, Inc., American Alloy Steel, Bentonite Performance Minerals, Cottonseed Co-Op Corporation, Express Grain Terminals, LLC, Fishbell Feeds, Inc., Heffage Plastics, Inc, Jones Logistics, Oil-Dri Corporation of America, Omya Inc., Parman Energy Corporation, Producers Rice Mill, Inc., Steel Dust Recycling, USG Interiors Inc., Weyerhaeuser, **Missouri:** 84 Lumber Company, Branson Scenic Railway, Certified DEF, Champion Brands, LLC, Cox Industries, Inc, Emerson Tool Co., MFA, Inc, Omya Inc., PSC Metals, Inc, Tank Lining of Paris, Inc., **Montana:** Agroliquid, Certified DEF, Plains Midstream Canada, Rockpile Energy Services, The Western Sugar Cooperative, US Minerals Inc, Walco Terminal and Port Services, **Nebraska:** Coffeyville Resources Terminal, LLC, GCC, Junction City Reload, Lozier Corporation, Manning Rail, Inc., The Anastasio Group, The Scouler Company, The Western Sugar Cooperative, West Plains LLC, Wheeler Lumber, **Nevada:** Certified DEF, **New Hampshire:** Country Home Products Inc., Dead River Company, Pacific Woodtech Corporation, Plains Midstream Canada, Schritzer Steel, **New Jersey:** 84 Lumber Company, Certified DEF, Constellation Brands-Bever Division, Durand Glass Mfg Co., FLW Wood Products, Inc, and FLW International, Inc., Heritage Environmental Services, LLC, Inerstate Commodities, Inc., Owens Corning Sales, LLC., Sherwood Lumber, Texon LP, Tunnel Hill Partners, **New Mexico:** Altas Oil, Certified DEF, Ferza Truck and Rail, Freeport McMoran, Junction City Reload, Keane Frac, LP, Mount Franklin Foods, Santa Teresa Ag Transload, Southwest Steel Coil, Inc, W, Silver Recycling, Inc., **New York:** 84 Lumber Company, Allied Frozen Storage Inc, American Alloy Steel, Ardent Mills, LLC, Aries Chemical Inc., Bales Mill Inc., Bentonite Performance Minerals, Bestway Enterprises, Inc., Can-Am Trading & Logistics, LLC, Cargill Feed and Nutrition, Chapin, Cox Industries, Inc, Diamond Hurwitz Scrap LLC, Edward Arnold Scrap Processor/Easco Brokerage, Genessee Reserve Supply Inc., Gemart Asphalt Products, Inc., Global Partners, LP, Gold Star Feed and Grain, LLC, Growmark FS LLC, Harbor Point Mineral Products, Inc., Heritage Environmental Services, LLC, Hi Crush Proppants, LLC, Hoosier Magnetics, Inc., Inerstate Commodities, Inc., James E. Strates Shows, Junction City Reload, Keane Frac, LP, Matthews and Fields Lumber Co., Maxam US LLC, Metolico Buffalo Shredding and Recovery, Metolico Rochester Inc., Millennium Roads, LLC., New York Bean LLC, Pacific Woodtech Corporation, Potters Industries LLC, Rawson Materials, Regional Logistics Group, Sargent Transportation Lines Inc, Seaboard International Forest Products, LLC, Shelburne Limestone Corporation, Sherwood Lumber, Shuman Plastics, Slack Chemical Co., Inc., Sonoco Products Company, Sovena USA, The Anastasio Group, Tunnel Hill Partners, W.H. Rhinehart Inc., Worthington Industries, **North Carolina:** 84 Lumber Company, Berry Plastic Inc., Bestway Enterprises, Inc., Builders Firstsource, Cox Industries, Inc., Domtar, Hexion, Jadcore, LLC, Lee Iron & Metal Co., Inc., Lehigh Cement Company, Lucust Lumber Co Inc, Noble Oil Services, Inc., Oakboro Oil Co., Inc., Omya Inc., Owens Corning Sales, LLC., Pacific Woodtech Corporation, Planters Rice Mill, Shelburne Limestone Corporation, Silver-Line Plastics, Tyson Foods, Inc., Underwood & Weld Company Inc., Weyerhaeuser, Yadkin Valley Railroad, **North Dakota:** Agroliquid, Allied Energy and Allied Agronomy, Ardent Mills, LLC, Braeten Farms, Direct Grain, Edgeley Bean Receiving, LLC, GCC, James Valley Grain, Junction City Reload, Larson Grain Company, Maple River Grain and Agronomy, LLC, Minn-Kota Ag Products, Pacific Abrasives, Plains Midstream Canada, Rockpile Energy Services, South Dakota Wheat Growers, Tharaldson Ethanol Co., Wagner Farms, Walco Terminal and Port Services, Wheeler Lumber, **Ohio:** 84 Lumber Company, American Alloy Steel, American Refining Group, Inc., Anchorglass Container, Ardent Mills, LLC, Bentonite Performance Minerals, Carmeuse Lime and Stone, CGB Enterprises, Cincinnati Bulk Terminals LLC, Cox Industries, Inc, D&D Ingredient Distributors, Inc., Darling Ingredients Inc., Deflecto, First Flare and Repair, LLC, Global Partners, LP, Heritage Cooperative, Hi Crush Proppants, LLC, Huhlamaki Inc., New Vienna, Junction City Reload, Keane Frac, LP, Keynes Bros. Inc., Manley Bros, Marfile, Mercer Landmark, Inc., National Lime and Stone, Oleef Processing Ltd., Omya Inc., Owens Corning Sales, LLC., Pacific Woodtech Corporation, Plains Midstream Canada, Polyflex, PolyOne Corp., PSC Metals, Inc, RMT, Texon LP, The Anastasio Group, The Olen Corporation, Tunnel Hill Partners, Van Wert Terminal LLC, Westmoreland Coal, Wheeler Lumber, **Oklahoma:** American Alloy Steel, Anchor Drilling Fluids, Ash Grove Cement, Bentonite Performance Minerals, Bohon Express LLC, Bi-Chem Supply Corporation, Custer City Farmers Coop Exchange, Darling Ingredients Inc., Dolese Bros Co., Frontier Forest Products, Inc., FSTI Chemical and Logistics, Hampel Oil-Syre OK, Huber Engineered Woods, LLC, Hughes Lumber, JKM

Ventures inc., Malarkey Roofing, Manley Bros, M-I SWACO, A Schlumberger Company, Pattison Sand Company, LLC, Reagent Chemical & Research, Royal Manufacturing Co. LP, Silver-Line Plastics, SSA Gulf, Stockman's Milling, Inc., T & J Marketing, Inc., Texon LP, The Scouler Company, Top Rail Solutions, Inc., Trinity Industries, TrinityRail Maintenance Services, Inc., United States Gypsum, Western Producers Cooperative, Weyerhaeuser, **Oregon:** Batesville Cold Storage, BP, Cascade Warehouse Company, Columbia River Carbonates, Grange Co-op, Hampton Lumber Sales, Independent Dispatch, Knife River - Northwest, Marion Ag Service, Inc., Northstar Chemical Inc., Owens Corning Sales, LLC., Pacific Abrasives, Pacific Terminal Services, Inc., Potters Industries LLC, Protein Products Inc, Seneca Sawmill, SSA Gulf, Stimson Lumber Company, Swanson Group Mfg, Teevin Bros Land & Timber Co, LLC, Valley Fresh Foods Inc., White's Hauling & Fam LLC, Wilco-Winfield LLC, Wm. B. Morse Lumber Co., WW Feed LLC, **Pennsylvania:** 4N Corporation, 7D Wholesale, 84 Lumber Company, Advanced Waste Services, Inc, Ainsworth Pet Nutrition, American Alloy Steel, American Dry Ice Corporation, American Motive Power, Inc., American Refining Group, Inc., Ardent Mills, LLC, Bentonite Performance Minerals, Bestway Enterprises, Inc., Brojack Lumber, Cargill Feed and Nutrition, Certified DEF, Domtar, DuBrook, Inc., G.R.Mitchell, Inc., Gemart Asphalt Products, Inc., Gordon Recycling Services, Hi Crush Proppants, LLC, Inerstate Commodities, Inc., James Austin Company, Junction City Reload, Keane Frac, LP, Keystone Petroleum, Keystone Rail Recovery, LLC, Lehigh Cement Company, Linde Corporation, Manley Bros, Metal Traders d/b/a Triad Metals International, M-I SWACO, A Schlumberger Company, Millennium Packaging Service Inc., Monadnock Non Wovens LLC, National Lime and Stone, Nicholas Enterprises Inc., North Pier Energy, Oleef Processing Ltd., Omya Inc., Pacific Woodtech Corporation, Pattison Sand Company, LLC, Quality Warehouse, Inc., Reagent Chemical & Research, Recon Construction Services Inc., RMT, Sasol Chemicals (USA) LLC, Schoenberg Salt Company, Shelburne Limestone Corporation, Simona America, SSA Gulf, Stella-Jones Corporation, Tanner Industries, Texon LP, The Ransom Quarry Co., Inc, Trevdan Building Supply, Tunnel Hill Partners, Valier Coal Yard, **Rhode Island:** BB&S Treated Lumber of New England, Lehigh Cement Company, Schritzer Steel, **South Carolina:** 84 Lumber Company, Bentonite Performance Minerals, Cox Industries, Inc, Domtar, International Feed, James E. Strates Shows, Nucor Steel South Carolina, Omya Inc., Plains Midstream Canada, Sonoco Products Company, The Anastasio Group, The C. F. Sauer Company, The Mallory Group, Triple M Metal, Vulcanraft South Carolina, Yadkin Valley Railroad, Yang Ming (America) Corp., **South Dakota:** CHS Border States, Cone Ag, Dakota Mill & Grain, Dakota Warehouse, GCC, Harold Terminal, Junction City Reload, Nestle Purina PetCare Company, Novita Nutrifill, LLC, Oahe Grain Corp, Red River Grain Co., Ringneck Energy, South Dakota Pulse Processors LLC, South Dakota Soybean Processors, LLC, South Dakota Wheat Growers, Wheeler Lumber, **Tennessee:** 84 Lumber Company, Bentonite Performance Minerals, Certified DEF, CFC Recycling Inc., Chism Hardy Investments, LLC, Coffee Farmers Coop, Cornerstone Systems, Jostens, Kentucky-Tennessee Clay Co., Myster Trade & Marketing AG, Omya Inc., Pacific Woodtech Corporation, PSC Metals, Inc, Queen City Railroad Construction, Regal Petroleum, Republic Plastics, Tank Lining of Paris, Inc., The Knoxville Locomotive Works, Inc., The Mallory Group, Tri-County Railroad Authority, Underwood & Weld Company Inc., White Co Farmers Co-op, Yadkin Valley Railroad, **Texas:** 84 Lumber Company, Ablene Ag Service & Supply Inc, Agroliquid, American Alloy Steel, American Plant Food Corporation, Archer Daniels Midland Company, Ardent Mills, LLC, Arizona Chemical, Altas Oil, Bentonite Performance Minerals, Brick Selections, Builders Firstsource, C&C Transload, LLC, Calumet Perreco, Certified DEF, Chapa Quiroga LLC, Ci Logistics LLC, cru trading co, Dallas Transfer and Terminal Warehouse Company, Daniel B. Hastings Inc., Darling Ingredients Inc., Dix Shipping Co., Inc., DMG Equipment Company, LTD, Emerson Tool Co, Faimount/Santorl, Ferza Truck and Rail, FSTI Chemical and Logistics, Garcia Grain Trading Co., Georgetown Rail Equipment Co., Hafco Services Inc, Headwaters Resources, Hi Crush Proppants, LLC, Hollon Oil Company, Junction City Reload, Kapstone, Kasberg Grain Corporation, Keane Frac, LP, Livestock Nutrition Center, Logistica Integral en Transportation, Lone Star Railcar Storage Company, Manley Bros, McAllen Foreign Trade Zone Inc., Millennium Packaging Service Inc., Mission EDC, Novalex, Omya Inc., Owens Corning Sales, LLC., Pacific Woodtech Corporation, Pattison Sand Company, LLC, Pinnacle Sands LLC, Potters Industries LLC, Premier Silica/Pioneer Natural Resources, Quick Build Homes & Lumber, Inc., Reagent Chemical & Research, Rose Acre Farms, Royal Manufacturing Co. LP, Sherwood Lumber, Southwest Steel Coil, Inc., SPR Packaging LLC, Stockman's Milling, Inc., Tank Lining of Paris, Inc., Texas Pacifico Transportation, LTD, The Mallory Group, Top Rail Solutions, Inc., UFP Schertz LLC, Valley Coop oil mill, Vestas-American Wind Technology, Inc, W, Silver Recycling, Inc., We Pack Logistics, We Slow, Inc., West Plains LLC, Wilkinson Ray Iron & Metal, Inc, Zasky Lumber Co., **Utah:** Ardent Mills, LLC, BHS Marketing LLC, Omya Inc., Reagent Chemical & Research, SSA Gulf, Wheelwright Lumber Company, **Vermont:** Cargill Feed and Nutrition, Caris Reels Inc., Cersosimo Industries, Inc., Country Home Products Inc, Couture Trucking Inc., Dead River Company, Gillies & Prittle, Inc., Global Partners, LP, Gold Star Feed and Grain, LLC, James E. Strates Shows, Langevin Forest Products, Inc., Plains Midstream Canada, Seaboard International Forest Products, LLC, Troy Minerals, White River Traffic Group, Inc., **Virginia:** 84 Lumber Company, Ampro Products Inc, Bentonite Performance Minerals, Cox Industries, Inc, Lehigh Cement Company, Omya Inc., Stella-Jones Corporation, The Anastasio Group, **Washington:** AgVentures NW, Akzo Nobel, Inc., Almirra Farmers Warehouse Company, Bentonite Performance Minerals, Calumet Perreco, Central Washington Grain Growers, Inc, Certified DEF, Columbia River Carbonates, Darling Ingredients Inc., Highline Grain, LLC, MacMillan-Piper, Northstar Chemical Inc., Orville Reman and Reload, Pacific Abrasives, Sawyer & Sawyer Inc, South Dakota Soybean Processors, LLC, Valley Fresh Foods Inc., Walco Terminal and Port Services, Wilco -Winfield LLC, Wm. B. Morse Lumber Co., WW Feed LLC, **West Virginia:** 84 Lumber Company, FSTI Chemical and Logistics, Reagent Chemical & Research, Reynolds Consumer Products, **Wisconsin:** 84 Lumber Company, Advanced Waste Services, Inc, Cedar Creek LLC, Charter NEX Films, Inc., Cox Industries, Inc, Darling Ingredients Inc., Green Bay Packaging, Janesville Sand & Gravel Co., Michels Materials, Omya Inc., Pattison Sand Company, LLC, PCA, Pinnacle Foods Group, LLC, Top Rail Solutions, Inc., Wheeler Lumber, **Wyoming:** C&C Transload, LLC, First Flare and Repair, LLC, Imerys, Intermodal Services Inc, Maxam US LLC, Nestle Purina PetCare Company, Pacific Woodtech Corporation, Reagent Chemical & Research, TAG Environmental Inc., Tank Lining of Paris, Inc., The Western Sugar Cooperative, Vestas-American Wind Technology, Inc.,

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# Rail investments can boost local economies

BY GOV. DENNIS DAUGAARD, OPINION CONTRIBUTOR — 03/07/18 09:30 AM EST  
THE VIEWS EXPRESSED BY CONTRIBUTORS ARE THEIR OWN AND NOT THE VIEW OF THE HILL



Infrastructure is at the forefront of policy discussions these days. The White House recently released its plan for a massive infrastructure program. Governors and state legislatures across the country are having their annual debates over how to stretch limited dollars and how to pay for much-needed infrastructure programs. As we start to see the signs of warmer weather, we also start to see more road signs and barrels as we approach peak construction season.

Today, highlighting Railroad Day on Capitol Hill, representatives from railroads of all sizes will be joined in Washington, D.C. by the companies that supply railroads and other stakeholders. This includes those providing parts and technology for trains, those that help maintain railroad rights-of-way, rail labor unions and public officials who understand the importance of the freight rail network to companies and communities nationwide.

This is important because it is the backbone of the economy, the workhorse of global trade and the connector between companies and communities large and small across the country.

In South Dakota, for example, we consume only a modest amount of the grain produced here so the majority must be sold to out-of-state buyers. And we depend almost entirely on railroads to move those agricultural products to outside markets. We are fortunate to have Sen. [John Thune](#), a former state railroad commissioner who understands the critical role railroads play in South Dakota and in the

economy, chairing the Senate Commerce Committee. He and I have worked together on rail issues in our state and he knows railroading as well as any public official.

Here in South Dakota, we work with our railroad partners to encourage the economic development opportunities that stem from the interconnected, 140,000-plus-mile freight rail network. Recently, we worked with BNSF Railway to have Foundation Park in Sioux Falls certified as a rail-served industrial park as part of BNSF Railway's Site Certification program. This helps developers increase their speed to market and reduce upfront risk by ensuring the site is ready for rapid acquisition and development. Each of the nation's largest freight railroads have such programs.

We have seen the results of participating in public-private partnerships to upgrade tracks for smaller railroads. These upgrades prompted two new grain facilities to be constructed along the upgraded tracks.

Rail investments bring big results and often lead to additional projects that directly reduce shipping costs and improve the bottom line for the men and women who drive the economy. They connect farmers, miners, manufacturers and companies of all stripes to markets across the nation and the globe via the interconnected intermodal network of trains, planes, trucks and barges.

The nation's largest railroads are privately funded, putting [40 percent of every revenue dollar back into their network](#), nearly \$660 billion since 1980. Every ton of freight moving by rail reduces the burden on other modes, eases the dependence on taxpayer dollars, conserves fuel by moving more goods with less fuel burned and, consequently, emits fewer greenhouse gases than moving freight by other modes. In short, leaders of all political stripes and at all levels of government should appreciate the role that freight railroads play in our country and I urge members of Congress to give the Railroad Day delegation a favorable reception.

*Dennis Daugaard is the governor of South Dakota.*

Original Article on The Hill website is located at: <http://thehill.com/opinion/finance/377056-rail-investments-can-boost-local-economies>