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July 7, 2026

ENTERED
Office of Chief Counsel
July 7, 2026
Part of
Public Record

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: FD 36447, *Lake Providence Port Commission – Feeder Line Application – Line of Delta Southern Railroad, Inc. Located in East Carroll and Madison Parishes, Louisiana; Status Report*

Dear Chief of Case Administration:

Pursuant to 49 C.F.R. § 1114.28, respondent, Delta Southern Railroad Inc. ("DSRR"), submits transcripts of the following depositions, complete with exhibits and Errata sheets:

- February 23, 2026 deposition of Robert Amacker, Jr.;
- February 23, 2026 deposition of Neil Daniel Martin;*
- February 24, 2026 deposition of William Wyly Gilfoil;
- February 25, 2026 deposition of Sam Angel, II;
- February 26, 2026 deposition of Blake Livingston; and
- February 27, 2026 deposition of Daniel B. Robbins.

Please contact our office should you have any questions, or if we can be of further assistance.

Sincerely,

/s/ William L. Spotswood

William L. Spotswood
Counsel for Delta Southern Railroad, Inc.

* Portions of Mr. Martin's deposition transcript have been designated "highly confidential." DSRR is filing a public version of Mr. Martin's transcript, with redactions for material labeled "highly confidential." DSRR will submit an unredacted version to the Board separately.

cc: Parties of Record
Administrative Law Judge Soulikias

BEFORE THE

SURFACE TRANSPORTATION BOARD

* *

FINANCE DOCKET NO. 36447

* *

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION

LINE OF DELTA SOUTHERN RAILROAD

LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

* *

HIGHLY CONFIDENTIAL DEPOSITION OF

MAYOR ROBERT AMACKER, JR.

February 23, 2026

* *

Taken At:

Lake Providence Municipal Courtroom
201 Sparrow Street
Lake Providence, Louisiana 71254

* *

Reported By:

MARGARET ANN COPELAND
CERTIFIED COURT REPORTER
CERTIFICATE NO. 92160
PARISH OF OUACHITA
STATE OF LOUISIANA

APPEARANCES:

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Mr. William L. Spotswood

FOR HOLLYBROOK WAREHOUSE, INC., AND MAYOR ROBERT AMACKER, JR.:

BRISTER LAW FIRM
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Lake Providence, Louisiana 71254
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Mr. Andy Brister and
Mr. Jacob Brister

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STIPULATIONS

It is stipulated and agreed among counsel that this deposition of MAYOR ROBERT AMACKER, JR. is taken pursuant to subpoena by counsel for Delta Southern Railroad, Inc., and may be used for all purposes permitted by the Code of Federal Regulations. All objections, except as to the form of the question and the responsiveness of the answer, are reserved until such time as the deposition is offered and introduced into evidence.

* *

The witness, MAYOR ROBERT AMACKER, JR., was advised of his right to read and sign this deposition, and he elected to exercise that right.

MAYOR ROBERT AMACKER, JR., being first duly sworn, testified as follows:

MR. SULLIVAN: Good afternoon. I introduced myself earlier, but I'm going to introduce myself on the record. My name is Noah Sullivan. I'm an attorney for the law firm Gentry Locke Attorneys, and I represent the Delta Southern Railroad in the STB proceeding in which this deposition is being conducted today.

WITNESS: Okay.

MR. SULLIVAN: It's nice to meet you, sir. I want to start by just going over some ground rules for the deposition. Have you ever been deposed before?

WITNESS: To where?

MR. SULLIVAN: Have you ever been deposed before?

WITNESS: Yes, I have.

MR. SULLIVAN: What capacity was that in?

WITNESS: You know, I don't remember. It's been a long time ago. We were in a lawsuit with a firm at the gin, and I was deposed for that I think. Other than that, I don't think I have been. Nothing criminal or anything

like that anyway.

MR. SULLIVAN: Sure. So you may recall how that proceeded and may just know from experience, but basically, this is a proceeding for us to get sworn testimony from you so that it can be used as evidence potentially in the proceeding for the STB that's been filed by the Lake Providence Port Commission. So the way it'll proceed is I will conduct questioning on behalf of Delta Southern, you'll provide answers to the best of your ability under that, and then counsel for Lake Providence Port Commission is present, and your counsel may have questions that come up once I'm done and through with my questioning. We'll proceed in that fashion until we're done.

WITNESS: Could I ask a question?

MR. SULLIVAN: Yes.

WITNESS: You got any idea how long this is going to last?

MR. SULLIVAN: Well, I think we've agreed in the subpoena that it will be no longer than four hours on the record.

WITNESS: Four hours? I don't know enough to

talk four hours about it.

MR. SULLIVAN: Well, we'll see; we'll see.

WITNESS: Okay.

MR. SULLIVAN: But the goal will be to keep things moving efficiently and to make sure that we get your complete testimony. You just took an oath. I want to make sure you understand that all of your answers and your testimony today is subject to that oath and subject to the penalties of perjury under the laws of the United States. You understand that. Correct?

WITNESS: That's fine. Just keep in mind since we had anything to do with a railroad, so I don't know much. I'll just put that out front now.

MR. SULLIVAN: I understand, Mr. Amacker.

WITNESS: Okay.

MR. SULLIVAN: All I'm doing is just going over the ground rules, and the answers to the questions are what they are--

WITNESS: Right.

MR. SULLIVAN: --based on the best of your understanding and knowledge, so that's all we're trying to get.

WITNESS: Okay.
MR. SULLIVAN: Because we're going to be using what-- You met the court reporter who's going to be taking down your testimony, and it's being recorded, and she's going to create a transcript. That transcript will be the official record of your testimony.
WITNESS: Is she going to send me a copy of it?
MR. SULLIVAN: She will. And you have a right to review it and sign it if you'd like and make any corrections or things like that. You'll have an opportunity to state what you'd like to do with that.
WITNESS: Okay.
MR. SULLIVAN: The other thing that I'll say at the outset is that to the extent that there's anything--and I don't believe there is, but if there is any confidential or highly confidential business information that we ask about, we are designating the deposition for present purposes as being highly confidential under what's called a protective order. And what will happen is that once the transcript's repaired, you and your lawyer will have a

chance to review it. If you want to designate any particular items as being confidential or highly confidential under the protective order, we will do it, and then that will sort of become the official version. But the idea is still provide the answers, understanding that it's going to be protected, and then your counsel will have an opportunity to make any designations as need be. Rather than kind of do it piecemeal, we're going to do it kind of for the whole thing. Does that make sense?

WITNESS: Just don't make it last four hours. That's all I ask.

MR. SULLIVAN: I understand. Because there's going to be a written transcript of the proceedings, I just want to kind of go over a couple things to keep in mind. One is, because it's a transcript of what's spoken, your answers need to be spoken. So nodding your head, shaking your head no--

WITNESS: Okay.

MR. SULLIVAN: --doesn't show up in the transcript, so try to make sure that you give a verbal--

WITNESS: I understand.

MR. SULLIVAN: --oral answer so that it can be taken down.

WITNESS: Yeah.

MR. SULLIVAN: The other thing to try to--for both of us to do really is to make sure we don't talk over each other. It's very hard to create an accurate record when there's two people talking at the same time, so--

WITNESS: Right. I got you.

MR. SULLIVAN: So even if you think you know what I'm asking you, wait till I finish--

WITNESS: Believe me, I'm not going to say a word till you get through.

MR. SULLIVAN: Well, you just did it. --wait for me to finish the question.

WITNESS: Okay.

MR. SULLIVAN: And then I will wait for you to finish your answer and we'll have a nice clean transcript so that it's all accurate. That's the goal. Throughout today if there's any question I ask you that you don't understand, please ask me to clarify it, and I'll do the best I can to make sure that the question's clear. And likewise, if I do ask a question and you answer it, I'm going to assume that

you did understand the question. Does that make sense?

WITNESS: Okay. I got you.

MR. SULLIVAN: Okay. We're happy to take breaks. I know you don't want this to last very long, so maybe you want to minimize those, but it is your right to take one if you need it, for bathroom, for anything that comes up. The only thing that I would say is that if there's a pending question, you answer the question before we go on a break.

WITNESS: I understand.

MR. SULLIVAN: Is there any reason today that you are not able to provide truthful testimony to the best of your ability?

WITNESS: Now say that again.

MR. SULLIVAN: Is there any reason that you are not physically able to provide truthful testimony to the best of your ability?

WITNESS: No.

MR. SULLIVAN: Okay. Not on the influence of any medications or drugs that would affect your recall or memory?

WITNESS: Oh, no. Uh-uh (no).

MR. SULLIVAN: Okay. So throughout today

we're going to be marking a few documents for identification purposes as exhibits, and then we'll hand them to you, so I'll try to describe them for the record. The first will be "Amacker Exhibit 1." I'll hand a copy to your counsel and to Mr. McBride.

EXAMINATION BY MR. SULLIVAN:

Q Mr. Amacker, do you recognize the document that's been handed you as "Exhibit 1"?

A Yes, I recognize it.

Q And what is it?

A Subpoena.

Q And this is the subpoena by which you're appearing here today for this deposition?

A Correct.

Q Okay. There was also included in this a request for documents. If you turn to page 6, it's the start of the document request to you. Are there any documents that Hollybrook is producing in response to this subpoena?

A No. It's been so long we don't have any.

Q Okay. So you looked for documents in each of these categories to determine if there were any responsive documents and there are none?

A Yes. We don't have any documents.

Q So there's no documents?

A Not that I could find.

Q Okay. Did you do anything, and without revealing the substance of it, did you do anything, have conversations, meetings, what have you, in preparation for your deposition today?

A Talked to Andy, my lawyer, but that's it.

Q When did you meet with Andy?

A Well, we talked about it yesterday.

WITNESS: Right?

A Maybe once on one other time. I don't remember when, but we did talk about it briefly.

Q Okay. Yeah, I was just going to ask, and again, without revealing the substance, about how long was your conversation about the deposition?

A I don't know. Just a few minutes. It wasn't long.

Q Less than an hour?

A Oh, yeah. Yeah, we didn't--

Q Did you discuss your deposition with anyone else?

A Well, I asked Neil about it, the one you deposed this morning, if he had a deposition coming up, and he said yeah, and that's about it. We talked about it just a little bit at the city council meeting the other day, but just probably fifteen seconds. Wasn't any substance to it.

Q Just the fact that you were being deposed?

A Yeah.

Q Were folks concerned about that?
A What?
Q Were folks concerned about that?
A No. Just curious.
Q Anyone else you've spoken to about your deposition today?
A No, I don't think so. I might have told Lee Ann I had one, but that's it.
Q Who is that?
A She's our city clerk. I see her every day, so I'm sure I said something to her, we're going to have a deposition, and she said, "Yeah, it's going to be in a courtroom." That's the first time I knew where it was going to be. So she knew more about it than I did.
Q Fair enough. Did you review any documents in preparation for your deposition today?
A Did I have a document ready?
Q Did you review any in preparation?
A Not really. Yeah, the only thing I did was read the verified statement. I read it-- I didn't read every word, but I kind of glanced through it to see if it was the same thing I did before, and it was. That's about it.
Q When you say it was the same thing you did before, what do you mean by that?
A Well, it's the one I--the one that I wrote.

Q That it was the--you--what you read was--

A Yeah, back in '22 or whenever we wrote them.

Q Okay. Do you recall providing any verified statements at any prior proceedings before the Surface Transportation Board?

A No.

Q So can you tell me a little bit about your own personal background in terms of where you grew up, where you're from, that kind of thing?

A I grew up right here in Lake Providence.

Q Okay. Born and raised?

A What?

Q Born and raised in Lake Providence?

A Yeah. Well, I was born in Greenville, Mississippi, but I was raised here in Lake Providence, East Carroll Parish. And, you know, I went to high school here, graduated from high school here in Lake Providence from Lake Providence High School. I went to the University of Arkansas for a couple of years after I got out of high school, then I transferred to Louisiana Tech. Graduated from Tech and joined the Navy after I got out of college. And I went through flight training down in Pensacola, Florida. And I was in the Navy five years, and I came back here after I got out of the Navy and started farming. And that's what I was doing--well, that's what I've been doing the rest of my life,

I guess, is farming, until we--we sold our farm about--
several years ago, can't remember exactly, but anyway
probably seven or eight years ago we sold our farm, and I've
been in and out of the mayor's office since then. And now
we're here today and that's about it.

Q Okay. Well, you anticipated some of my questions.
Let me try to go back through. So what did you study when
you attended-- You said you started in Arkansas and then you
went to Louisiana Tech. Did you obtain a degree from
Louisiana Tech?

A Yes.

Q And what was that degree in?

A It was agribusiness.

Q What year did you graduate?

A 1968.

Q And you said you were in the Navy for five years
after that?

A Yeah. I joined the Navy right after I graduated.
I graduated and went to-- I don't even think I went to
graduation. They made me report to boot camp before I
graduated because I don't remember going through graduation,
but I remember boot camp real well.

Q I imagine so. Where was that boot camp?

A It was in Pensacola.

MR. BRISTER: Aren't you curious what he did--

what he flew?

Q What did you fly?

A I was a helicopter pilot.

Q Oh, wow.

A I flew Hueys. I flew S-2, a Huey, H-34, and there was one other--H-3. We flew that in San Diego a little bit, but-- I liked flying. It was fun.

Q Yeah.

A But that was a long time ago, too.

Q Right.

MR. BRISTER: He flew in Vietnam. He's not telling--

WITNESS: Well, he didn't want to know that.

Q Well, appreciate your service. So you were deployed into Vietnam?

A Yeah.

Q So I want to get on track with talking about your connections to kind of this area. When you moved back you said you started up your farming. Where was that?

A Right here in East Carroll Parish.

Q Okay. Was that a family farm that already existed?

A Yeah. Yeah, my family owned about ten thousand acres of land that my brother and I farmed. We had a cotton gin down at Hollybrook, which is just south of town here. And we sold all of it at some point. I don't remember-

WITNESS: You remember, Andy, when we sold it?

MS. BRISTER: No.

A I think it was--I don't know--about eight years ago, I think. Maybe 2017, something like that.

Q That you sold the farm?

A We sold the farm and the gin, we did.

Q And is Hollybrook the name of the farm, or what is Hollybrook?

A Well, we had a farm north of town on the Arkansas line we called Gassaway, and we had one called Milliken, they're right together, and then the one south of town here is called Way-a-way in the east end. And, you know, my father farmed the south of town, my brother and I farmed north of town, and that's kind of the way it went until he died, then we leased it out, the one south of town. And finally we sold it all.

Q Okay. So what were you growing or producing on the farm?

A We were growing cotton, rice, soybeans, wheat. Which, you know, we owned a cotton gin, so we tried to concentrate as much as we could on cotton.

Q And that was across the different locations you described, kind of the same mix of what you would grow?

A Say again now.

Q Across the locations you described of the farming

operation, this mix, cotton, rice, soybeans, wheat, that was everywhere, or was it one location--

A Well, no, we probably grew the rice up north--north of town. South of town they would grow cotton and beans mostly, and corn. I forgot about corn. We kind of drifted into corn later--later--the last few years we owned it.

Q And did that farm have a name?

A Have a what?

Q A name.

A Well, the one I farmed was Gassaway.

Q Okay. So those were the names?

A Yeah, those are the names.

Q I see.

A Gassaway, Milliken, and the one down here we called Way-a-way.

Q Okay. So what is Hollybrook?

A Hollybrook is the corporation that owned it all. It's Hollybrook Land Company. Hollybrook Gin and Hollybrook Land Company were two different corporations. And Hollybrook Warehouse was a corporation.

Q So there were three separate corporate entities involved in what you might call kind of the Hollybrook family of companies. Correct me if this is right or wrong. The land company owned the farms.

A Owned the land.

Q Owned the land.

A Yeah.

Q The gin company did the ginning.

A Well, the land company--Hollybrook Land Company owned stock in the gin, owned the majority shares of stock in the gin.

Q Okay.

A And also we owned-- Well, it's changed over the years, but we own like one-fifth of the warehouse. There were five gins in the warehouse at one time, Hollybrook Warehouse. Over time, some of them shut down. I think now there's like three, three gins that are still in the warehouse.

Q Okay. So the warehouse is owned within its own company, and then the gin's within the warehouse or owned in a separate entity. Is that right?

A Hollybrook Warehouse is a separate entity, yeah. It's owned by all the-- It was owned by all the gins in the parish. And as the gins shut down, the ownership sort of changed from five to three, after two gins shut down, Northern and Transylvania. So now it's owned by Hollybrook Gin, Joe's Bayou Gin, and Carroll Gin, which is out of Monticello. That's Hollybrook Warehouse.

Q And you'll have to forgive me because I'm trying to understand-

A Oh, I understand.

Q --an industry I don't work in. But I understand that Hollybrook Warehouse is a separate corporate entity. Is that still operational?

A Oh, yeah.

Q What does Hollybrook Warehouse do? What is its business?

A Well, it's owned by three gins, like I said, and as they gin cotton, they bring their cotton to the warehouse and we store their cotton for them. And then over time it's shipped out by shippers who buy the cotton from the farmers that put it in there. And then at the end of the year, we split up the profits if there are any between the three gins.

Q Okay. So the warehouse is a storage function?

A It's still functional, yeah.

Q But what it's doing is storing the cotton while it's being marketed or sold to others who buy it over the course of the year. Is that right?

A I didn't quite follow that. Now what?

Q Yeah. So the Hollybrook Warehouse, that's where the cotton is stored.

A Right.

Q For sale and shipment--

A We're talking about bales of cotton now--

Q Right.

A --that comes out of the gin in five-hundred bales. We put the bales in the warehouse.

Q Okay. You store them there, and over the course of a year--

A Over the year.

Q --they're shipped out?

A Most of it is, yeah.

Q Is Hollybrook Warehouse involved in the selling of the cotton bales?

A No. The bales are owned--the bales are owned by the farmers that put them in, and they're the ones that sell them. Like if I had five hundred acres of cotton, I'd pick it and bring it to the warehouse, bring it to the gin and gin it, put it in the warehouse, and I would call a buyer in Memphis or wherever and sell it. And when they got ready to ship it, they'd come get it, and we would charge them storage and shipping and compression. That's the warehouse charges.

Q So Hollybrook Gin is an entity unto itself. Correct?

A Correct.

Q And that is owned by three different--or it's comprised of three different gins. Is that right?

A The warehouse is. The warehouse is owned by three different gins. The gin is owned by stockholders. We sell stock in the gin, people buy the stock and bring their cotton

there. And right now-- They changed the name of it when they bought it. They changed the name of it to Hollybrook Enterprise, LLC. That's the name of the gin. Used to be Hollybrook Gin, Inc. Now it's Hollybrook Enterprise, LLC, and it's owned by the stockholders. And like I said, the gin owns one-third of the stock in the warehouse. The other two gins own the other two-thirds. Each gin owns a third.

Q Okay.

A Yeah. So at the end of the year, we rebate the profits equally to each gin, and then the gins give it out to their customers, if they want to. They don't have to, but they normally do.

Q Okay. How many stockholders, if you know, are there in the Hollybrook Gin or what's now Hollybrook Enterprises?

A I think it's something like twenty-five or something like that.

Q Okay. And those are primarily the farmers?

A The farmers, yeah. It's one hundred percent farmers.

Q Okay. So Hollybrook, to the extent you did when you had the farm, were--was Hollybrook a stockholder in Hollybrook Gin?

A Yes. Hollybrook Land Company, when we had it as a family, Hollybrook Land Company owned all the stock in

Hollybrook Gin, except for maybe one or two shares.

Q Okay.

A And then when we sold it, it changed, you know, because of people that--in the--the farmers wanted to get in, so we changed it to an LLC, and they started buying in like that. It's not a C-corp anymore, it's an LLC now.

Q Okay. So what role does Hollybrook Warehouse play in shipping cotton?

A Well, now they bring the buyers--the shippers--we call them shippers, they bring the--they buy their cotton, they send a truck down to pick it up, and we load the truck for them. As far as-- We don't have any role in selling the cotton. It's the farmers have--it's their cotton. They're the ones that sell it. We charge the shippers storage, compression, receiving, and-- Let's see. Storage, compression, receiving, and there's one more. I can't remember right now. Storage, compression, receiving. That's it.

Q Okay.

A There is another one, but I just don't remember it right now, but it doesn't matter. It's just a warehouse charge.

Q Okay. That's something that the buyer pays?

A Well, the shippers. The farmer pays the first month, then the shippers pay everything after that. That's

the way it works.

Q Okay. So kind of the first month the farmer pays, and then going forward it's the buyer that pays those costs?

A Yeah. And if it's over more than a month, the shippers pay--pay the rest of it. It's receiving, storage, compression, and shipping. We charge nine dollars ($9) a barrel for shipping. That's what the other one was.

Q That's the trucking cost?

A It's a separate charge for the warehouse. That's the warehouse charges. That's how they make money. And the more cotton we can put in there, the more money we're going to make, in general.

Q Sure.

A It doesn't always work that way, but most of the time it does.

Q Okay. All of the shipping is done by truck from Hollybrook Warehouse?

A It is now, yeah.

Q Do you know what the costs are associated with--

A Do what now?

Q Do you know what the costs are for trucking the cotton--

A Oh, you mean per mile?

Q Yeah.

A No, I really don't.

Q And correct me if I'm wrong, but in storing the cotton bales that are going to be sold and shipped, Hollybrook Warehouse does not become an owner of the cotton itself. Correct?

A Oh, no. No.

Q And it's not paying for the trucking charges to actually move it from the warehouse to the buyer. That's the shipper.

A I don't follow the question. Say all that again now.

Q Sure. So Hollywood--sorry--Hollybrook Warehouse is not itself paying for any of the shipping charges--

A Yeah.

Q That's correct?

A Hollybrook Warehouse charges the shipper-- When he comes and picks up a bale of cotton, we charge him receiving because we've got to unload the truck when it comes from the gin and stack it. We charge him compression, we charge him shipping, and storage. We charge three fifty a month for storage. If it's in there six months, they're going to pay three fifty times six. How much is that at twenty dollars ($20) a bale.

Q What is compression? What does that refer to?

A Well, it's a carryover from years past, but what they used to do, the gins didn't have a press that was big

enough to compress the bale into what they call universal density, compress it enough to get it to universal density, so they would take the bales from the gin, send it up through the federal compress and they would finish compressing it, and they would charge eight dollars ($8) a bale or whatever they charged at the time. But now all the gins have what they call a universal density press, so it presses the bale into that universal density real, real tight bale, and we charge them--we still charge them--even though the warehouse doesn't do it, we still charge compression to the shipper. And I've often wondered why, but that's what we do.

Q So I want to understand the shipping charge. What does that reflect? What are the--

A Well, when--

Q What are they being charged for?

A When they come pick it up, we've got to load the truck for them, so we-- And it'll hold--I think a--I think a truck will hold about eighty bales, eighty-eighty or ninety bales. So we charge them nine dollars ($9) a bale to load it. We've got probably two or three forklifts out there getting the cotton out of the stack and loading the truck.

Q Okay. Once the truck leaves, those are not charges for shipping that Hollybrook Warehouse pays. Correct?

A Once it leaves?

Q Yes.

A We don't pay the trucking. The shipper pays the trucking.

Q Yeah. That--

A Yeah, we don't pay the guys--we don't pay them to come get it. The shippers pay them.

Q Right. That's just what I wanted to clarify--

A Yeah.

Q --that that shipping charge that you referred to is really about loading it--

A Well, it's about--you've got to realize--

Q --for the shipping.

A --when the cotton comes to the warehouse they stack them.

Q Right.

A They stack them one--they stack them on the end three high.

Q Right.

A And you'll have stacks all over the warehouse. So if they want bale number 10, you've got to find bale number 10.

Q Sure.

A You may have five hundred stacks out there. So when we stack them, we locate them with a scanner--

Q Sure. Okay.

A --so we know where they are. So if bale number 10

they got to go get it and to get it they've got to unstack it, get it, and then restack it, and then take it up there to where we can load it on a truck. So that's what they're paying, that and all the warehouses and actually putting in on the truck.

Q Right.

A But we're not--we're not paying the guy that's driving the truck for the shipper. The shipper pays that.

Q Okay. You said that-- Well, let me strike that. Was there a time that Hollybrook Warehouse used other modes of transportation than truck to get its product out?

A Wait a minute. I didn't-- I don't understand what you're asking.

Q Sure. Let me try again. Was there a time in which other modes of transportation than truck were used to ship cotton bales out of Hollybrook Warehouse?

A Oh, yeah.

Q When was that?

A We shipped a lot of cotton by rail. You know, we had--we had three warehouses at the time. We had one at Hollybrook; we had one at Lake Providence, which hold fifty-five thousand bales; and then we had one at Howard Gin, which would hold thirty thousand bales. So we had the capacity to hold seventy-five at Hollybrook, fifty-five at Lake Providence, and thirty at Howard. And a lot of that

cotton went out on rail to export. Now, I think most of it went south to Tallulah, I think. And I've seen some of them go north. I don't know where, but it wasn't all going to export necessarily, but-- You know, wherever they were going, the shipper-- I think some of it went to Mexico, if I'm mistaken. But I remember a lot of it went export. And I think some of it went to Mexico and some of it probably went to the port in New Orleans. But even so, we would use rail for some of it, but a lot of went by truck. So it was truck and rail.

Q Okay. And in that-- When do you recall rail being a way that cotton bales were shipped out from--

A Well, they--

Q --the Hollybrook Warehouse?

A --were shipped out on rail when--before they closed it. I don't remember when they actually closed the rail line. But we were using it all the time before that. And I can't remember-- I know we were dealing with Wainwright, I think, if I remember. But it's changed. I don't know who owns the railroad now, it's done changed so much, but-- We were dealing with Bill Wainwright, I think, and--but at some point he closed it down. After that, all that stopped.

Q Do you have-- Was it within the last ten years?

A Was it what?

Q Within the last ten years.

A No. It was--it was, what, twenty-five years ago, thirty years ago when they shut the railroad down.

Q Okay.

A Actually, I don't remember exactly when they shut it down. I just know when they did, we couldn't ship anymore, couldn't use it anymore.

Q And in that period when rail was being used to ship cotton bales from the warehouses, was Hollybrook the one that paid the freight charge for shipping?

A No. Hollybrook Warehouse?

Q Yes.

A No.

Q That would also be something that the--

A That would be the shipper, whoever--whoever they were.

Q So who was buying the cotton.

A Who was buying the cotton, yeah.

Q Currently, does Hollybrook arrange for logistics of transportation for the shipper?

A No. We would get word from the shipper they were going to ship it by rail. I don't really know who would actually contact the railroad and tell them. Somebody would contact the shipper or somebody in the warehouse office would call and say we've got a shipment going out on this day, you know, have this many cars here. And then we'd load it up

when they got ready to ship it.

Q Okay. In the farming business, how did-- Well, I'll strike that. Do you know, say, within the last five years, five to ten years, what or where the major shippers are located in terms of cotton bales from Hollybrook Warehouse?

A Well, our major shipper, if you had to just pick one, is probably--the highest shipper would be Staplcotn.

Q Would you say that again?

A Staplcotn.

Q Staple Cotton, S-T-A-P-L-E?

A Yeah, Stapl- -- Yeah, Staplcotn. That's a co-op in Mississippi, and a lot of farmers sell their cotton through them, so we do a lot of shipments for them. And Allenberg, we ship a lot for them.

Q Sorry. Allenberg?

A Allenberg, yeah. A-L-L-E-N-B-E-R-G.

Q Where are they located?

A I think they're in Memphis. And there are others, but they've changed over the years, and I don't remember--I don't remember-- There are a couple more that I see all the time, but I just can't remember who they are. Most of them are-- One of them is a Japanese Company. I don't really know where he's located. I'm not sure about the other one-

MS. BRISTER: Do you want the correct spelling

of Staplcotn?

MR. SULLIVAN: Sure.

MS. BRISTER: All right. It's S-T-A-P-L-C-O-T-N. Just one T and no E. S-T-A-P-L-C-O-T-N. I didn't know how to spell it, I just knew you didn't spell it that way.

MR. SULLIVAN: I appreciate the clarification.

COURT REPORTER: One word?

MS. BRISTER: Yeah, one word.

MR. MCBRIDE: Yeah, Andy, I did some of that this morning for the reporter. It saves trouble later.

MS. BRISTER: Yeah, no doubt.

Q So where is-- You said Staplcotn is the co-op located in Mississippi?

A Greenwood; Greenwood, Mississippi.

Q Where is Greenwood, Mississippi?

A Where is it?

Q Yes.

A I don't know. It's that way.

Q Yeah, directionally, where is it from here?

A It's about a couple hours from here. That's where the main office is, in Greenwood. Greenwood, Mississippi.

Q So what happens to the cotton bales once it gets to Staplcotn? They buy it, they get it-

A They buy it and ship to wherever they're going to ship it, either export it or send it to a mill, and they spin it and make a shirt out of it or whatever they're going to do with it.

Q Okay. So they're kind of another--

A They're another buyer.

Q Another buyer.

A Yeah. They buy cotton from farmers.

Q Okay. So a lot of farmers will sell to Staplcotn. Staplcotn will then aggregate it and use it to sell to either some other end user. Is that right?

A Yeah, right. Either ship it to a mill-- That's ultimately where they all go, to a cotton mill where it's made into clothes. I say all of them. That's not true. It doesn't all go there, but I mean, that's the main--main destination point.

Q Sure. And does Staplcotn have its own storage--

A They do.

Q --places that they use?

A They have warehouses, they do.

Q So they would move things from Hollybrook Warehouse to their warehouse?

A Sometimes.

Q Sometimes. Sometimes they might just be moving it from Hollybrook Warehouse to whoever they're selling it to

or--

A Yeah, to a cotton mill.

Q Okay.

A A lot of the shippers have their own warehouse, and they'll get it out of our warehouse and put in their warehouse so they can make money on it.

Q I see. And do you have a-- I think you said earlier that the cotton mills that are primarily the end users of the cotton, they're mostly now international? That's your understanding?

A Well, in years past they had--most of the cotton mills are up and down the east cost of the United States.

Q Sure.

A And then they did whatever you call that agreement where they-- Remember Ross Perot ran for president, he said if you do this you're going to hear a big sucking sound south?

Q Right.

A And that's what happened. All the mills went to Mexico and South America, so most of the cotton started going there. But until then, it was going up and down the east coast to the cotton mills.

Q NAFTA?

A NAFTA. That's it. NAFTA.

Q Now the U.S.-Mexico-Canada agreement, USMCA.

MR. SULLIVAN: We'll mark our next exhibit, "Amacker 2."

Q I'm handing you what's been marked as "Exhibit 2," produced as Bates stamp LPPC235, for the record. Do you recognize this document, Mr. Amacker?

A You asked me if I recognize this?

Q Yes.

A You know, not really. I mean, I'm not saying that I can tell we did it. Maybe somebody in the office filled it out, but-- I'm looking it looks true

Q And I'm sorry--

A It's got my name on it, though.

Q Okay. So you are listed as the contact person--

A Yeah.

Q --for Hollybrook Warehouse, Incorporated. It's dated November 11th, 2022.

A Yeah. That was in-- Yeah, I was president of the warehouse then.

Q Okay. Do you recall any discussions about a shipper survey?

A Yeah, I remember doing this.

Q Okay. What can you tell me about it?

A What can I tell you about this?

Q Yeah. What do you remember about it? What do you remember hearing? When did you first hear about a shipper

survey that was being sent to you?

A Not much really. I just remember doing it. I don't even know where it came-- Where did it come from?

Q Does the name L.E. Peabody & Associates mean anything to you?

A Yeah, I see that. You know, I really don't remember doing this, but I--I kind of do, but I really don't. You know what I mean?

Q I do.

A It's kind of vague, you know.

Q Sure.

A What about it?

Q Well, let's walk through it. So it says here, the shipping information, it says, "If rail service were available at this location, would you be interested in using the rail service? If yes, please proceed with the following questions." So number 7 asks, "Commodities transported," and the response is, "Cotton bales."

A Right.

Q Okay. And that's what Hollybrook Warehouse stores. Correct?

A What?

Q That's what y'all store. Right? Cotton bales.

A Yeah.

Q Okay. So it says on the next page-- There's not

information on the number of loaded outbound cars because there's no current use of rail. When we go to number 10, "Have you used rail to transport products in the past?" "Yes" is circled. You see that? Last time used says, "Many years ago, more than fifteen."

A Right.

Q Okay. Just looking through this, this seems consistent with what we've been talking about, but it sounds like there's a peak season for receiving the cotton, and that's in this period between September and November, December where all of its being--correct me if I'm wrong--put through the gin and kind of made into the cotton bales and then stored.

A That's the ginning season, from October to December. Usually get through before Thanksgiving, but sometimes you go into December.

Q And not to get too in the weeds, but why is that period so short?

A Well, that's the harvest time. When they get through picking it, they stop, stop bringing it. Nothing else to pick till the next year. And then we ship it out from October, November, December, through till the next August, and it starts over again.

Q Got it. So that's when it's-- Okay. Got it.

A Yeah.

Q And from June to August, it's pretty inactive in terms of--

A Yeah, inactive as far as picking.

Q Right.

A I mean, but the shipping goes on all year. We're shipping now.

Q Sure.

WITNESS: You want this back?

COURT REPORTER: I'll take it.

MR. SULLIVAN: She's going to keep copies for the record so when you get your copy you will get a copy of all the exhibits with it so that it's all part of the record. Okay? But I'm still asking you questions about it, so probably will want to hand it back to you.

WITNESS: Oh, you're going to ask some more?

MR. SULLIVAN: Absolutely.

WITNESS: What else could you ask about this? I mean, come on.

Q So number 15--this is on the third page--"How often would you require service by the railroad?" The answer is, "Unknown. It depends on the shippers." You see that?

A Right. Just whenever they ask for it. When they shut the railroad down, it wasn't available.

Q Are there any shippers that have inquired about

using rail?

A No, not in a long time because they know the railroad's shut down.

Q Well, my question is just whether you've received inquiries--

A About shipping--

Q --in the last five or ten years from any shippers to do so by rail.

A Not that I know of.

Q Do you know generally speaking, kind of from within the industry of shippers of cotton, how the economics work in terms of the costs of shipping by rail?

A You know, it's been so long since I've been involved in that, I just don't remember. I mean, I know it's cheaper because you get more bales on a railcar than you can in a truck, so it's cheaper to do it, and you can have a whole bunch of railcars and just one truck, you know, so I know it's cheaper. That's all I can tell you. I don't really know what the numbers are, though.

Q Okay. And do you remember estimating or providing any estimate of what volume you would anticipate shipping by rail when you filled out the survey?

A I don't. Did I do that?

Q Well, that's my question, is--

A Or I don't remember doing it, but--and I don't

remember the volume we used to--

Q I'm sorry. What was the last part?

A I don't remember the volume we shipped by rail. But if the rail- -- If we were still using it, I could go look it up, but it's been so long I can't really look it up now.

Q Right. Have you made any inquiries-- Well, let me strike that.

(OFF RECORD COMMENTS.)

Q So what about for Hollybrook Gin? Does it itself ship any product?

A Yeah.

Q What does it ship?

A Cotton seed.

Q Cotton seed.

A What now?

Q And where does Hollybrook Gin operate out of?

A Say what now?

Q What location? Where is Hollybrook Gin located?

A It's down here at the office where the gin is, just south of town, about five miles south of Lake Providence.

Q What about Hollybrook Warehouse? Where is it in relation to that?

A Right behind the gin, same place. All together.

Q And how involved are you personally in the

operations of Hollybrook Gin?

A Well, you know, we used to own it. Now we sold it a few years--probably in 2017. I'm involved--just there if they need something, want me to help them with something, but as far as my ownership in it, I don't own anything now.

Q Okay. Do you have knowledge of whether they use rail currently to ship cotton seed?

A No. They don't now. Used to. What we was doing years past, we would get other gins to bring the cotton seed up to Howard Gin, which is the one north of town. We would unload it and put it on railcars and then ship it. From there we'd go north to McGehee, and they would hook up with AP and go out to the Midwest where the dairy farmers were. So we'd sell all of our cotton seed to the dairy farms and ship them that way, and just have a--we got a whole lot better price for it. When the railroad shut down, it hurt us bad, really did. We had another business where we did gins--we had other gins bringing cotton seed to Howard's, and we would unload it in our seed house and then put it on railcar--load it on a railcar and charge them ten dollars ($10) a ton. We used to ship fifty thousand tons of outside cotton seed that way. But when then the rails stopped, shut down, we couldn't do it, so we haven't done that in years. And it was a lot of money for us, too.

Q When do you recall being the last time that

Hollybrook Gin used rail? About the same time that Hollybrook Warehouse did?

A When they shut the rail down. They wouldn't come--they wouldn't come. They wouldn't send any cars because they shut the rail down. Now what year it was, I don't remember. The first time they shut it down, that's when we had to stop.

Q And so how is the cotton seed moved now?

A By truck. We ship it to the port, and we sell it to-- We've been selling most of our cotton seed to an outfit called APEX, and they send trucks to the port, to our place, and then ship it to the port and-- I don't know what they do with it after that. They put it on barge or maybe ship it out on truck or rail. I don't know about-- I don't know.

Q Got it. When you were using rail at Hollybrook, was there-- So kind of orienting, got Lake Providence Port, Hollybrook's operations are right around there. Correct?

A It's right--about four miles.

Q Four miles.

A Yeah.

Q There's a route to go south to Tallulah. Right?

A Right.

Q And that interconnects with KCS line. Right?

A Right.

Q You can also go north to McGehee.

A Correct.

Q Which interchanges with the UP's line. Right?

A Right.

Q When you were shipping the cotton bales by rail, where were they going?

A You know, I think they went in both directions. And, I mean, I really don't know. I mean, I really don't know exactly where they were all going, but I know some of them went export. Now whether they went south to get to New Orleans or somewhere else, I'm not sure. But I know a lot of them went export. And all of our cotton seed went north--

Q Right.

A --and all of our grain went south. But we had to shut all that down.

Q Did you have an understanding as kind of the market exists today where the demand-- If you had-- In other words, if you had rail as an option available today, do you know where the cotton bales from Hollybrook Warehouse would go?

A Where would they go?

Q Yes.

A I don't know. I mean, it depends on who's shipping them. You know, I don't know-- I'd have to say I don't know. It depends. One of these questions says, "I don't know. It depends on the shipper," and that's kind of the

answer.

Q Right. Well, if the primary market is Mexico, South America, that sounds more southern than northern.

A Yeah, to go south.

Q Is that fair?

A Uh-huh (yes).

Q So not shipping a lot of cotton north anymore?

A I don't think so.

Q Right.

A That'd be my guess.

Q So the route going north for cotton, not much of a current opportunity. Is that fair to say?

A Well, I don't know. I mean-- I wouldn't say that exactly because what we were doing, you know, we were shipping cotton seed out to the dairy farmers in the Midwest. We would ship to McGehee and hook up with UP and head west. All of our grain was going south and hooking up with KC. So the bales of cotton, you know, I saw them going both ways. It just depends on where the destination was, and I don't always know where it's going. We just get shipping orders from shippers. They don't tell us what they're going to do with it.

Q Sitting here today, are you aware of significant demand for cotton bales that would be in points north?

A No.

Q Okay.

A I feel like that was a trick question. I don't understand why you asked that.

MR. SULLIVAN: So I guess we've been going for a little over an hour. Do folks want to take a quick break? I'm about to transition into questioning about your verified statement, so it's really up to--

MS. BRISTER: I'd rather keep going and get done.

WITNESS: Yeah. I would too. Let's get over with. It's like taking medicine, get it over with.

MR. SULLIVAN: All right. Well, let's mark the next exhibit.

WITNESS: It's not that bad. I was just kidding.

MR. SULLIVAN: "Amacker 3."

A Oh, yeah, I knew you were going to get to this one.

Q Well, you said you reviewed it.

A Huh?

Q I didn't want you to have wasted your time. You said you reviewed this. Right?

A Well, I did, but--

Q Well, I'm not going to ask you to memorize it or

anything like that.

A Okay.

Q For the record, what's been marked as "Amacker 3," do you recognize that document?

A Yeah. Sure do.

Q What is it?

A It's my verified statement.

Q Okay. And if you turn to page 4 it says verification, "I, Robert Amacker, Jr., declare under penalty of perjury that the foregoing is based on my personal knowledge and is true and correct."

A Right.

Q Executed on December 31st, 2022. Is that your signature?

A Yes.

Q Okay. When did you first become aware of a proceeding by the Lake Providence Port Commission to acquire the Delta Southern Railroad's line between Lake Providence and Tallulah?

A I don't know exactly. I was on the port commission for a while. When I ran for mayor I had to get off, so I got off in '98. I don't remember a lot of discussion about the railroad while I was on the port, but it could've been. But I guess my answer would be I don't know.

Q And is 1998 when you ran for mayor?

A Yeah.

Q And how long have you been mayor of Lake Providence?

A Well, it's been intermittent. The first time I served four years, then I lost the election, I was out eight years, and I ran again and won and I served eight years, and I lost the next election, and I ran again and I'm serving the last four years. This will be my last year.

Q And is the mayoral position, is that a part-time or full-time position?

A Full-time I guess. Seems like it is.

Q Yeah. You draw a salary for that?

A Well, yeah.

Q Okay.

A It's not enough, though. I'll interject that into the proceeding.

Q That is uncontested statement. Okay. During any of the periods that you were in between being mayor, did you have--were you ever on the port commission again, Lake Providence Port Commission?

A Uh-uh (no).

Q Okay. So I guess my question is-- And I'll--just to kine of explain a little context, I'll represent that this proceeding that we're in now filed by Lake Providence Port Commission was originally filed in around 2020. They filed

an amended application in 2023 that expanded the line that they wished to acquire, to basically go-- Originally, it was just the segment from Lake Providence to Madison Parish Ports, and then they expanded to go all the way to Tallulah to include that.

A Right.

Q So that's what the amended application that was filed in 2023 and which this verified statement was submitted in support of was filed. So it's around 2020, 2023, that Lake Providence Port Commission filed the proceeding that we're currently in. And I guess my question is, with that time line, when do you recall first hearing about a potential case before the STB to be filed by the Lake Providence Port Commission?

A I guess the first time I heard anything about all this was Wyly called me and told me that I'd be getting a call from a lawyer in Washington.

Q Do you recall when that was?

A What?

Q Do you recall when that call came?

A Not really. No.

Q Do you know if it was before or after the filing had been made?

A Well, it came before I did this.

Q Before you did the verified statement?

A Yeah.

Q And do you know Wyly Gilfoil?

A Oh, yeah.

Q How long have you known him?

A All my life.

Q How often do you speak to him?

A I used to see him all the time, but I haven't seen him lately. The last few years I haven't had much contact with him.

Q Do you remember discussing with Mr. Gilfoil the details of the proceeding that Lake Providence Port Commission was going to be filing that he wanted you to talk to a lawyer in Washington about?

A You know, I remember Wyly talking about it, but I don't remember any details of it. I knew he was trying to raise money to rehab the railroad. I think they done a lot of it, but they haven't been able to go from here south, is what they really need to finish it, from what I understand.

Q Okay. So in the--either in your work as mayor or with Hollybrook, how do you--what is the source of your information regarding the condition--

A Regarding all this?

Q Sorry. Let me finish the question.

A Oh, I'm sorry. Go ahead.

Q What's the source of your information concerning

the condition of the rail line between Tallulah and McGehee?

A What is the source of my information concerning the condition of the rail line?

Q Yes.

A I don't know. Just general knowledge. I can see it. You know, every time I go to the office down at Hollybrook I cross the railroad and see it like this (demonstrating), so I know what condition it's in. You know, as far as me sitting down and talking every day to somebody about the rail line, I don't, so--

Q Are you referring-- When you say you cross over it every day to go to Hollybrook, is that referring to the spur?

A No.

Q What is that referring to?

A No, it's both of them. The main line and the spur too. The main line goes right by the office.

Q Right.

A And we have a spur that goes back to where the grain elevator is where we used to ship corn.

Q Does Hollybrook own the spur or does the rail line, if you know?

A You know, I'm not sure. I don't know.

Q So if you refer to your verified statement, I just want to walk through--basically walk through and ask you a couple questions about some of the statements that you make

in this.

A All right.

Q So paragraph 1 just has some background information on who you are. At the time you were president of Hollybrook Warehouse. Do you continue to be the president of Hollybrook Warehouse?

A Yeah.

Q Okay. Paragraph 2 says, "In addition to being employed by Hollybrook, I also serve as the mayor of Lake Providence. As a result, I'm acquainted with the adverse impact that the lack of adequate rail services had on the entire region over the past twenty-five years. I have attached a copy of the letter that Hollybrook Warehouse, Incorporated, filed with the Interstate Commerce Commission in 1988, protest the Missouri Pacific Railroad's proposed abandonment of the entire Lake Providence branch line from mile post 408.9 in McGehee, Arkansas, to mile post 651.6 in Vidalia." Do you see that?

A Yeah.

Q Okay. So I did not include an attachment of that letter, but were you president of Hollybrook Warehouse at that time in 1988?

A No.

Q What was your position at that time?

A In 1988 I was on the board, but I wasn't president.

The president was Jack Hamilton. He's the one that wrote that letter that's supposed to be attached to this. He's dead now. He died in 2001.

Q Okay. So in paragraph 3, turning onto page 2 of your verified statement, you go over some of this history I think that we've been talking about with the--Jack Hamilton and then the selling of Hollybrook Gin in 2006, it was changed to Hollybrook Enterprises, and explain some of the corporate entities that we were discussing earlier. Is that correct?

A Now say that again.

Q I'm just confirming that in paragraph 3 what it is describing is some of the history of the corporate entities that we were also discussing earlier in this deposition. Is that correct?

A What it says here, that's correct.

Q Right.

A Is that what you're asking?

Q Well, let me ask a different question.

A All right.

Q You did not submit a verified statement on behalf of Hollybrook Gin in this proceeding. Is that correct?

A This is the only verified statement I've ever done.

Q Okay.

A Haven't done any other one.

Q And this is on behalf of Hollybrook Warehouse. Correct?

A Yeah, I guess so. I don't know. Warehouse, Hollybrook Warehouse. Yeah.

Q I just wanted to confirm that this verified statement is not made on behalf of Hollybrook Enterprises, LLC.

A This verified statement is made on behalf of everything we do. We lost the ability to ship. We ship corn, cotton seed, bales of cotton, and--that's enough. We used to ship fifty thousand tons of cotton seed, probably close to a million bushels of corn, and baled I don't know how many bales of cotton every year. And we lost the ability to ship all of that. All it went to was gone. That's why I did this.

Q Well, my question is in terms of-- You state in paragraph 1, if you'll refer back to that.

A Paragraph 3?

Q One.

A Yeah.

Q The last sentence you say, "I have personal knowledge of the facts stated herein and am duly authorized to present this verified statement on behalf of Hollybrook."

A Right.

Q You define Hollybrook in the first sentence. "I am

the president of Hollybrook Warehouse, Incorporated, 'Hollybrook.'"

A Well, I'm just saying the first sentence I'm president of Hollybrook Warehouse, just tell you who I am, but I--you know, I did this on behalf of all of it, everything we were doing, particularly the cotton seed. We lost a ton of money when the railroad shut down because of the cotton seed. We were shipping-- We probably lost five hundred thousand dollars ($500,000) a year when it shut down because we couldn't ship cotton seed anymore. I can't even begin to tell you how much we lost in corn. We'd go south with the corn, and we would ship--I don't know--hundreds of thousands of bushels of corn. We had a corn house that would hold about nine hundred thousand bushels. I don't remember shipping every bushel out of it, but we shipped a lot.

Q So in December of 2022 when you executed this verified statement, what was your position at Hollybrook Enterprises, LLC?

A Where was Hollybrook Enterprise?

Q What was your position, sir, at Hollybrook--

A At Hollybrook Enterprise?

Q Yes.

A Same as it is now. I mean, I was just-- We had already sold it. When it got changed to Hollybrook Enterprises, we had already sold it. They changed the name

after we sold it to them. And my position there is the same as it is today. I just help them out whenever they want me to. I'm not employed by them, if that's what you're asking.

Q Right. You're not employed by them.

A No.

Q You don't own the entity?

A No.

Q And you have no official position with it whatsoever. Correct?

A Not really, no.

Q Okay. So would you agree with me that you're not authorized by Hollybrook Enterprises to speak on their behalf in this verified statement?

A Well, no. I've been down there for forty years.

Q So you think that--

A I started down there in 1973 when I got back from Vietnam. Started farming, I got involved in the gin and the warehouse and all that, so I made this on behalf of all of it, not just Hollybrook Warehouse.

Q Well, let me ask it this way. Did Hollybrook Enterprises ask you to do this verified statement--

A No.

Q --on its behalf? No. Okay.

A No, they didn't.

Q Looking to paragraph 4.

A Paragraph 6?

Q 4 on page 2.

A Oh, 4. All right.

Q And part of this is-- Let me ask you this: Did you draft this verified statement?

A Did I write it?

Q Yes.

A Yeah, most of it. Richard and I wrote it. He helped me.

Q Okay. Looking at paragraph 4-- And this may refresh some of the time line in terms of what we've been talking about. So in 1999 is when Mr. Wainwright acquired Delta Southern. Is that right?

A I think so, yeah.

Q Around that time. So you note that in 2004 he, referring to Wainwright, started seeking authority to abandon various segments of the line north of Lake Providence. You see that?

A No. What now? Paragraph 4 where it says it ground to a halt? Is that what--that's where you are?

Q I'm still on the bottom of page 2. In 2004, the last sentence at the bottom of page 2.

MS. BRISTER: Page 2. No, you're on 3. Go back a page. At the bottom. He's right down here.

WITNESS: Oh.

MS. BRISTER: The very last sentence where it starts, "In 2004..."

WITNESS: Right.

Q So it says, "In 2004 he started seeking authority to abandon various segments of the line north of Lake Providence. This prevented Hollybrook from using rail service to ship railcars directly to the Union Pacific Railroad Company (UP) in McGehee."

A Right.

Q Correct?

A That's correct. Yeah.

Q Is that-- I guess-- You said earlier that there was a time when Wainwright shut down the line. Is that in 2004?

A Right.

Q Is that what that--

A That's right.

Q Okay.

A And when he did that, all operations ceased. We couldn't use it.

Q Then in paragraph 5, moving on, it says, "I am aware that in 2015 Wainwright sold the stock of DSRR to an entity that's based in San Francisco." Do you know what entity that was?

A I don't know who it was. I just sold it. I knew he sold it, but I don't know who to.

Q Okay. It says, "Even though Craig Huff, DSRR's general manager, and Danny Robbins approached Hollybrook in late 2015 or early 2016 with the promise that things would improve under the new owners, nothing changed."

A Right.

Q "Since their visit, I've not had any further contact with DSRR." You see that?

A I see it.

Q So just to unpack this a little bit, it sounds like in 2015 when Wainwright sold DSRR, the line was reopened. Is that correct?

A Correct. We haven't been able to use the line since 20- --since Wainwright shut it down.

Q Do you know who Craig Huff is?

A What?

Q Do you know who Craig Huff is?

A I remember the name, but I don't know him really.

Q Okay. What about Danny Robbins?

A Same thing.

Q Okay. Don't know either one of them?

A Yeah.

Q Prior to 2004 when the line was shut down as you recall it, did you have any interactions or dealings with

what's referred to as NLA, the North Louisiana and Arkansas Railroad?

A No, I didn't.

Q At the time, do you know whether Delta Southern still owned the portion--owned and operated the portion of the line north of Lake Providence?

A You know, I remember some stuff, but, no, I don't remember that. No. I'm going to have to say I don't know. Because I do remember it being split up some kind of way, but I don't--wasn't really aware of much of that.

Q Didn't impact your business that much?

A What now?

Q Did not impact your business that much?

A Well, we were already shut down. It didn't matter what they did. The only thing that would impact this if they opened it back up again so we could use it, but they haven't done that since they shut it down.

Q And do you know where the issues were primarily that caused the shutdown between Lake Providence and McGehee?

A Wait a minute. What-- Say that again. Did I know what?

Q Well, where Hollybrook Warehouse is located is right around the Lake Providence Port. It's a couple miles south of that. Correct?

A Right.

Q Okay. So from there north, that was the part where there were problems getting to McGehee. Is that correct?

A There were problems all over it, north and south of Hollybrook, because we'd ship grain out down there and it'd go a few miles south and derail.

Q When was that?

A That was prior to him shutting it down. Now what year it was, I don't know. It happens all the time.

Q What do you mean by "all the time"?

A I mean, it just seems like every time we loaded cars, they'd come pick them up and head toward Tallulah, and they would get down there a few miles and have a car derail and turn over and they'd have to go down there and suck up all the grain, get the car back on the track, and ease it on down to Tallulah. They were-- You know, I remember that. It happened a lot. I don't remember them derailing too much going north, but this way they did.

Q So you say that nothing changed after being approached-- Well, let me ask you this: What do you remember about-- You say that you were approached by Craig Huff and Danny Robbins in late 2015 or early 2016. What do you remember about that interaction?

A I just remember them coming by the office and talking to me and telling me they're going to fix the railroad, and which they never did. That was the essence of

what I remember right there. That's it. I wouldn't know either one of them if they walked through that door right now.

Q Okay. Have you ever been contacted by anyone from NLA since that time--

A What now?

Q --about using rail?

A I didn't hear you. What?

Q Have you been contacted since that time by anyone at NLA--

A No.

Q --about using rail?

A No. No, I have not.

Q What about DSRR?

A No.

MR. MCBRIDE: What was that? What was that answer?

COURT REPORTER: Never have I?

WITNESS: That was a no.

A You asked me if anybody's contacted me from DSR. That answer's no. Isn't that what you asked me?

Q That's right. And you stated that you were not made aware of any work being done on the track, which had previously been used to move railcars to the two spur tracks that were used to receive and ship cotton, cotton seed, and

grains.

A Where are you now?

Q Still in paragraph 5.

A (Peruses document.) I'm not aware of any of that. That's what I'm saying, I was never--I was--nor was I ever made aware of any work being done on the track, not until recently. They've done some work on it from here north, but not that way.

Q So that's what I want to unpack. You say then that, "I must note that DSRR or some other entity that it hired has recently engaged in some maintenance activities on its track. I must presume that those activities are intended to support DSRR's opposition to the feeder line application that LPPC has filed to acquire the track." You see this?

A I see that, yeah.

Q What maintenance work were you referring to that DSRR did on the line recently--

A Well, I have no--wasn't--

Q --understanding that this--

A --made aware of any maintenance. That's what I'm saying.

Q Well, but you say here that you were aware of some that were done recent as of the date of the verified statement, which is December of 2022. Correct?

A Well, what I'm saying here is they said they were,

but I hadn't been made aware of anything they did. It says up here, "...with the promise that things would improve and nothing changed. Since their visit I've had no further contact with DSR nor was I ever made aware of any work being done on the track."

Q But then after that you note--

A "...which had previously been used to move railcars to the two spurs that were used to ship and receive cotton seed and grain down at Hollybrook."

Q So I'm focusing on the next sentence, sir.

A What now?

Q I'm focusing on the next sentence.

A Oh. "I must note that DSR or somebody they hired has recently engaged in some maintenance activity on this track. I must presume those activities are intended to support--" I don't remember all of that, I've got to admit. I don't remember anybody being hired. I don't remember any opposition to feeder line application. I don't remember that. I might've remembered it when I wrote it, but I don't remember it now.

Q Do you remember hearing about a railcar movement that occurred in 2022 on the DSRR line between Tallulah and Lake Providence?

A Okay. You've got to ask me that one again. What now? The railcar what?

Q Were you aware of the movement of a railcar along the line operated by DSRR by Delta Southern between Lake Providence and the Madison Parish Port?

A No.

Q Okay.

A No.

Q Do you have any personal knowledge, other than just your observations, as to the extent of maintenance and repair that's been done by Delta Southern since--

A The only thing I know is--

Q --2022?

A I'm sorry. Go ahead.

Q Since 2022.

A The only thing I know is they've rehabbed the railroad from McGehee to run down here somewhere right up in here, but they can't go from here down to McGehee--to Tallulah. I got that from Wyly. Wyly told me that.

Q But you don't know that to be a fact yourself?

A Only what-- Yeah, I don't think he'd lie to me, but as far as-- No, I don't know it for a fact myself. It's just what he said.

Q Okay. When did he say that?

A I don't know, man. I don't know. I mean, you know, it--a couple a ye- --a few years ago, I mean--

Q Okay. Are you aware of efforts to obtain grant

funding for rehabilitation and upgrading of the rail line between Tallulah and McGehee?

A I'm aware they did apply for funding and they evidently got it, according to Wyly.

Q Okay. So is the basis for your understanding of-- If I use the term INFRA grant, does that mean something to you?

A A paper grant?

Q INFRA, INFRA, I-N-F-R-A, INFRA.

A No.

WITNESS: What's that mean, Andy?

Q So I want you to look at paragraph 6. It's the last paragraph.

A (Peruses document.)

Q Can you see that?

A Uh-huh (yes).

Q Okay. Do you have-- Is this information that you were aware of that's referenced in paragraph 6 that you're aware of through Wyly, or did you have separate--

A Yeah, mostly through Wyly.

Q Okay.

A Yeah.

Q Did you have any personal involvement in efforts to obtain the funding that's referenced there?

A No.

Q Okay.

A Sure didn't.

Q I'm sorry. Did you have any personal involvement in the spending of money received as part of that project for upgrading the line?

A No.

Q Okay. So you said earlier that you did not approach and have not approached DSRR for--

A Correct.

Q --for service. Have you-- Well, let me-- Strike that. You said that you were not contacted by anyone from DSRR. Is it also the case that you have not reached out to anyone at DSRR to inquire about the availability of rail service?

A No, I have not.

Q Okay. Do you know whether-- Do you know what entity regulates the safety of and condition of--

A No.

Q --railroad tracks?

A I don't.

Q You don't know that?

A Uh-uh (no).

Q Okay. Are you aware of any federal entity or any entity for that matter that has declared or ruled that the track between Lake Providence Port and Madison Parish Port

cannot be used for rail traffic?

A No.

Q Okay. Do you have any personal knowledge or expertise in rail maintenance--

A No.

Q --and engineering?

A No.

Q Okay. So why have you not inquired in the years since you were aware of at least some efforts to do maintenance on the line about getting rail service started back up for Hollybrook Warehouse?

A Well, I haven't personally gone out there and tried to do a whole lot about it, but I was aware that Wyly and the port commission was trying to get money to rehab the track, and they said they were successful, and all this stuff came up from Lake Providence south kind of after the fact, after they got money but they can't really use it to keep going. So, I mean, I-- But I wasn't really involved in any of that.

Q So in your understanding, is this proceeding related to that--

A Now what now?

Q Is this proceeding related to that disagreement about use of the funds for rehabilitation of the line?

A Well, I mean, no, but, I mean, I understand that they're not able to continue rehabbing the railroad. They've

rehabbed it all the way from here to McGehee, but they can't go from here south to Tallulah. That's what I understand.

Q Okay. And you understand that from things you've heard from Wyly, not things that--

A Yeah, I mean, yeah--

Q --you're personally involved in?

A --not legally, just from conversation.

Q Yeah.

MR. SULLIVAN: So what I'd like to do is I'd like to take a break, go off the record.

(OFF RECORD.)

MR. SULLIVAN: Okay. So we just took a quick break. I did have a couple extra--additional questions that I wanted to ask you, Mr. Amacker.

EXAMINATION BY MR. SULLIVAN, continuing:

Q So one of the things that I was hoping to get a better understanding of is current operations, last five years at Hollybrook Warehouse for the cotton bales. What is the-- I'm trying to get a sense of the volume of cotton bales that y'all are storing and moving out on a total basis.

A The warehouse is capable of holding seventy-five thousand bales. The last few years we haven't had that many. We get anywhere from twenty, twenty-two thousand-- I take that back. Anywhere from twenty-two to fifty or sixty.

That's about--fifty or sixty is about the most we've taken in, but it can hold more than that. But just people just haven't planted cotton like they used to.

Q Okay. So overall compared to before the line shut down, how does that look in terms of the amount of volume of cotton that Hollybrook Warehouse is shipping?

A Well, it's a lot of difference. I mean, the-- before the line shut down, that was the-- You know, like I said before, we had three warehouse, and we had one at Howard's, one at Lake Providence, and one at Hollybrook. In between all of them you could seventy-five at Hollybrook, fifty-five at Lake Providence, and thirty at Howard's. That's eighty-five and seventy-five.

WITNESS: And I can't do that in my head, Andy. Maybe you can.

A That's about how much we could hold. And so we've gone-- Overall through the years, the cotton industry just shrunk. That's why you only have three gins running now instead of five. We just didn't have enough cotton to gin.

Q So in the last few years Hollybrook has had anywhere from twenty-two thousand towards up to around sixty?

A Sixty.

Q What accounts for the variance in the years?

A It's just cotton market prices and farmers don't plant as much cotton when the prices are low.

MR. SULLIVAN: I think that actually concludes the questions that I have for you at this time, subject to potential reexamination if counsel asks questions.

MR. MCBRIDE: I do. Just a few, Mr. Amacker. Can you hear me?

WITNESS: I can hear you.

MR. MCBRIDE: I'm Michael McBride. I represent Lake Providence Port Commission.

WITNESS: Okay.

EXAMINATION BY MR. MCBRIDE:

Q Do you still stand by all the statements in your verified statement?

A I stand by that last page where I said it would be better to open the line up than shut it down.

Q Yeah. You stand by the rest of the verified statement?

A I do.

Q And is it important that people be able to ship north and south on the line?

A Absolutely.

Q And is it generally cheaper to ship by rail than by truck?

A That's correct.

MR. MCBRIDE: I have no other questions.

MS. BRISTER: I just have one clarification.

EXAMINATION BY MR. BRISTER:

Q He asked you which direction Greenwood, Mississippi, is, and Staplcotn's in Greenwood. Which direction would you go to get to Greenwood by rail? Which way would you go? South or north from Hollybrook?

A You'd go north.

MS. BRISTER: That's all I've got.

REEXAMINATION BY MR. SULLIVAN:

Q Just to finish that out, what is the route by rail?

A To where?

Q To-- I may have just mis- --

A Talking about to go to Greenwood?

Q To Greenwood, Greenwood. Yes.

A I'm not sure because you have to go across--you have to cross the Mississippi River. So by car you go to Lake Village, take a right and go to Greenville, you cross the Greenville Bridge, and then you go east to Greenwood.

Q Okay.

A But I'm not sure how the rail goes.

Q Okay.

A But I don't think you'd go south because you'd end up in Natchez. The answer is I'm not sure, to be honest.

Q Okay. But it's the case that Greensboro [sic], Mississippi, is generally northeast of here?

A Greenwood.

Q Greenwood.

A It's northeast, yeah.

Q Yeah. Okay. Greenwood.

MR. SULLIVAN: Okay. No further questions.

COURT REPORTER: Andy, read and sign?

MS. BRISTER: He does. Yeah, he would like to read and sign it.

DEPOSITION CONCLUDED.

STATE OF LOUISIANA

PARISH OF OUACHITA

I, MARGARET ANN COPELAND, Certified Court Reporter in and for the State of Louisiana, as the officer before whom this testimony was taken, do hereby certify that MAYOR ROBERT AMACKER, JR., after having been duly sworn by me upon authority of R.S. 37:2554, did testify as set forth in the foregoing deposition, pages 1 through 73, at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254, on the 23rd day of February, 2026, commencing at 2:01 p.m. and concluding at 3:59 p.m.; that this testimony was reported by me in the electronic reporting method, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that the transcript has been prepared in compliance with the transcript format guidelines required by statute or by rules of the board, that I have acted in compliance with the prohibition on contractual relationships as defined by Louisiana Code of Civil Procedure Article 1434, and in rules and advisory opinions of the board; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter.

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

Monroe, Louisiana, this 24th day of March, 2026.

_____

MARGARET ANN COPELAND, CCR

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36447

LAKE PROVIDENCE PORT COMMISSION – FEEDER LINE APPLICATION – LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA.

SUBPOENA DUCES TECUM TO ROBERT N. AMACKER, JR., ON BEHALF OF HOLLYBROOK WAREHOUSE, INC., TO TESTIY IN A DEPOSITION AND PRODUCE DOCUMENTS

To: Robert N. Amacker, Jr.
Hollybrook Warehouse, Inc.
10971 Hwy 65 South
Lake Providence, LA 71254

Pursuant to the rules of the Surface Transportation Board governing discovery, 49 C.F.R § 1114, *et seq.*, and by Order of the Board:

YOU ARE HEREBY COMMANDED to appear at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254 at 2:00 p.m. on February 23, 2026, to provide testimony by oral deposition at the request of Delta Southern Railroad, Inc., in the above-caption proceeding. Your testimony will be recorded stenographically, by an officer authorized to administer oaths, and may be used as evidence in this proceeding. The deposition is anticipated to be completed within one-half of a business day, but may be continued from time to time until completed. Specific topics for which you will be expected to provide testimony are included in Attachment A to this subpoena.

YOU ARE ALSO COMMANDED to produce the items described in Attachment B to this subpoena by 2:00 p.m. on February 23, 2026, to Delta Southern Railroad, Inc., c/o GENTRY LOCKE ATTORNEYS at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake



Providence, Louisiana 71254 by physical copy or electronic mail to William L. Spotswood, Esq. (spotswoodr@gentrylocke.com) and J. Cole Gayle, Esq. (CGayle@gentrylocke.com), or at such time and place as the attorneys for Delta Southern Railroad, Inc. and you agree.

DATED: February 9, 2026

Administrative Law Judge Jenifer J. Soulikias: Jenifer J. Soulikias -S

Digitally signed by Jenifer J. Soulikias -S
Date: 2026.02.12 16:15:34 -06'00'

ATTACHMENT A TO SUBPOENA DUCES TECUM

Delta Southern Railroad, Inc. ("DSRR") seeks to depose you in order to obtain relevant evidence to the Lake Providence Port Commission's ("LPPC") Amended Feeder Line Application to acquire the Line of DSRR located in East Carroll and Madison Parishes, Louisiana, STB Docket No. FD 36447 (the "proceeding"). Specifically, DSRR seeks testimony regarding the following topics:

1. All subject matter and facts asserted in Your verified statement submitted in this proceeding, including the factual basis for any such assertions.

2. Requests for rail service made by Hollybrook to DSRR.

3. Rail service provided to Hollybrook by DSRR.

4. Requests for rail service made by Hollybrook to North Louisiana & Arkansas Railroad, Inc. ("NLA").

5. Rail service provided to Hollybrook by NLA.

6. Costs and effectiveness of transportation options for Hollybrook, as comparing trucking, rail, and other alternatives.

7. Current and anticipated demand for rail service by Hollybrook.

8. Drafts and communications regarding Your verified statement in this proceeding with LPPC (including its counsel) or any third party.

9. Documents produced by Hollybrook in response to a subpoena duces tecum in this proceeding.

ATTACHMENT B TO SUBPOENA DUCES TECUM

INSTRUCTIONS AND DEFINITIONS

1. "Document(s)" shall mean anything on or in which data or information is recorded or stored, including, but not limited to: writings or representations of every kind, correspondence, electronic mail and files, text messages, memoranda, notes, statements, paraphrases or summaries of statements, drawings, tabulations, charts, graphs, plans, maps, sketches, photographs, brochures, diaries, records, rules, regulations, summaries, reports, report forms, studies, papers, work papers, letters, books, notebooks, schedules, lists, worksheets, agreements, contracts, records of telephone calls or any other communications or conversations, telegrams, teletypes, radiograms, cables, discs, tapes or any other forms of mechanical recordings of all statements not reduced to writing, film, microfilm, computer printouts and computations potentially generated to summarize information stored in computer storage by whatever means. The word "Document(s)" also includes, but is not limited to, all handwritten, typed, printed and photocopied matter, including all marginal notations and drafts, duplicates, carbon copies and any other copies thereof, all electronically stored documents such as information stored on computer drives, hard discs, diskettes, floppy discs, DVD, CD, memory sticks, any other means of electronic storage, and all information posted online such as information posted on social media or a blog, even if such information was later edited or deleted.

2. The connectors "and" and "or" shall be construed either disjunctively or conjunctively as necessary to bring within the scope of these interrogatories and requests any information that might otherwise be construed to be outside the scope of the interrogatory or request.

3. The word "person" shall mean any individual, firm partnership, corporation, association, business or governmental entity or subdivision, agency, department, and any "person" acting by or through, directly or indirectly, and other "person" as well as any "person" by whom such "person" was controlled with respect to the matter in question.

4. The word "including" shall mean "including but not limited to."

5. "Hollybrook," "You," and "Your" shall mean Hollybrook Warehouse, Inc., and each of its agents, attorneys, accountants, consultants, officers, commissioners, employees, independent contractors, and any other individual or entity associated or affiliated with it or purporting to act on its behalf.

6. "DSRR" shall mean line-owner Delta Southern Railroad, Inc., and each of its agents, attorneys, accountants, consultants, officers, directors, employees, independent contractors, affiliates, and any other individual or entity associated or affiliated with it, or purporting to act on behalf of it.

7. "NLA" shall mean the North Louisiana and Arkansas Railroad, Inc., and each of its agents, attorneys, accountants, consultants, officers, directors, employees, independent contractors, affiliates, and any other individual or entity associated or affiliated with it, or purporting to act on behalf of it.

8. The "Line" means the portion from milepost ("MP") 471.0 to MP 498.44 of the DSRR line that runs from Lake Providence, Louisiana (MP 471.0) to the point of interchange with the Kansas City Southern Railway Company ("KCS") at Tallulah, Louisiana, which is the complete and only subject of the amended feeder line application filed on January 3, 2023.

9. The phrase "request for rail service" shall mean any request made by Hollybrook to DSRR that is specific to a commodity and date that DSRR provided said rail service.

10. "Proceeding" shall mean Surface Transportation Board Docket No. FD 36447.

11. "Verified Statement" means the Verified Statement of Robert N. Amacker, Jr. dated December 31, 2022, and that was submitted in LPPC's Amended Application in the Proceeding.

12. Responsive documents should be produced as they are kept in the usual course of business, or organized and labeled to correspond with the categories in these requests.

13. Procedure for production of ESI: All metadata is to be included on every document, email, etc. produced electronically. All E-mails are to be produced in PST format. All data and documents to be produced electronically shall be produced using a Concordance Load File. Documents produced in PDF format should be text searchable (OCR). All documents stored in electronic format should be produced in electronic format.

DOCUMENTS REQUESTED:

1. All Documents referenced or relied upon in the Verified Statement.

2. All Documents regarding rail service by DSRR, including requests for rail service, interchange service, derailments, delays in service, costs of service, or failures to provide service.

3. All Documents regarding rail service by NLA or DSRR, including requests for rail service, interchange service, derailments, delays in service, costs of service, or failures to provide service.

4. All Documents regarding the condition of the Line, including any alleged inability of the Line to transport safely commodities owned or leased by Hollybrook.

5. Documents sufficient to show all Hollybrook rail shipments received or sent on the Line from January 1, 2000 to present, including the railroad that transported each shipment.

6. All Documents regarding decisions to ship by rail or by truck, including cost analyses, price quotes, and other comparisons.

7. All Documents regarding maintenance activities DSRR performed on the Line, as referenced in paragraph 5 of the Verified Statement.

8. All Documents regarding any refusal by DSRR to take steps to rebuild or improve the Line.

9. Any shipper surveys received or completed related to rail shipping.

10. All Documents regarding the proceeding, including any communications regarding, or drafts of, the Verified Statement.

Hollybrook

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

Lake Providence Port Commission—Feeder Line Application—LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF ROBERT N. AMACKER JR.

---

1. My name is Robert N. Amacker Jr.. I am the President of Hollybrook Warehouse, Inc. ("Hollybrook"). My address is 10971, Hwy 65 South, Lake Providence, Louisiana 71254. I have personal knowledge of the facts stated herein and am duly authorized to present this Verified State on behalf of Hollybrook.

2. In addition to being employed by Hollybrook, I also serve as the Mayor of Lake Providence. As a result, I am acquainted with the adverse impact that the lack of adequate rail service has had on the entire region over the past 25 years. I have attached a copy of a letter that Hollybrook Warehouse, Inc. filed with the Interstate Commerce Commission ("ICC") in 1988 to protest the Missouri Pacific Railroad's ("MP") proposed abandonment of the entire Lake Providence Branch Line from milepost 408.9 in McGehee, Arkansas to milepost 651.6 at Vidalia. As described in that letter, our customers directed Hollybrook Warehouse not to use MP's service because of the deteriorating and undependable service. As was also detailed, MP's rail service could not be relied

upon when movements were time sensitive. Despite the protests of various shippers, the ICC authorized MP to abandon the entire Line. In response to the ICC's decision, the Lake Providence Port Commission ("LPPC") filed an offer of financial assistance to preserve the Line between McGehee and Tallulah, Louisiana. Because LPPC subsequently agreed to permit Delta Southern Railroad Company ("DSRC") to acquire the Line, LPPC did not acquire ownership of the Line at that time.

3. Before turning to Delta Southern Railroad, Inc. ("DSRR"), I will first explain some corporate changes that have occurred since 1988. Hollybrook Warehouse was started in 1971 by Jack Hamilton and my father. Jack Hamilton was president of the warehouse from its beginning until his death in 2001. When he died, I became president and am still president to this day. When we sold Hollybrook Gin in 2006, the name was changed from Hollybrook Gin, Inc. to Hollybrook Enterprises, LLC. Hollybrook Enterprises owns a cotton gin, a grain facility, and 25% of the stock of Hollybrook Warehouse, Inc. Three other gins each own a 25% interest in the warehouse.

4. In 1999, DSRC sold the Line to William Wainwright, who had managed DSRC's operations as its President for the previous ten years. To acquire the Line, Mr. Wainwright and his wife incorporated a new railroad that was named Delta Southern Railroad, Inc. ("DSRR"). However, instead of providing adequate rail service, Wainwright allowed the Line to deteriorate to the point that it could not be safely operated. In 2004, he started seeking authority to abandon various segments of the line north of Lake Providence.

This prevented Hollybrook from using rail service to ship railcars directly to the Union Pacific Railroad Company ("UP") in McGehee. Furthermore, DSRR began to store several hundred railcars on the track to the south of Hollybrook's facilities, which are located at milepost 474.0 and 475.0. Because DSRR could not efficiently operate to the north due to the deteriorated track north of milepost 471.0, all rail traffic ground to a halt.

5. I am aware that in 2015, Wainwright sold the stock of DSRR to an entity that is based in San Francisco. That sale did not improve rail service for Hollybrook. Even though Craig Huff, DSRR's General Manager, and Danny Robbins approached Hollybrook in late 2015 or early 2016 with the promise that things would improve under the new owners, nothing changed. Since their visit, I have not had any further contact with DSRR. Nor was I ever made aware of any work being done on the track, which had previously been used to move railcars to the two spur tracks that were used to receive and ship cotton, cotton seed, and grains. I must note that DSRR, or some other entity that it hired, has recently engaged in some maintenance activities on its track. I must presume that those activities are intended to support DSRR's opposition to the Feeder Line Application that LPPC has filed to acquire the track.

6. I am aware that the United State Department of Transportation ("DOT"), in 2019, awarded the owners of the entire line over $10.5 million to be used to restore adequate rail service. I have also learned that DSRR's owners refused to commit to use any of those funds to restore the section of the Line that would be used to provide service to Hollybrook. Because I fully agree with

DOT's conclusion that the rebuilding of the entire Line between McGehee and Tallulah and the restoration of reliable rail service will help catalyze greater opportunities for economic development in the region, Hollybrook fully supports LPPC's Feeder Line Application. If the Line is fully upgraded and future rail service is reliable, Hollybrook and other entities in and around Lake Providence will reduce their forced reliance on trucking and once again make full use of rail service. The return to rail service will not only reduce the cost of transportation but will reduce the wear and tear on the highways in the region and the air pollution associated with trucking.

VERIFICATION

I, Robert N. Amacker, Jr. declare under penalty of perjury that the foregoing is based on my personal knowledge and is true and correct.

Executed on December 31, 2022.



Robert N. Amacker, Jr.

LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

A. Shipper Name and Location Information

1. Date: 11/11/2022
2. Shipper Name: Hollybrook Warehouse, INC.
3. Contact Person: Robert N. Amacker Jr.
4. Contact Phone/Email: (318)282-6621 / bobby@hollybrookent.com
5. Shipper Location (physical address):

   10843 Highway 65 South

   Lake Providence, La. 71254

B. Shipping Information

6. If rail service were available at this location, would you be interested in using the rail service? Y or N
   a. If yes, please proceed with the following questions. If no, please return the survey and thank you for your time.
7. Commodities Transported (STCC): Cotton Bales
8. Are any of the commodities transported hazardous materials? Y or (N)
   a. If yes, what are the materials? _____
9. Potential annual volume separated between commodity:

a. Number of loaded inbound cars:	**Commodity**	**Volume**



LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

b. Number of loaded outbound cars:	**Commodity**	**Volume**

10. Have you used rail to transport products in the past? (Y) or N

    a. If yes, when was the last time you used rail service?

    Many years ago (more than 15)

11. Do you have a peak season? (Y) or N

    a. When does it begin? September each year

    b. When does it end? November - December

12. Do you have an inactive season? (Y) or N

    a. When does it begin? June

    b. When does it end? August

13. Any comments about seasonality? We receive cotton each year starting in Septenber and ending in November or December. We ship cotton all year until the shippers demand ends which usually around June or July.

14. Any reasons to expect rail volumes to change in the future?

    No

    a. If yes, by how much?

LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

15. How often would you require service by the railroad?

Unknown. It depends on the shippers.

16. Railcar information:

a. Would the Shipper ship/receive trainload, multiple car or single car traffic?

When we shipped by rail in the past it was usually multiple cars.

b. Would the Shipper ship in private or railroad owned railcars?

Railroad owned cars.

c. Would the Shipper reload cars at this location? Y or (N)

1) If yes, explain procedure and identify frequency:

C. Shipper Requirements

17. Facility Hours:

a. Opening time: We open at 7:00am

b. Closing time: We close at 4:00pm

c. Days of the week: Monday - Friday

d. Are there any rail service window restrictions? If yes, please describe:

We quit loading at 3:30 each day

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

Lake Providence Port Commission—Feeder Line Application--LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF ROBERT N. AMACKER JR.

---

1. My name is Robert N. Amacker Jr.. I am the President of Hollybrook Warehouse, Inc. ("Hollybrook"). My address is 10971, Hwy 65 South, Lake Providence, Louisiana 71254. I have personal knowledge of the facts stated herein and am duly authorized to present this Verified State on behalf of Hollybrook.

2. In addition to being employed by Hollybrook, I also serve as the Mayor of Lake Providence. As a result, I am acquainted with the adverse impact that the lack of adequate rail service has had on the entire region over the past 25 years. I have attached a copy of a letter that Hollybrook Warehouse, Inc. filed with the Interstate Commerce Commission ("ICC") in 1988 to protest the Missouri Pacific Railroad's ("MP") proposed abandonment of the entire Lake Providence Branch Line from milepost 408.9 in McGehee, Arkansas to milepost 651.6 at Vidalia. As described in that letter, our customers directed Hollybrook Warehouse not to use MP's service because of the deteriorating and undependable service. As was also detailed, MP's rail service could not be relied



upon when movements were time sensitive. Despite the protests of various shippers, the ICC authorized MP to abandon the entire Line. In response to the ICC's decision, the Lake Providence Port Commission ("LPPC") filed an offer of financial assistance to preserve the Line between McGehee and Tallulah, Louisiana. Because LPPC subsequently agreed to permit Delta Southern Railroad Company ("DSRC") to acquire the Line, LPPC did not acquire ownership of the Line at that time.

3. Before turning to Delta Southern Railroad, Inc. ("DSRR"), I will first explain some corporate changes that have occurred since 1988. Hollybrook Warehouse was started in 1971 by Jack Hamilton and my father. Jack Hamilton was president of the warehouse from its beginning until his death in 2001. When he died, I became president and am still president to this day. When we sold Hollybrook Gin in 2006, the name was changed from Hollybrook Gin, Inc. to Hollybrook Enterprises, LLC. Hollybrook Enterprises owns a cotton gin, a grain facility, and 25% of the stock of Hollybrook Warehouse, Inc. Three other gins each own a 25% interest in the warehouse.

4. In 1999, DSRC sold the Line to William Wainwright, who had managed DSRC's operations as its President for the previous ten years. To acquire the Line, Mr. Wainwright and his wife incorporated a new railroad that was named Delta Southern Railroad, Inc. ("DSRR"). However, instead of providing adequate rail service, Wainwright allowed the Line to deteriorate to the point that it could not be safely operated. In 2004, he started seeking authority to abandon various segments of the line north of Lake Providence.

This prevented Hollybrook from using rail service to ship railcars directly to the Union Pacific Railroad Company ("UP") in McGehee. Furthermore, DSRR began to store several hundred railcars on the track to the south of Hollybrook's facilities, which are located at milepost 474.0 and 475.0. Because DSRR could not efficiently operate to the north due to the deteriorated track north of milepost 471.0, all rail traffic ground to a halt.

5. I am aware that in 2015, Wainwright sold the stock of DSRR to an entity that is based in San Francisco. That sale did not improve rail service for Hollybrook. Even though Craig Huff, DSRR's General Manager, and Danny Robbins approached Hollybrook in late 2015 or early 2016 with the promise that things would improve under the new owners, nothing changed. Since their visit, I have not had any further contact with DSRR. Nor was I ever made aware of any work being done on the track, which had previously been used to move railcars to the two spur tracks that were used to receive and ship cotton, cotton seed, and grains. I must note that DSRR, or some other entity that it hired, has recently engaged in some maintenance activities on its track. I must presume that those activities are intended to support DSRR's opposition to the Feeder Line Application that LPPC has filed to acquire the track.

6. I am aware that the United State Department of Transportation ("DOT"), in 2019, awarded the owners of the entire line over $10.5 million to be used to restore adequate rail service. I have also learned that DSRR's owners refused to commit to use any of those funds to restore the section of the Line that would be used to provide service to Hollybrook. Because I fully agree with

DOT's conclusion that the rebuilding of the entire Line between McGehee and Tallulah and the restoration of reliable rail service will help catalyze greater opportunities for economic development in the region, Hollybrook fully supports LPPC's Feeder Line Application. If the Line is fully upgraded and future rail service is reliable, Hollybrook and other entities in and around Lake Providence will reduce their forced reliance on trucking and once again make full use of rail service. The return to rail service will not only reduce the cost of transportation but will reduce the wear and tear on the highways in the region and the air pollution associated with trucking.

VERIFICATION

I, Robert N. Amacker, Jr. declare under penalty of perjury that the foregoing is based on my personal knowledge and is true and correct.

Executed on December 31, 2022.

Robert N. Amacker Jr.

BEFORE THE

SURFACE TRANSPORTATION BOARD

* *

FINANCE DOCKET NO. 36447

* *

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION

LINE OF DELTA SOUTHERN RAILROAD

LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

* *

HIGHLY CONFIDENTIAL DEPOSITION OF

NEIL DANIEL MARTIN, V.P. OF SERVICES

February 23, 2026

* *

Taken At:

Lake Providence Municipal Courtroom
201 Sparrow Street
Lake Providence, Louisiana 71254

* *

Reported By:

MARGARET ANN COPELAND
CERTIFIED COURT REPORTER
CERTIFICATE NO. 92160
PARISH OF OUACHITA
STATE OF LOUISIANA

APPEARANCES:

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Mr. Andy Brister and
Mr. Jacob Brister

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STIPULATIONS

It is stipulated and agreed among counsel that this deposition of NEIL DANIEL MARTIN, V.P. OF SERVICES, is taken pursuant to Notice by counsel for Delta Southern Railroad, Inc., and may be used for all purposes permitted by the Code of Federal Regulations. All objections, except as to the form of the question and the responsiveness of the answer, are reserved until such time as the deposition is offered and introduced into evidence.

* *

The witness, NEIL DANIEL MARTIN, V.P. OF SERVICES, was advised of his right to read and sign this deposition, and he elected to exercise that right.

NEIL DANIEL MARTIN, V.P. OF SERVICES, being first duly sworn, testified as follows:

MR. SULLIVAN: Good morning, Mr. Martin.

WITNESS: Good morning, sir.

MR. SULLIVAN: I introduced myself when you came in, but I'll introduce myself for the record. My name is Noah Sullivan. I'm an attorney with the law firm of Gentry Locke Attorneys and represent the Delta Southern Railroad--

WITNESS: Got you.

MR. SULLIVAN: --in the proceeding before the Surface Transportation Board. I'm going to be taking your deposition today. I appreciate your appearing here in Lake Providence this morning. Have you ever been deposed before?

WITNESS: No, sir.

MR. SULLIVAN: Okay. Have you ever testified in a court proceeding before?

WITNESS: No, sir.

MR. SULLIVAN: So you just took an oath to tell the truth under the penalties of perjury. You understand the implications of that oath?

WITNESS: Absolutely.

MR. SULLIVAN: So you're here to give your

complete testimony, fully and truthfully, to the best of your ability?

WITNESS: Yes, sir.

MR. SULLIVAN: Okay. And you understand that the oath that you took is the same that you would take if you were to be testifying in court or in an official proceeding for the United States?

WITNESS: Yes, sir.

MR. SULLIVAN: Today's proceeding is going to be recorded by our court reporter, who I think you had a chance to meet this morning.

WITNESS: Yes, sir.

MR. SULLIVAN: And what's going to happen is she's going to be taking down some shorthand and is recording it and will produce a transcript, which will be a written record of our deposition--

WITNESS: Okay.

MR. SULLIVAN: --time today. And so one of the things to keep in mind is that because of that, we need to pace ourselves a little bit so that she can take down the transcript. So one of the things that you're acknowledging things I'm saying, saying yes, sir, things

while I'm talking, that's actually going to-- While it's very polite and I appreciate it, it's actually going to make it difficult for her to take down the testimony. So one of the things that we should try to do as we're working through this is I'll ask my question, and then you answer.

WITNESS: Okay.

MR. SULLIVAN: And I'm not going to interrupt you, you're not going to--I know you're not interrupting, but you're not going to speak while I'm questioning so that she's able to make a clear record. Okay? So that's how we'll proceed. It's a little different from what people are used to when they're talking to someone or answering questions, but the import of that is that the transcript is the official record of your testimony, so we want it to be as accurate as possible. Okay? Throughout today I'll ask questions, and your job is to answer them to the best of your ability. If you don't understand a question that I ask, please feel free to ask me to clarify it, rephrase, whatever it is. It's important, because you're the one who's giving

testimony, that you understand what the question is so that you know what the answer should be. Okay?

WITNESS: Got you.

MR. SULLIVAN: By the same token, if I do ask you a question and you answer it, I'm going to assume that you understood the question. Fair enough?

WITNESS: (Affirmative nod.)

MR. SULLIVAN: So one of the things that we'll need to do-- And you just nodded your head yes. Correct?

WITNESS: Yeah. You-- Yeah.

MR. SULLIVAN: So one of the other things I forgot to mention--the reason I said that is because it's a transcript, so no one's going to see that you nodded your head. So whenever you give an answer, even if it's affirmative, negative, make it oral, say it out loud so that it appears--

WITNESS: Okay.

MR. SULLIVAN: --in the transcript. So that's why I said, "You just nodded your head. Yeah?" And you looked at me--

WITNESS: Got you.

MR. SULLIVAN: --like I'm silly because--but it's so that it shows up in the transcript. So it's just one of the things we'll try to keep in mind. We'll get it right, we'll make sure it's clear, but it's just something to keep in mind was we're working through ground rules for the deposition. Okay? Throughout today if you need breaks, water, bathroom, whatever it is, happy to do it. You know, I hope that we're not going to spend too long, and we've agreed that there will be a four hour limit on the record, so there'll be an end. The finish line's already in sight. But all kidding aside, it is important that you're comfortable and able to give testimony, so if you need to take a break, happy to accommodate it. The only thing I would ask is if there's a pending question, you answer the question before you go on break. Okay?

MR. MCBRIDE: And, Noah, if I may just interject one thing. Similarly, when he's finished, I have the right to ask you a question or two. I may or may not. And Ernesto does as well.

WITNESS: Okay.

MR. MCBRIDE: Okay?
MR. SULLIVAN: Sure. So I'll pass--call pass the witness is when the other counsel who are in attendance will have an opportunity to ask any questions they want for the record. Okay? Is there any reason, sir, that you would not be able to give competent testimony today?
WITNESS: No, sir.
MR. SULLIVAN: Are you under the influence of any medications, drugs, anything like that that might affect your memory?
WITNESS: No, sir.
MR. SULLIVAN: Okay. Throughout today I'm going to, what we'll call, mark exhibits. That's to identify something that I'm going to hand to you and ask that you look at and I might ask you questions about. So we'll mark our first exhibit. The court reporter will do that and then she'll hand it to you. I've got copies for you guys.
MR. MCBRIDE: Ma'am, may I just ask, do you mark this Martin Exhibit 1 or how do you mark it?
COURT REPORTER: "Martin 1." Is that okay?
MR. MCBRIDE: "Martin 1." Okay. Thank you.

EXAMINATION BY MR. SULLIVAN:

Q Mr. Martin, you've just been handed what's been marked as "Martin Exhibit 1." Do you recognize this document?

A I do.

Q What is it?

A My subpoena.

Q And you are the person identified in that subpoena, Mr. Neil Martin, appearing pursuant to this subpoena?

A I am.

Q Okay. If you look starting on page 6 there's a list of--also there's a subpoena for documents--a request for documents that was included in this subpoena. Do you see that?

A I do.

Q Are there any documents pursuant to this subpoena and agreement that may be produced at the start of the deposition that you've identified that are responsive to this subpoena?

A No, sir.

Q What did you do to search for documents related to this request in this subpoena?

A I went to our office manager and asked her how far back our records went, and all of this has been thrown away.

Q How long did she say the record were kept?

A Twelve years.

Q So meaning that record within the last twelve years are maintained?

A Correct.

Q Okay. So in the last twelve years there are no documents responsive to the requests identified in this subpoena?

A None for rail service by Delta Southern; none for the verified statement, there were none, period; rail service by NLA, no request for rail service; no documents for condition of the line; I have no documents to show Terral's qualification regarding rail safety. And this is where the twelve years, I have no documents for rail shipments from January 1, 2000, to present. No documents for number 7; no documents for number 8; no documents for number 9; no documents for 10; no documents for 11.

Q I appreciate you walking through that, Mr. Martin. You anticipated what I was probably going to do question by question. But you searched for and your testimony is that based on your review of records for Terral RiverService through the office manager that there are no responsive documents to the subpoena request?

A Correct.

Q Okay. Did you do anything to prepare for your deposition today?

MR. CRUZ: Objection. Client-attorney work product. Don't answer, Mr. Martin.

MR. SULLIVAN: What's the basis for the instruction not to answer?

MR. CRUZ: Client-attorney work product. Basically, we--that is our conversation, private conversation between Terral River's management and Terral River's in-house attorney, so that's privilege, how we prepare--what we discuss between us ??beforehand/before having?? the deposition. That is my in ???, my notes, that is a discussion between him and me.

Q So just to clarify the question, I'm not asking you to reveal the substance of your discussions. I'm just asking whether you did have discussions, which is not a privileged matter. So did you meet with counsel to discuss your deposition? Without revealing the substance of anything you did discuss.

MR. CRUZ: With me. Yes.

A Yes.

Q When was that?

A Last week.

Q How long was the meeting?

MR. CRUZ: Objection. Same grounds.

MR. SULLIVAN: Length of a meeting is not privileged.

MR. CRUZ: How much do you think it was, Mr. Martin?

A Three to five minutes.

Q Without revealing which documents, did you review any documents--

A No documents.

Q --prior to your-- Excuse me. Let me just finish the question. Did you review any documents prior to your deposition in preparation for today's deposition?

A No.

Q Did you have any discussions regarding this deposition with anyone other than Mr. Cruz?

A I told my boss I would be going to a deposition.

Q Okay.

A That's it.

Q Did you discuss anything about the nature or substance of the deposition?

A Told him it was for Delta Southern.

Q Who's your boss?

A Johnny Martin.

Q Anyone else?

A No, sir.

Q Okay. Did you ever have conversations with counsel

for Lake Providence Port Commission regarding a potential deposition or a request for documents in this matter?

A I don't know. I'm trying to remember.

MR. CRUZ: And that's a valid answer. If you don't remember, you can answer--

WITNESS: Yeah.

MR. CRUZ: --that you don't remember.

A Repeat your question. Let me make sure I understand it correctly.

Q Sure. What I'm asking is if you had discussions or communications of any kind, written or oral, with counsel for Lake Providence Port Commission regarding a potential deposition or a request for documents of you in this matter.

A You know, no request for documents, but I do remember a phone call.

Q Phone call when?

A Don't know the timing, but it was at first-- whenever Delta Southern asked me to write a letter showing that they were in good standing with us. So this was--I guess this was all prior to-- That's why I got subpoenaed, I think, because I wouldn't write the letter.

Q Do you recall ballpark when this letter--request for a letter came to you?

A Three months ago, I'm guessing.

Q How did you receive the request?

A From Nathan Johns called and asked me to write a letter.

MR. ???: Could you read that answer back? I didn't quite hear what he said.

COURT REPORTER: I can play it back for you. Give me one second.

(ANSWERED PLAYED BACK.)

Q And you said you had a conversation with counsel for LPPC after that request?

A Yes. Well, let me retract that. I think that maybe--

MR. CRUZ: So right now we will like to assert the joint privilege common interest protection. So based on that, I will request Mr. Martin not to answer any communication that he had with Lake Providence attorney, Mr. Richard Streeter, or whomever he had a conversation with.

Q So notwithstanding counsel's instruction, I think the question is not asking for the--for you to reveal the substance of any communication, but to answer whether you did in fact have a conversation with Mr. Streeter or Mr. McBride or anyone else acting as counsel for LPPC, the Lake Providence Port Commission, after you received that communication from Mr. Johns.

A I--I re- --I don't recall if I had the conversation with him or if someone else did. I don't remember, but--

MR. CRUZ: That's his answer.

A And I'm sorry. I just don't recall. I'd love to tell you.

Q Do you know whether Terral RiverService has an agreement with the Lake Providence Port Commission regarding any common or joint interest in this proceeding?

A Be more specific because we have agreements with the Port Commission, we're a tenant, so--

Q Sure. Well, specific to this proceeding, are you aware of any agreements where there's been agreement between Terral River and the Lake Providence Port Commission that they share a joint or common interest and to cooperate together in the litigation of this proceeding?

A No, sir.

Q Are you aware of any joint or common interest, legal interest, that Terral River has with Lake Providence Port Commission in this proceeding?

A Again, I don't understand where the definition is. We have agreements with the port, we're the stevedores of the port, so I don't understand what you're asking, I guess.

Q Well, your counsel's asserted what's called a common interest or joint privilege, which is something that parties to a case might do if they're kind of on the same

side, and I'm just trying to understand the foundation for that privilege claim. Are you aware of a shared or joint legal interest that Terral River has with the Lake Providence Port Commission in the outcome of this proceeding?

MR. CRUZ: Objection. Asked and answered.

MR. SULLIVAN: Just for the record, he said he didn't understand the question, so I don't think that's answer.

Q Please answer the question.

A Repeat it, please.

Q Are you aware of any joint or common legal interest shared between Terral River and the Lake Providence Port Commission in the outcome of this proceeding?

A No.

Q Okay. With that in mind, do you recall anything about the substance of what was communicated to Lake Providence Port Commission's counsel regarding your conversation with Mr. Johns?

MR. CRUZ: Objection. Joint privilege, common interest, even though--even if Mr. Martin doesn't know, I could have had communications with Lake Providence Port Commission's attorney. That's protected by the joint privilege doctrine, so I will believe it doesn't matter if Mr. Martin knows the answer

to such question. I believe it's still protected, so I'm going to direct him not to answer.

Q Could I ask this question: Do you know the answer to my question without revealing, whether it's a yes or a no?

MR. CRUZ: Mr. Martin, I'm going to ask you--I'm going to--not to answer because I've asserted a privilege and it's based on the same thing--

MR. SULLIVAN: Okay. So asserting a privilege doesn't mean you get to testify. Okay?

MR. CRUZ: I'm not testifying.

MR. SULLIVAN: So please don't do that. Number two, we don't agree with the privilege assertion, and I'm allowed to probe the foundation of it. We've established that there are no facts supporting any claim of privilege over conversations between Terral River and LPPC. Okay? A third point is that it is important for preserving the record because you are asserting that you may have had the conversations, he's saying maybe he had the conversations. I want to know the answer so that we know whether this is something we should actually argue about.

Without saying whether he knows what the substance of the conversation was or not is an important predicate to understand whether there's information here to actually claim as privileged. So I'm just asking whether Mr. Martin actually knows the substance of any of those communications, before we get into the weeds of whether we need to fight about the application of a joint or common interest exception.

MR. CRUZ: So you're just asking if Mr. Martin knows what I talk about?

MR. SULLIVAN: If he's aware of any con- --if he's aware of-- Let me ask the question and see if it's okay with you.

Q Mr. Martin, are you aware of the substance of communications that you understood occurred between Terral River and LPPC regarding a conversation you mentioned earlier with Mr. Johns?

MR. CRUZ: Do you know--and, Counselor, tell me if I'm not rephrasing it correctly. Do you have any knowledge of what I talked with any of LPPC's lawyers between them and me? If you have any knowledge of it, say yes. If you do not have any knowledge of it, say no.

A Yes.

Q Okay. And my understanding is-- So I'll ask the question. What is your understanding of that conversation?

MR. CRUZ: I will have to assert the joint privilege.

MR. SULLIVAN: Okay. So we don't agree that the joint privilege applies.

Q Are you going to refuse to answer on the basis of privilege?

A I'm doing what my attorney's asking me, yes, sir.

Q Okay. I just want to clear that up for the record.

A Yes, sir.

Q Okay. So we'll move on, but we don't agree that the joint privilege would protect that communication.

A Sure.

Q We reserve the right to seek a resolution of that.

MR. MCBRIDE: For the record, we agree with the assertion of the privilege, and I briefed it to the judge.

Q Let's take a step back. We got a little bit kind of in the weeds talking about the prep for the deposition, but I'd like to get to know you a little bit better of just your own personal background. Where are you from, Mr. Martin?

A Lake Providence.

Q Okay. So from this town.
A Yes.
Q Grew up here as well?
A Yes.
Q Did you attend school here?
A Yes.
Q Did you pursue any education after high school?
A Yes.
Q Where did you go?
A Millsaps College, and then Louisiana State University.
Q Okay. Did you receive degrees from those institutions?
A No, sir.
Q Since that time have you pursued any other educational certifications or degrees?
A No, sir.
Q Okay. Where is Millsaps College?
A Jackson, Mississippi.
Q I was just telling him I did a trip to LSU earlier this year, so I know where that is. Baton Rouge. Right?
A A little larger. Yes.
Q When did you attend those institutions?
A '90 to '94.
Q Okay. Professionally from there, kind of what did

you do after finishing your time at those institutions?

A Okay. I was a partner in a restaurant and bar in Vicksburg, Mississippi; worked for a chemical company out of Dallas; was a salesman for Kraft Foods; and then when to Terral RiverService. And those last two, those aren't are in order. I don't know that that matters, but--

Q Understood.

A Yeah.

Q How did you come to Terral River?

A Tom Gattle, the president and CEO, called me.

Q How did you know Tom Gattle?

A His children were younger than me, but in the same high school.

Q What year was that, if you recall?

A 2000.

Q Do you recall what you were doing at the time when you received that call?

A Where I was working?

Q Yes.

A Is that what you mean?

Q Yes.

A NCH Corporation out of Dallas.

Q What was your job there?

A Sales.

Q Sales. Okay. So what was the opportunity that you

were presented with in 2000 from Mr. Gattle to joint Terral River?

A He called twice. The first was to trade cotton seed in Alexandria, Louisiana, and I told him thanks, but no thanks. A few months down the road he called again and said, "How about Tallulah?" And I said, "Yes, sir."

Q What attracted you to that opportunity as opposed to the cotton seed opportunity in Alexandria?

A I did not want to live in Alexandria. Yeah. That was the whole thing.

Q Okay. Was it the same type of opportunity in Tallulah to sell--

A Yes.

Q --trade cotton seed?

A Correct.

Q What does that mean kind of in a-- How does that work in a general sense as to trading cotton seed as a day-to-day?

A Meet with ginners and try to buy their seed, and then market it to whomever, whether it be ??export/Export?? or Pacific Northwest. Phone calls, a lot of phone calls.

Q Where is Alexandria in relation to Tallulah?

A Central Louisiana, whereas Tallulah's on the eastern part of the state.

Q Okay. So pretty locally-based business, dealing

with kind of local--

A To a degree, yes. Some products you could buy from other states and not touch it, just do a direct sale. But the majority, yes, local.

Q So you accepted the opportunity in Tallulah in 2000?

A Yes.

Q And have you been with Terral River since that time?

A Yes.

Q Are you still based in Tallulah?

A No.

Q Okay. Where are you based now?

A Lake Providence.

Q Okay. Is that the main headquarters?

A Yes, sir.

Q Talk me through-- And this is not a memory test. I should've said that up front. So do the best you can.

A Thank God.

Q Yeah. And we'll work through it. But I just want to kind of get a sense of the different positions you've held at Terral River since joining in 2000. So you started off doing what sounds like sales work in Tallulah. Where does it go from there?

A Sales work in Tallulah; grew that into another

location in Columbia, Louisiana; then to operations manager for the company; then to vice president of services.

Q When did you become the vice president of services?

A Nine years ago, I'm guessing. Somewhere in that time frame.

[redacted]

Q So in terms of the services side, is that--what business lines does that cover?

[redacted]

yards.

Q So when you use the term "aggregates," what does that mean?

A Limestone.

Q What about other business-- What about the transportation business line, is that under services or is that elsewhere?

A It's under our marine side.

Q Okay. And what do the transportation services entail for Terral River?

[redacted]

MR. SULLIVAN: We'll mark our next exhibit, which will be "Martin 2."

Q So I've just handed you what's been marked as "Martin Exhibit 2." Do you recognize that document?

A Yes.

Q It's a printout of Terral River's website?

A Yes.

Q Now the font's a little small, but in the lower right-hand corner, "Contact us about our terminal dock operations and locations near you," and it lists your name, Neil Martin. Do you see that?

A Yes.

Q Okay. So the load and unload solutions, that falls under your line--business lines?

A Yes.

Q And does this include work at inland ports?

A Yes.

Q And specifically the Lake Providence and Madison Parish ports?

A And others, yes.

Q Okay. I guess I'm trying to understand. In the-- Maybe you--you might be able to just take me through kind of the journey of a product that y'all are involved in transportation services for, kind of-- Where does this fit into the supply chain, if you will? Kind of the loading, unloading solutions at the dock.

A Well, it's not just at the dock. But our boats and our barges will go to a quarry--a lot of them are in Kentucky--and pick up material. They will bring it down to either our retail yards or to a location that our wholesales sales have put it together with, and the services division will unload that product from those barges, whether into our yards or to other customer yards. At the docks, we load grain, we load cotton seed that we--we're just providing the service. So customers come to us. We have the lease on the dock and it goes across ??the dock?? That's it. Pretty

simple.

Q So what types of products are commodities does Terral River primarily transport to be unloaded?

A Mainly aggregate.

Q So the limestone?

A Yes.

Q Any other commodities or products?

A Ag lime is another.

Q Is that a rock or what is that?

A It's a very fine limestone with high calcium that's used in agriculture. Helps with--control the pH of the soil.

Q And is that--you said that was--I believe you used an example of Kentucky, but where is the aggregate and the ag lime coming from primarily for Terral River?

[redacted]

MR. SULLIVAN: Mark our next exhibit. Will be "Martin 3."

Q Do you recognize this document, Mr. Martin?

A Yes, sir.

Q This is another screen from the website of Terral River titled Rivers We Run.

A Yes, sir.

Q So I thought as you were describing this that this map might be helpful to kind of just piece this together a little bit. So it's a pretty extensive river operations on this map.

A Yes.

Q So there's eight different river systems, I suppose, listed.

A Correct.

Q The unloading function, meaning kind of you're helping-- Well, let me ask it this way: Using this map, could you maybe describe a little bit kind of where the aggregate and the ag lime is coming from, generally speaking, that y'all service and where it's coming to for unloading?

A If you look between number 1 and number 8, your-- right in there is where a lot of the aggregate come from. But if you follow 1 going up the upper, that's where some ag lime comes from. That's the line that's going straight up.

Q Along the Missouri boarder?

A Yes.

Q Yeah.

A Yeah. And the majority of what we unload will start at the northeast corner of Louisiana, which is here in Lake Providence, will go south to New Orleans, several different unloads on the main river, as far west as over to

Houston on the intracoastal, and I'd say it's far east as the Alabama line.

Q Okay. And so how did they-- So Terral River is kind of--for the aggregate and the ag lime, how does it get to the river for Terral River to then transport it?

A It's loaded by truck or by belt at the quarry.

Q And then it is-- How does it get onto-- It goes onto a barge?

A Yes.

Q Does that have to occur at a dock or a port?

A Well, it occurs at a quarry. Now, whether or not they have a dock or a sheet pile dock, it just depends, but yeah. But it's privately owned.

Q So the quarries are generally along the waterway?

A The ones we use, yes.

Q Okay. And so one of the--part of the business is getting the agreement that we're going to move your aggregate or ag lime down to points where they're trying to get it using water transportation, primarily?

A Yes.

Q Okay. And I guess what is the-- Why is river transport so attractive for those particular types of products?

A Well, the volume that we move and the distance. Barges and boats work great for big volumes and long

distance.

Q It's pretty heavy material.

A Uh-huh (yes).

Q And so if you're able to move it on water, that's generally preferable to land transportation options?

A Where the location of where we're picking it up, yes.

Q Yeah.

A You know, you couldn't drive--truck it down.

Q Right.

A So--

Q Right.

A Not done feasibly, let me say that.

Q Right. So from the quarry that's producing the aggregate or the ag lime to the buyer that's purchasing it, do y'all work kind of both sides of that in terms of working with purchasers, working with producers? What are the relationships that Terral River has in terms of that basic purchase equation?

A We have agreements in place to buy tonnage from different quarries, and then the rest is on our salesmen's back to move that product. And as you imagine, tonnages match up pretty good for sales and for purchases.

Q And so that's part of--that falls in your business line, the retail sales of that aggregate?

don't know if he understands how confidential information is treated, and it might be appropriate if you just ask him first if any of this is confidential. We do have a protective order.

MR. SULLIVAN: Sure.

Q So, yes, as we get into--and if there are things that-- You asked the question do you want your customer list. Maybe I'll get there. But there is a provision--the STB has issued a protective order that has a protection for confidential business information.

A Okay.

Q And we didn't establish this upfront, but we can state for the record that, you know, before any-- The deposition essentially taken as being confidential. And the way this process will work is once you get the transcript and review it, you can designate anything that is confidential--

A Okay.

Q --so that that is then treated as confidential for the purpose of the proceeding. Purpose of that is to try to allow folks to provide the information, understanding that it's going to be treated subject to that protection. We could proceed that way--

MR. MCBRIDE: That's absolutely fine. I just-- Since he's never been deposed before--

MR. SULLIVAN: No; no. It's fair-- I appreciate that, Mike. And we should--

MR. MCBRIDE: --I wanted him to understand--

WITNESS: And I appreciate it.

MR. MCBRIDE: Yeah. --that your counsel will then have a chance to review the transcript--

WITNESS: Okay.

MR. MCBRIDE: --after it's prepared. And if t here's anything that's subject to the protective order, it's either highly confidential or confidential, he can assert that at that time on your behalf. Obviously, you can have input.

MR. CRUZ: Yes, sir.

MR. MCBRIDE: I just wanted him to understand the mechanics of this. And if there is none, that's fine. It's not my--he's not my client. I've made that clear, I think. I just want to make sure the procedures that we've agreed to are being followed.

MR. SULLIVAN: Yeah.

WITNESS: Thank you.

Q So, yes, the idea is you should feel comfortable to give complete information and understanding that there's a process for--

A Got you.

Q We're not going to go talk about it outside, and there's rules under order of the STB about how we can talk

[redacted]

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Q And is it-- Does Terral play the same role where

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[redacted] HIGHLY CONFIDENTIAL [redacted]

[redacted] HIGHLY CONFIDENTIAL [redacted]

[redacted] HIGHLY [redacted]

MR. SULLIVAN: Mark our next exhibit. Will be "Martin 4."

Q So I'm handing you what's been marked as "Exhibit 4." And the printing here cut off a little bit at the bottom that identifies the Bates number, but I believe it is NLA54, which indicates that it's a document that was produced in discovery by the North Louisiana--or sorry--Northeast Louisiana and Arkansas Railroad. Do you recognize this document at all?

A I do.

Q So I guess I'm-- What is this? What is this document? If you recall, kind of what is this--what is this email pertaining to?

[redacted]

[redacted] HIGHLY CONFIDENTIAL [redacted]

[redacted] HIGHLY CONFIDENTIAL [redacted]

[redacted]

[redacted]

[redacted]

than making the corrections later.

[redacted]

MR. SULLIVAN: So we've going for about an hour and fifteen minutes. Maybe we could take a five minute break for folks to--

(OFF RECORD.)

EXAMINATION BY MR. SULLIVAN, continuing:

Q Okay. We are back, and I'm going to hand you a big document here. And I'll state for the record that it's marked as "Highly Confidential."

COURT REPORTER: Let me ask you that one more time, too. I'm sorry to interrupt you. Are we going to mark this whole deposition as

confidential? I know we were speaking about it, and I forgot to ask you that.

MR. SULLIVAN: For now. Yes, and then subject to any designations from the parties.

MR. MCBRIDE: Actually, highly confidential I would say, even though maybe nothing is, but just--

MR. SULLIVAN: Yeah.

MR. MCBRIDE: --in case anything is. The difference is confidential tends to be stuff people just would rather not see in the newspaper. Highly confidential tends to be stuff that is like somebody's client was, for example. Could be. Depends on how they regard it. That's why I spoke up earlier.

MR. SULLIVAN: I'm fine with that. So for the record, the depositions we're taking today and forth- --and going forward will be provisionally designated as highly confidential, subject to final designations on the same time line that the signature of the transcript is due.

MR. CRUZ: Yes, sir.

MR. SULLIVAN: Is that agreeable?

MR. CRUZ: Yes, sir.

MR. MCBRIDE: Yeah. And if there's nothing, Mr. Martin, that's either highly confidential or confidential, then your counsel and I will so inform counsel for Delta Southern, and then the deposition will become publically available. If there is anything that's highly confidential or confidential, it would be marked and redacted at a minimum, and then we'd try to figure out what to do with the rest of it. But typically you have a redacted version that would become public, and then the unredacted version would be available to the agency and a judge if need be and the lawyers on both sides.

WITNESS: Got you.

MR. MCBRIDE: And the consultants if there are any that need to see.

Q All right. This is "Martin 5." So I've handed you a long strand of emails marked "Highly Confidential," and at the beginning Bates number LPPC576. If you flip through this, it looks to me like these are over time just an email chain of various of these railcar traffic email reports similar to the one we just looked at. Does that appear correct to you?

A Yes, it does.

MR. MCBRIDE: Can I just state for the record, Neil--I'm sorry, I meant Noah--Mr. Sullivan, could you make a representation since we all haven't seen this document, at least recently? Make a representation of what you just said is your belief, that that's what this is all about, because it's a lot of pages.

MR. SULLIVAN: Sure. That is correct, Mr. McBride.

MR. MCBRIDE: I don't think we want to waste the wit- --everybody's time with the witness reading every page, so I just want to think we could proceed on the basis of your representation, that would speak for itself.

MR. SULLIVAN: Sure. And my questions are really related to the first couple pages.

MR. CRUZ: Okay.

WITNESS: Okay.

MR. MCBRIDE: Okay.

Q It's just the way the document was produced, so I'm giving you the full version of the document.

A Okay.

Q Understanding that you haven't had a chance to review the entire thing. So if you look at page 2, and there's an email in the middle of the page from James

Patterson. Do you know who that is?

A I do.

Q Who's James Patterson?

A He was either a partner or an employee of APEX who has since retired.

Q Okay. And his message sent to a number of different folks, including Missy Courtwright. Do you know who that is?

A I don't. DRR Railroad, but no, I don't--I don't know-- I see it.

Q Do you know what DRR Railroad is?

A No, sir.

Q Okay.

A I know what it refers to, but I don't know--

Q What does it refer to?

A Danny's section of the track going north.

Q Is that North Louisiana and Arkansas Railroad?

A Yeah, but I don't know what DRR is.

Q Okay. Understood; understood. And you're included on this email chain. Correct, Mr. Martin?

A Correct.

Q And this is-- Well, I'll strike that question, and I'll just ask you to look at the message there. It says, "No empties in Lake Prov to load and being told not sure when we will see more empties. What's the deal?" Do you see that?

A I do.

Q Do you have an understanding of what that meant?

A I do.

Q What is that?

A And the reason I do is I see on page 1 where it says Trac-Work is mentioned twice. Trac-Work was repairing track, not only as I mentioned earlier inside the port, but outside the port, and I'm assuming that Danny's train could not get by at this time, hence the email.

Q Okay. And so that email that we just were looking at is dated October 31st, 2023. Correct? On page 2.

A Yes. ??? Yes, that's correct.

Q So just looking back up to the most recent email, Nicholas Mazzi sends a message to the group on the email chain. It says, "??Trac-Work/track work?? today delaying the two empties from being spotted. Noah to advise when he knows more. The other four empties in McGehee, AR, I'm battling the UP and AKMD on as they are both claiming neither has possession to get them to NLA, but would need to wait on the NLA to get up there to grab them anyway." Do you see that message?

A Yes.

Q Okay. Do you know what UP and AKMD refers to?

A Yes.

Q What is that?

A UP is the Union Pacific Railroad, and AKMD is the Arkansas Midland, I believe.

Q Okay. And those two railroads operate out of McGehee, Arkansas. Correct?

A Don't know. I'm not-- I don't know where the UP stops and where Arkansas Midland starts, so-- Yeah, I don't--

Q Okay. So during this time, October 31st of 2023, you recall that there was repair or maintenance work being done on the rail in the Lake Providence report and on the NLA portion of the line. Is that correct?

A I can't say that it was October 31st, 2023, but it was around that time frame that there was being some work being done, yes, sir.

Q I understand. Okay. So I guess sitting here today, what interactions do you have with--if any, with North Louisiana Arkansas Railroad?

A The only interaction I would have with them is when we're loading cotton seed at the Lake Providence port for APEX. They provide us with the traffic, we let APEX know when they're loaded and ready to be pulled, and APEX coordinates with the railroads you just named. I don't know it, I'm sorry. So--

Q So I'll probably use the acronym NLA--

A Okay.

Q --throughout today because I always mess up North and Northeast, as Mr. McBride points out. But that's what I mean--

A Got you.

Q --when I say the NLA--

A Yeah.

Q --is the rail line that goes north from Lake Providence port.

A Got you.

Q Does Terral River ship any rail freight currently?

A We do, but not on NLA.

Q Okay. And where does--

A Let me say that again, tell you my confusion. As a cotton seed trader, I ship to both Tallulah, Lake Providence, and Columbia, where we took ownership of the product. So we don't own any product, we're not paying freight bill, so my answer--I'm changing it to no. My confusion was Columbia being on the UP, but we don't do that either. That's another cotton seed company. We just provide the service. Sorry for misspeaking.

Q No; no. Understood. So currently, Terral River is not itself a shipper for any rail freight?

A Correct.

Q Was there a period since you joined the company in 2000 that you recall that Terral River was a shipper using

rail freight?

A Yes.

Q When was that?

A It was ongoing when I came on in April of 2000. I'm going to say continued--and this is just a guess--I'm going to say to 2008.

Q Okay. Of what? What did they ship?

A Cotton seed here, but fertilizer in other locations.

Q So when you say "cotton seed here," what do you mean?

A Lake Providence-- Well, let me say this. Tallulah and Columbia.

Q But not in Lake Providence?

A No, sir.

Q And then you said elsewhere I think you said grain.

A No, fertilizer.

Q Fertilizer. Sorry.

A Fertilizer and ammonia. We were--we owned a fertilizer facility. We had a fertilizer business where we would buy from the majors and sell to local retailers, and so one of our locations in Greenville, Mississippi, we handled rail.

Q In Greenville, Mississippi?

A Yes, sir.

Q So the cotton seed shipped by rail from Tallulah, where did that go?

A North to the Union Pacific main line, and then from there, numerous destinations, whether it be export to Mexico, to the Pacific Northwest, Colorado, California. I mean, just everywhere inside the--inside of the U.S., mainly west.

Q What about points south?

A No, sir.

Q Was there an interconnection in Tallulah with KCS, Kansas City Southern Railroad?

A It was.

Q Okay. So cotton seed from Tallulah would not go in your recollection on that east-west line from KCS?

A No. One time it did.

Q Okay. Do you recall how much in terms of volume--I know this is a long ago time, but between 2000 and 2008 how much was going north from Tallulah to McGehee, which is where the interchange with UP was?

A I would say fifty thousand to eighty-five thousand tons per year. Best guess.

Q Do you know what that amounts to in terms of railcars or number of--

A Yes.

Q Yeah.

A You could get about sixty to sixty-five tons per

railcar.

Q Was that amount consistent, as you recall, from 2000 to 2008?

A I would say by 2008 there was a decline in the number of acres of cotton planted here, so--

Q What happened after that?

A I would say that corn and soybeans became modified such that they could grow in the south, and it's a much easier crop to grow and a lot less expensive than growing cotton, and so farmers just switched over. A little cotton, a lot of grain.

Q So after 2008 is when you recall that the supply of cotton seed in this region fundamentally started to decline?

A I'd say even a little before 2008. And it was not a straight line decline. There were years where cotton was, you know, abundant, but then other years it wasn't, so-- But there was definite decline.

Q And with corn and soybeans, did that become something that Terral River sort of transitioned its business to start to ship that, or no?

A We were shipping small volumes of that already, so I wouldn't say it transitioned, but that business grew for us, so--

Q So I guess--as I understood your testimony, the use of the rail freight kind of stopped around 2008 for Terral

River.

A Best of my knowledge, yes--

Q Yeah.

A --that's the year I think.

Q Okay. And would Terral River ship corn and soybeans by rail as well?

A No, sir.

Q Why not?

A It needed to get on a barge and go south. That was the best freight method available.

Q So there were different markets--

A Oh, yes.

Q --for that product than for the cotton seed?

A Yes.

Q So there was no longer a need at that time to ship that grain north along the--to McGehee to interconnect with UP?

A Correct.

Q Okay. So I want to just take a step back to go over your testimony where you clarified about Terral not being the owner that's actually shipping some of the product that you said where Terral did use rail currently. So I wanted to just-- Do you recall that testimony? The testimony will speak for itself. I'm not trying to rephrase it or anything like that. I just want to reframe where I'm

going.

A Okay.

Q So I want to understand better kind of currently Terral's use of rail freight in its operations. My understanding is, in terms of the amount of freight sent and received where Terral's the payer of the shipping, the answer to that is zero, there's none.

A Correct.

Q Okay. What about the amount of freight sent or received where Terral is not the payer of the shipping? Do you know the-- Is that a different answer?

A Time frame of now?

Q Current, current oper- --

A Currently?

Q Yes.

A Yeah, still zero. Well, let me say that. Let me make sure I understood your question. I'm sorry. We are not paying for any freight right now.

Q Right.

A Is that what you were asking at that point?

Q Different--

A Okay.

Q Different question. So the answer to that is where you're the payer. We know the answer, that's no.

A Yes.

Q Not a thing. Are there other-- Let me strike [redacted]

A That's all I can think of. I don't think anything else. Just those two.

Q Any interactions with--as a business--business interactions with Delta Southern Railroad in kind of the current time frame?

A Yes.

Q What are those?

[redacted]

Q I see.

A They were in control of. And Nathan put me in touch with their real estate guy. And that was that.

Numerous calls I made back to him and never heard, so--

Q Any other interactions business-wise?

A Other than conversations with Nathan, had a customer he wanted me to meet with a couple of weeks ago maybe. He'll call and ask if I can tag team on some, and I try to, so-- But his meeting didn't come through, but that's it.

Q Is there currently any use of rail that Terral River is unable--needs to use but is unable to use sitting here today?

A Sitting here today, no.

Q And--

A You know what, let me revisit that. Were you asking that Terral RiverService would be paying the bill for?

Q Yes.

A All right. Then the answer is still no.

Q What about the circumstance where Terral River would not be the payer?

A Yes.

Q What are those?

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[redacted] HIGHLY CONFIDENTIAL

[redacted] HIGHLY CONFIDENTIAL

Q From Tallulah?

A Correct.

Q What's the current status? Is that warehouse still empty?

A Yes.

Q Has the cotton seed crop kind of come back in recent years since the 2008 period where you said it had--

A No. Tonnage would be way less.

Q Do you know what-- Do you have an estimate or sense of kind of what the tonnage would be at current production levels?

[redacted]

Q But in terms of the planning for it, the result of it, did you have any involvement in that?

A No, sir.

Q Are you aware of whether any money was awarded to the project supported by the INFRA Grant?

A I'm not, not aware. There are so many different grants out there, I don't know which one is the--any of the ports get or don't, so, you know, sorry.

Q Sure. No; no. And that's--

A I know they need them all. That's it.

Q In terms of the state of--condition of the rail line between Tallulah and McGehee, what is your--what's your personal knowledge of the track conditions over the years?

A As they stand today, it's impassable between Lake Providence and Tallulah. Going north, as you saw by these others, there's been money invested for customers to be able to go north and the tracks are operable, but even in 2000 when I started with Terral, it was derails all the time, and Delta Southern did their best to keep those trains on the tracks. Just that's my personal knowledge of it. It was not-- It was very common to see a train moving cargo with a trackhoe--I'm sorry--a backhoe and a truck following it. Once it derailed, they would get on it, so--

Q And so when you say that the portion between Tallulah and Lake Providence is impassable, what do you mean by that?

A Well, I mean, as early as 2000 they struggled

mightily to make it to McGehee on all aspects of the track, from Tallulah to McGehee. And as I stated since then, from Lake Providence north has been rehabilitated and is in very good shape. I can't recall any work whatsoever between Lake Providence and Tallulah other than, you know, railcars being stored, but no actual work on the track. And I will say they have probably done a little work where they're storing cars, which is right below the East Carroll Parish line, but when you get into East Carroll Parish, there's no work that I can ever recall being done there. So I don't know what would have made it passable since then.

Q Okay. So it was sort of a, based on your understanding of the condition generally in the past, and you've not-- I guess what would be the basis for you to know whether and what repair work is being done on the line at any given time? Is that something that they would provide notice to Terral River about?

A No. It would be that that rail line runs parallel with Highway 65 and you can see it for about ninety-five percent of the track down to the Tallulah port that we manage, and I spend a lot of time on that stretch of highway, and rail work isn't something you come in and, hey, we're done in a day. You know, it takes time. And I have seen no new aggregate, no new ties or anything.

Q So basically what you're saying is you don't recall

seeing work that you understood to be maintenance work during the last few years?

A No. I'm saying I have not seen any maintenance work until about the East Carroll Parish line. They've done a little work to the south where they store cars, but I have not seen anything coming north past the East Carroll line.

MR. MCBRIDE: Past what was that? The last word.

WITNESS: I said I have not seen any work that they've done coming north from the East Carroll line.

MR. MCBRIDE: But you said past something.

WITNESS: Past the East Carroll line. I'm saying they've done some work south of the East Carroll line, but I have not seen any coming north.

Q So is there cotton seed-- Let's just-- I'm just trying to think through this. So if the line is not-- I guess for the cotton seed that's stored in Tallulah, if you-- if there were markets for that cotton seed to go north to UP and McGehee and then up to the I believe you said it was the La Crosse and St. Paul end points--

A La Crosse and St. Paul would be barge.

Q For barge. That's right; that's right.

A Yes. Rail would be to the interior.

Q To the interior.
A Yes.
Q So that's points west, that's what you said.
A That's right.
Q Yes.
A Yes.
Q I guess why wouldn't there--why wouldn't there be a reason to barge cotton seed to Lake Providence port rather than Madison--rather than to Tallulah?
A Say that-- You confused me with why would we not barge it to the Lake Providence port. I don't understand. We're not barging it to the Madison port.
Q I see. So it's-- How is it arriving--
A It's originating by truck. There you go. It's originating from the local market coming in by truck. That's what you needed. Sorry. You had me thrown, so--
Q No, thank you for clarifying.
A No problem; no problem.
Q Okay. So the cotton seed that you're getting that you're storing and then shipping, that is coming to Terral River by truck from local--
A Coming to the Lake Providence port by truck. That's correct. To APEX's facility where we facilitate the services to unload it, store it, and reload it.
Q Okay. So I guess what I'm trying to understand--

and this is where I apologize that my lack of experience in this area is probably leading to some poor questions, but that's why you're here to give the answers. So from Tallulah, where is the cotton seed that is being--that you say you would use rail to go north that's been empty, those warehouses have been empty? Where is that coming from?

A Again, make sure I understand your question. You're asking where the cotton seed's coming from--where it used to come from for those two warehouses in Tallulah?

Q Yes.

A Okay. Used to be trucked in from the local market, around-- It's a rather large local market. They can truck cotton seed quite a ways.

Q So I guess for that market, why wouldn't they just go to interch- --why would they not just go to the Lake Providence connection of NLA to go north on the same route if they could get to Tallulah?

[redacted]

Q I got you.

A Okay.

[redacted]

A Correct.

Q That's what you mean?

A Yes, sir.

Q Got it. Do you know how-- And I'm sorry. It's sourced from the local markets down in Tallulah? What does that mean in terms of the footprint of that?

A So not to give you a history, but Louisiana used to be cotton everywhere, so we had gins that actually take and-- I don't need to explain a gin. They take the lint off of the seed is what a gin does, and then you sell the cotton, and the byproduct is the cotton seed. So the gins would perform that for the farmers, bale their lint, and in payment they kept that cotton seed and got to market it, so hopefully the cotton seed market was up, sometimes it was down, but that is what they got paid to do it with. As cotton acres declined in Louisiana, so did the gins. Consolidation just like in any other market happened. So less and less providers of

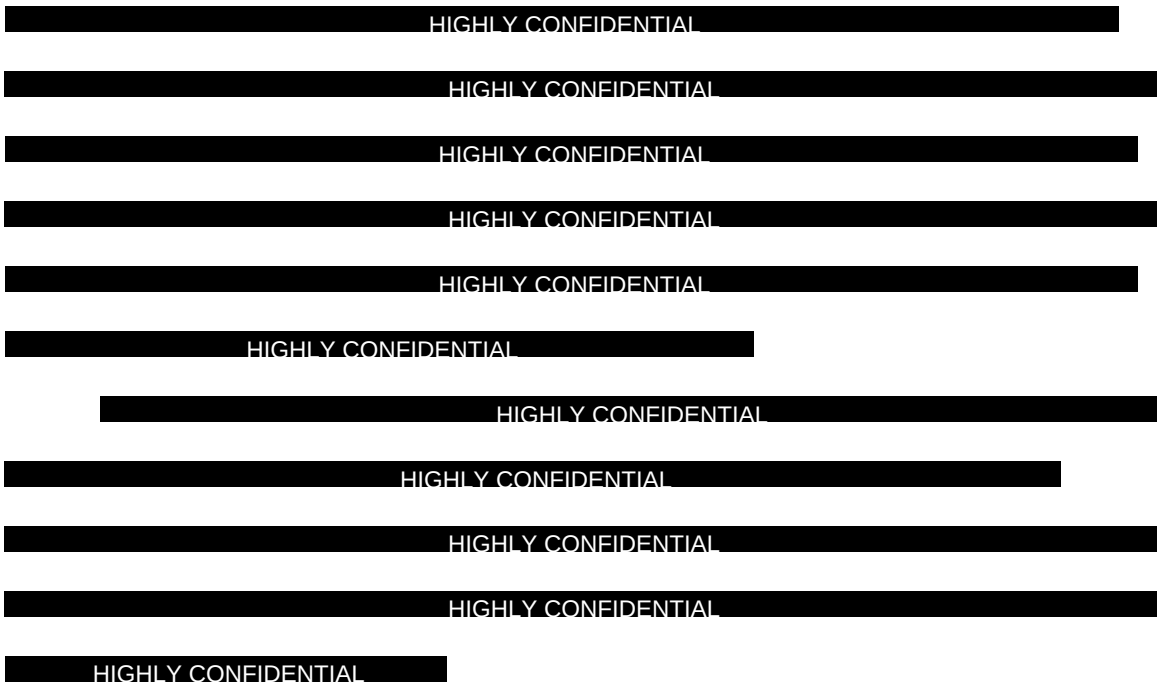
cotton seed as the markets--as cotton acreage went down. I hope that-- I hope you get it. I didn't want to go back too far with it, but that's it.

Q Sure. And I guess though what I'm trying to understand is when you say the local--I guess the ginning companies--

A Yes, sir.

Q --locally, how broad for the competitor that's using the Tallulah warehouse or would use it, what is their kind of sourcing footprint geographically?

A Given that a competitor is in Lake Providence, the market in Tallulah is pretty much cut off from any gins north



A Correct.

Q Does it reach-- So I guess how far into-- How

many-- What would you-- Is there like a mileage radius that you think would apply to kind of what the footprint of that would be? Like is it thirty miles, is it a hundred? How far are they pulling in cotton seed from?

A I don't know a lot of the gins now since I've been out of the trading business, but I can speak to my time. It was nothing for me to pull from a hundred and twenty-five plus miles when we were--when I was trading. And with the gins, I guess, disappearing, I imagine that's probably grown, you know, but I don't know.

Q So even though you've never been a witness before, you have remarkable instincts to neatly stack the exhibits that you've used in the middle of the table, so that's very much appreciated.

A Thank you.

MR. MCBRIDE: He is an operations manager.

Q So we'll mark our next exhibit "Number 6," "Martin 6."

A I knew you were coming with some more.

Q So what I've handed you and been marked as "Exhibit 6" is a document that we created based on some-- using mapping technology to kind of create a map of the region that is in discussion and when it comes to rail in this case. Okay?

A Yes, sir.

Q So what we've attempted to do is create color coding. So I'm going to just walk you through and describe this map to make sure you understand kind of where things fit together. And I think that as I'm looking at this-- We'll go ahead mark-- There's another version of this that I have. We'll go ahead and mark the next one as well, which will be just "Exhibit 7." It may be a little bit less busy. So we may walk through this as we continue, so really these are kind of to have, you know, perhaps to help illustrate some of this--

A Yes, sir.

Q --some of the questions. But basically what we have is-- You understand that in this proceeding there's a dispute in which the Lake Providence Port Commission has sought a for sale of the Delta Southern Railroad portion rail line between the Lake Providence Port and Tallulah, Louisiana?

A Yes, sir.

Q And so what this map depicts is sort of starting on the--

MR. CRUZ: I'm sorry. Which--

MR. MCBRIDE: Which one-- Which of the two-- You said "this map."

MR. SULLIVAN: Sure. So "Exhibit 6" and "7" both depict the same. The only difference

between the two is whether there's the mileage chart. So "Exhibit 7" is just a cleaner version, if that's easier to look at.

Q So what we have is, if you sort of start in the lower right-hand corner, you have Tallulah.

A Yes.

Q And crossing through Tallulah is this blue line, which is labeled as CPRS. That's because on official GIS mapping, that's what it is.

A Yes, sir.

Q But that's what's referred to as the KCS line. Correct?

A Yes, sir.

Q Okay. And that pretty much goes along Interstate 20. Correct?

A Yes, sir.

Q And then going north from there, we have the rail line-- So that's reflected in blue, a blue line. Right?

A Yes, sir.

Q Okay. There's kind of a violet line marked DSRR that goes from Tallulah, and that's identified going past the Madison Parish port going up to the Lake Providence port where there is interconnection with NLA, which then turns into red. Do you see that?

A I do. I question that, but I do see it.

Q What do you question?

A I was not aware that Delta Southern Railroad extended north of the Lake Providence port, but I don't know why I would've known that, but I never thought it did.

Q So that may be a drafting error.

A I think it is, but--

Q My understanding is that the terminus is at the Lake Providence port.

A That was my understanding as well. That's why I asked. Yes, sir.

Q So the red NLA line goes north of the Lake Providence port.

A Yes, sir.

Q Right?

A And that NLA operated line, portions of it are owned by the Lake Providence Port Commission, Southeast Arkansas Economic Development District, some by NLA, but they're all operated by NLA. Is that your understanding?

A It is, yes, sir.

Q Okay. And then that connects up at the top with McGehee. I think you said McGehee.

A It's McGehee.

Q It's McGehee?

A It's okay. Yes.

Q So if you're from here you know how to pronounce

it.

A I was not going to correct you, but that's what we call it. It's McGehee.

Q McGehee, Arkansas.

A Uh-huh (yes).

Q There we go. All right. And then we see the green line--

A Yes, sir.

Q --which is UP.

A Yes, sir.

Q Okay. So that comes down--that goes up north. Right?

A Yes, sir.

Q And then it comes down south and goes along to Monroe, Louisiana.

A Yes, sir.

Q And at that point the green and the blue connect. You've got a UP and a KCS--

A Yes, sir.

Q --interconnecting there. Okay. So does this-- And I'll represent to you that if you look at "Exhibit 6" it has the mileage calculations.

A Right.

Q Those are based on track miles on a GIS map. They're not perfect.

A Understood.

Q But they are-- I'll just represent to you and ask that for purposes of the deposition you assume that they're within the realm of reason of correct.

A Yes, sir.

Q Right. Does this map, based on your understanding of kind of the various location of things, appear relatively accurate as to kind of the rail lines that exist between Tallulah, Monroe, McGehee, and including Lake Providence and Madison Parish, with the caveat of the portion between the Lake Providence port and the Lake Providence town?

A Yes.

Q Okay. So if we look here, Terral RiverService is a point on the--there's a point there, and I think what that is is the headquarters. Does that look to be correct?

A Close, yes, sir.

Q Thereabouts?

A Yes, sir.

Q It's right pretty much across the road from the Lake Providence port. Is that right?

A Correct.

Q Okay. But that's the corporate headquarters. Right?

A Yes, sir.

Q The operations are in the port of Lake Providence

itself, Tallulah, on the river, and all, you know, points in between and as reflected on the website. Correct?

A Correct.

Q Okay. So you can put those to the side. Maybe put it to the side and not on the stack--

A Got you.

Q --because we may come back to it--

A All right. Got you.

Q --once we get further into this. So I'm going to transition into kind of going over your verified statement and some questions about that.

MR. SULLIVAN: I think it would make sense if we're going to take a break, to go ahead and take one now.

MR. CRUZ: Yes, sir. I concur.

(OFF RECORD.)

MR. SULLIVAN: All right. So we are back on the record, and I'll go ahead and mark "Martin 8."

EXAMINATION BY MR. SULLIVAN, continuing:

Q Do you recognize that document?

A Yes, sir.

Q What is it?

A My verified statement.

Q And that was filed in this proceeding. Correct?

A Yes, sir.

Q If you look at the page 4 and 5, it's the verification. It says this was executed December 14th, 2022. And that's your signature there?

A It is.

Q And that was you declaring under penalty of perjury that the statement was true and correct. Correct?

A Yes, sir.

Q Okay. When do you recall first hearing about an effort by the Lake Providence Port Commission to take over DSRR's rail line?

A Dates I don't have in my head, I'm sorry, but it was after Bill Wainwright--my first recollection was after Bill Wainwright sold to whomever he sold to. I believe maybe-- It sold twice since then or once? You have to help me out because I may be skipping one in there. I know it's been sold twice since Bill Wainwright?

Q Well, I can't answer the question for you, but--

A Okay. I believe--

Q It depends on what you know.

A Yeah. I believe it to be after it was sold to Wainwright--from Wainwright to whomever he sold it to. Sorry I questioned you there.

Q No; no. I wasn't trying not to answer, but I don't want to--

A I got you. No, I understand.

Q --coach you to testify as to particular facts. So, yeah, it's just based on what you know.

A Got you.

Q And what about-- So I will represent to you that the--there was a feeder line case--which is what we refer to what this proceeding is, which is a provision of the United States code that permits the Surface Transportation Board, based on certain applications and criteria, to order a short line railroad to--essentially force it to sell its assets to an applicant at a constitutional minimum value--

A Yes, sir.

Q --was filed in--by LPPC, which is the acronym for the Lake Providence Port Commission, in 2020. An amended application for the entire portion of the Lake Providence branch line that DSRR owns from Lake Providence port to Tallulah was filed at the very beginning of 2023, in January of 2023. Your statement was signed mid-December of 2022 in support of the amended application. So those procedural facts I'll represent to you about this proceeding. What do you recall-- Like I guess what-- You said that you recall hearing about a potential feeder line case by the Lake Providence Port Commission soon after Bill Wainwright sold the company. What do you remember hearing?

A Memory goes back before that. It was when

Wainwright abandoned this up here to the north when I had railcars that needed to ship that way. And he let me load those railcars, and then when he came to pick them up, he said, "Oh, yeah, we can't go north." And that's when I remember other talk about going--someone needs to make him ship the railcars, we need to get in touch with the STB, and someone needs to take over the rail and run it correctly. And that's been-- A time frame I don't know, but that's been a long time ago.

Q Okay. To your knowledge, was an application actually made for that?

A I don't know that. Sorry.

Q Okay. But over the course of time, you understand that certain portions of the line from McGehee to Tallulah have been sold off to various entities, NLA, LPPC, SEAEDD, which is the Southeast Arkansas Economic Development District, through what are called abandonment proceedings and offers of financial assistance. Are those terms you've heard before?

A It vaguely sounds very familiar. I'll put it that way.

Q Okay. Were you involved in any of those proceedings?

A What do you mean involved? I'm sorry.

Q Did you participate in them, did you submit a

verified statement in any of those proceedings?

A If I did, I don't recall.

Q Okay. So if you look at your verified statement--

MR. CRUZ: Which page, Counselor?

MR. SULLIVAN: On page 2, paragraph 3.

Q So at the last five lines you recount that these three entities acquired the portion from McGehee to Lake Providence port.

A Yes.

Q Fair enough?

A Yes.

Q Okay. But you did not personally participate in any of those transactions. Correct?

A No, sir.

Q And do you have any personal knowledge of the particulars around either the abandonment proceedings by Mr. Wainwright or the transactions involving LPPC, SEAEDD, NLA, on the one hand, and DSRR on the other?

A I don't.

Q So is this just your understanding of what occurred based on what you've heard from others? I guess what is the basis for the statements that you make in paragraph 3 in terms of some of the historical facts there?

A Well, you can see the word "fortunately." As I stated earlier, someone needed to do something about the

rail. It had negatively affected our business, and we were just one of few, so that's what I meant by that.

Q What I'm trying to ask Mr. Martin is just do you yourself have personal knowledge that your basing that statement about in terms of the facts about the abandonment proceedings or the transactions through which LPPC, NLA, and SEAEDD, acquired the portion from McGehee to Lake Providence port?

A You're asking if I have personal knowledge of that?

Q Yes.

A Yes.

Q And what is that?

A That Wainwright shut it down and they put together, this group, to purchase it. That's all I got. Sorry.

Q But that's it? That's the extent of the knowledge?

A Yeah.

Q Yeah. Okay.

A Yeah.

Q So into paragraph 4-- Let me ask you this: Did you personally draft this verified statement?

MR. CRUZ: Objection. Work product. So, Mr. Martin, I will ask you not to answer.

WITNESS: Okay.

MR. SULLIVAN: What is the basis of a work product objection as to whether he wrote a

verified statement?

MR. CRUZ: We discuss about this statement, whatever--how he wrote it, why he wrote, when he wrote, all that stuff he discussed it with me in preparation for such deposition, and all those discussions I believe are protected by the work product doctrine. And also, by the joint defense privilege that I asserted earlier. So, yeah, that would be the basis for it, Counselor.

MR. SULLIVAN: So the fact that you discussed the history with him certainly doesn't privilege that history. I'm not asking him to reveal-- Just to clarify, I'm not asking to reveal the substance of his discussions with you. I'm asking a very simple and direct question as to whether he himself wrote this verified statement, which is not privileged or frankly work product.

MR. MCBRIDE: We're asserting joint defense and common interest doctrine privileged communications as we've briefed to the ??? You can ask whether he spoke to counsel before the verified statement went in, and beyond that I don't think you can go.

MR. SULLIVAN: And what's the basis for why--

MR. MCBRIDE: I just told you.

MR. SULLIVAN: Well, you said words that are legal doctrines, but you didn't explain why the identity of whether he personally wrote this or whether someone else did is not something that's protected under either legal doctrine.

MR. MCBRIDE: That gets into potential or actual communications between counsel and the witness, under the rubric of common defense interest and joint defense privilege, as we've briefed to the ???

MR. SULLIVAN: So you're instructing the witness not to answer whether he personally wrote his verified statement?

MR. CRUZ: That is correct.

MR. SULLIVAN: Okay.

Q Did you review the verified statement before signing it?

A Did I?

Q Yes.

A Yes.

Q No work product objection to that. Interesting.

A Well, I read before you sign.

Q It's part of the same process that they're making a basis of an objection that you can't answer regarding.

MR. MCBRIDE: I think you're making speeches now. I think he-- You asked him at the outset if he reviewed the statement and if he swore to the statement, and I think you're just asking him the same question again. The rest of it is different.

MR. SULLIVAN: Well, that's your legal position, and certainly we've all been liberally speaking with our commentary here.

Q The question is what did you do to prepare this verified statement?

MR. CRUZ: Objection.

Q Without revealing the substance of your conversations with counsel, what do you recall doing in terms of preparing this verified statement?

A Not going to answer per my counsel.

Q Well, he didn't offer any instruction.

MR. CRUZ: Objection. I-- Mr. Martin, please do not answer such questions regarding this statement, how it was prepared, mental imprints, any communication that you had with any type of counselor at that time, or any communication that you had with me regarding

this document and its preparation.

Q Did you have any communications with counsel regarding the preparation of this verified statement, without revealing the substance of those communications?

MR. CRUZ: Objection on the same grounds.

MR. SULLIVAN: I'm absolutely entitled to know whether there is discoverable information that you are objecting to the revelation of. This is the exactly the type of stuff that would be on a privilege log, and he should be allowed to answer. To instruct him not to is an obstruction of this deposition.

MR. CRUZ: Counselor, sorry. You believe that I'm instructing the deposition because of--in what grounds? ??My bad.??

MR. SULLIVAN: I asked him whether there existed communications about which you are claiming privilege over. That is a foundational question that he should be able to answer, notwithstanding any privilege concerns about it. I just want to know is there information here to discover that you're withholding or is there not. It's not itself-- The fact of communication is not privileged, and that's all I'm asking about.

Q So I'll ask you, Mr. Martin, did you have communications with counsel regarding the preparation of this verified statement?

MR. CRUZ: You can answer such question with a yes or no, to that limit.

A Yes.

Q How many conversations do you recall having?

MR. CRUZ: I have to object on same grounds.

MR. SULLIVAN: Your position is that the number of conversations is protected?

MR. CRUZ: Well, Mr. Martin, if you recall the numbers of conversations that you had or have any type of guess that you think that might answer the colleague's question, you can answer it.

A I don't know.

Q Was it more than one?

MR. CRUZ: He doesn't know.

MR. SULLIVAN: Okay. Don't answer for him. That's improper.

A Okay. I don't know.

MR. SULLIVAN: I asked him a question.

A I don't know.

Q Okay. So you don't recall whether you had more than one conversation?

A Correct.

Q Okay. Do you recall who you spoke with regarding a verified statement?

A I don't.

Q Have you ever heard the name Richard Streeter?

A I have.

Q Do you know who he is?

A An attorney on the other side of you. That's all I know. Sorry.

Q Do you know if he represents the Lake Providence Port Commission?

A I assume, but don't know.

Q Do you know if that's who you spoke with?

A I don't.

Q Other than counsel, do you recall speaking with anyone about preparing a verified statement for use in the current proceeding?

A No, sir.

Q Do you recall ever speaking to Mr. Gilfoil about potentially preparing a verified statement to support LPPC's amended application?

A No, sir.

Q Do you know Mr. Gilfoil?

A Yes.

Q How well do you know him?

A Known him very well most of my life.

Q Did he ever discuss with you that the--before filing that the Lake Providence Port Commission intended to proceed with a feeder line case against DSRR?

A Not to me. I was in port commission meetings, and as the business of the port was happening I heard, but I was there as a tenant, along with other tenants.

Q So you attended port commission meetings on a regular basis?

A Somewhat regular, yes. Not myself, but me somewhat.

Q Do you recall any discussions at those meetings about the need to create verified statements from shippers in order to support the bases for a feeder line case before the STB?

A I don't--don't recall that happening at the port commission meetings, no, sir.

Q Do you recall it happening elsewhere?

A That-- Repeat your question.

Q Do you recall hearing from Mr. Gilfoil about the need to have verified statements from various shippers and others to support a feeder line case before the STB?

A Not from Mr. Gilfoil, but I don't--I don't see Wyly--that wouldn't have been Wyly's role in my opinion. I don't think he was the one that I heard it from.

Q Okay.

A That's not-- From a tenant standpoint, I wouldn't have had those conversations ???

Q Was there someone else at the port commission that you would have had those conversations with?

A Yeah, but I don't know--I don't--I don't remember who. This has been years ago. I'm sorry. But I don't remember who.

Q Well, how many people are there at the port commission as employees?

A Six or seven.

Q Okay. So if we look back at paragraph 4--

MR. SULLIVAN: And sorry, just to--before moving past it, we do not agree with the privilege ??clauses?? that have been made and reserve the right to challenge those at a later date. For the sake of moving forward, we're going to proceed.

Q Turning back to paragraph 4. You state here-- Did you know-- Is Bill Wainwright still alive?

A No, sir.

Q Did you know him?

A Yes.

Q So is his family still in this region?

A Didn't know his family, but knew him. So I don't

know. I can't answer that one.

Q Okay. So if we look at-- Do you recall when the proceedings were through which that you reference in paragraph 3?

A When you say "proceedings," what are you referring to? The application? What are you-- I'm sorry. I don't understand.

Q That last--when you say, "Fortunately--

A Oh.

Q --the Lake Providence port..." Proceedings through which they acquired those portions of the line, do you recall when those occurred?

A I couldn't give you a date or even a year. I'm sorry.

Q Was it since you've been working at Terral River 2000?

A Oh, yeah.

Q Okay. So--

A Yeah; yeah. All right. Sorry.

Q On that side of the 2000s.

A Yes; yes.

Q All right. You reference in paragraph 4 a sale to Continental Rail. Do you know when that was?

A Don't know the date, but this is--that was the company I was trying to get you to answer me on a while ago,

so-- I couldn't remember the name of it, but that is it. And I don't know the date, no, sir.

Q Okay. You say that the deterioration in service--

A Where are you, sir?

Q Sorry.

A I'm sorry. Excuse me.

Q Yeah, no, thank you. So on the bottom of page 2, start at paragraph 4.

A Thank you.

Q Last line, "The deterioration in service adversely impacted Terral's operations at both the Lake Providence port and the Madison Parish port." What did you mean by that in terms of the deterioration in service?

A I believe I was referring to the deterioration of the track itself. Like I mentioned earlier, we were stuck without any service, so--because of the condition of the track.

Q And is this--this is the circumstance you were referring to where Mr. Wainwright told you that he couldn't move the cars north? Is that what you're referring to?

A It is.

Q Okay. And where do you recall was that moving from?

A From Tallulah--

Q You wanted to move them from Tallulah, and you were

told that it could not go north of Tallulah?

A No. I was told that the line between Tallulah and the UP connection had been abandoned, and so he offered us the route of going south to the KCS.

Q Okay.

A At a much, much higher value. Can't recall that number, but it was not feasible.

Q So earlier you testified-- I'm just trying to place this in a time line. Do you recall-- I mean, you had testified earlier about using track north from Tallulah from around 2000 to 2008, so this must have happened after 2008. Correct?

A If I wasn't sure from 2000 to 2008, I can't say a definite now, you know, so--but it was at the time that-- prior to Continental Rail purchasing from Wainwright. Whatever time frame that was, it happened prior to that because Wainwright was owning the track.

Q Okay. I guess what I'm trying to understand is at that time when we-- The statement here, "The deterioration in service adversely impacted Terral's operations at both the Lake Providence port and the Madison Parish port," that statement. By that point, north of the Lake Providence port, do you know whether that was--that was owned by and operated by NLA. Correct?

A I don't know that. I don't know the time line.

I'm sorry.

Q Okay. And which operations at the Lake Providence port were you referring to that were being adversely affected at that time?

A Any new business that I was quoting out of the Lake Providence port at that time couldn't get here, from the north or from the south.

Q Okay. And what about at the Madison Parish port?

A The only operations were to go south to KCS, which did not fit our market, so it was a no-go.

Q So I guess-- So maybe refer back to the map--

A Yes, sir.

Q --which is exhibit--

MR. CRUZ: "6" and "7."

Q Let's do "Exhibit 6" and "7." I just want to try to picture this on the-- The portion of track from the Madison Parish port south to Tallulah, you see that?

A Yes, sir.

Q So when you say--when you earlier said that Wainwright told you, "I can't take you north to McGehee, but I can take you south to Tallulah," where--Terral River was operating the actual--is in the Madison Parish port? Is that--

A Yes.

Q Okay. So between the Madison Parish port and

Tallulah, that stretch of the line remained operational at that time?

A Yes.

Q Okay. It was the points north that Wainwright told you were not. Is that right?

A Yes.

Q Okay. I think I was getting confused that Madison--you may have said Tallulah to mean the Madison Parish port.

A I did. That's what I refer to it as.

Q Okay; okay. So I want to move to page 4 in paragraph 6 of your verified statement. Take a second just to read over that paragraph, if you would.

A (Witness peruses document.) Okay.

Q Earlier you testified that-- When I was asking you about current potential demand for a rail service by Terral River, you confirmed that this would not be cotton seed that Terral River owns and is the actual payer of the freight for. Correct?

A Correct.

Q So when you refer here in paragraph 6 to the potential use of rail from Madison Parish port to McGehee, that is in the category of items for which Terral River would not be the payer of the freight. Correct?

A Correct.

Q Okay. So this is in the category of one in which you are--Terral River is acting as servicer of the transport for the owner of the cotton seed?

A Yes, sir.

Q Okay. And at the time that you made this verified statement in December of 2022, do you know what the condition of the rail line was north of the Lake Providence port? In other words, the NLA portion of the Lake Providence branch line.

A Passable. There was--not us, but there were other-- Let me think. 2022. I believe there was movement on that track, but we didn't have anything to do with it. No, '22, I believe we did have APEX moving on that track. Have to go back and look at that agreement, but I believe we were shipping cotton seed. Yeah. I think that started in September.

Q So I guess-- You make the statement here in the first sentence of paragraph 6, "I have advised NLA that Terral has interest in shipping cotton seed from the Madison Parish port to UP when the track is in good enough condition to move the hundred-ton gondola railcars that are used to transport cotton seed." Do you see that?

A Yes, sir.

Q What do you mean when you say, "I have advised NLA" of that? What did you mean?

A Just that. Whenever I was talking with Danny about business in Lake Providence, I told him that we want to move gondolas out of Madison Parish port for Cape & Son.

Q So this was just an oral communication with Mr. Robbins?

A Yeah. We talked a lot. And if this time frame is correct, whenever I said APEX, we were obviously talking a lot, so--

Q When did APEX begin its operations out of the Lake Providence port?

A You just heard me say I think 2022. I believe it was September of '22, but I'm not certain of that.

Q So I guess-- You talked about-- I want to sort of unpack the sentence in terms of your understanding and the basis of your understanding that the track is not in good enough condition to move north from the Madison Parish port to McGehee or from Lake Providence south to the Madison Parish port on the line operated by DSRR. And is the basis for that understanding just your own personal observations of the track conditions and the experience that you referenced earlier where you said that there were derailments and issues with prior shipping north when that was occurring in the early 2000s?

A Yes.

Q You have not done an actual study or evaluation of

the rail line, have you?

A Don't have to, but no.

Q You have not done that?

A Uh-uh (no).

Q And you're not an expert in maintenance or engineering about rail lines?

A I am not.

MR. SULLIVAN: Mark this as our next exhibit.

COURT REPORTER: "Exhibit 9."

Q Have you seen this document?

A Let me ask. It's hard to read. Is this what they're trying to sell now, they being Delta Southern and their business ??blurt?? that they're sending out? Is that what this is?

Q So I'll represent to you that this is a printout, which is why it's a little wonky, of a website for the Delta Southern Railroad maintained by Patriot Rail, which is the owner of--

A Okay.

Q --now the owner of--

A Got you.

Q --Delta Southern.

MR. MCBRIDE: Could I just ask for clarification. Noah, on each page there's some print that goes up and down, if you will,

instead of left and right. Is that just a glitch from the copier, or is that actually on the website? I can't read it or figure out what that print is.

MR. CRUZ: It's underneath ??headquarter?? I think.

MR. SULLIVAN: Yeah, it looks like it's a website or some kind of-- I think the short answer is it's a formatting issue with the way you print something from the website.

MR. MCBRIDE: If you're not going to dig into that part of it, I'm not going to have a problem with it.

MR. SULLIVAN: No.

MR. MCBRIDE: Okay.

MR. SULLIVAN: No.

MR. MCBRIDE: Okay.

Q I just want to draw your attention to-- To ask you have you ever looked at their website?

A No, sir.

Q So what it states is it's--and this is part of its marketing of its services--

A Yes, sir.

Q --is that it is currently under weight restrictions for 286,000 pounds. Do you see that?

A I do.

Q Do you have any reason to believe that that is not correct?

A What track are they talking about?

Q All the tracks.

A Coming to Lake Providence?

Q So this refers to-- If you look over on the left, it lists track miles, 39 miles of--

A Mainline track, Sterlington--

Q --mainline track, Sterlington, 12 miles-- I just put my pen on that and this is hard to read.

A --12 miles and Tallulah 27 miles.

Q And Tallulah 27 miles.

MR. MCBRIDE: I'm sorry. I'm having trouble figuring out where you guys are.

MR. CRUZ: Underneath track miles, right here, sir. Right here.

MR. MCBRIDE: Oh. It's so small. Okay. Got it. Sorry. Go ahead.

Q So this is reflecting the overall weight restrictions of the line, which I'll represent to you is generally the weight restriction for standard rail. And I'm asking do you have a basis to believe that what's reflected on that website is not correct?

A I am not an expert.

Q Okay. So the answer is no, you don't?

A No. If that's what the STB gave them--

Q So are you aware of how-- So conditions of track, do you know how that's federally regulated?

A Somewhat. By speed--

Q So you're familiar with different--

A Yes.

Q --classes of track?

A Yes.

MR. SULLIVAN: Mark "Martin 10."

Q And I'll represent to you that this is a printout from the--electronic version of the Code of Federal Regulations from the Federal Railroad Administration setting track safety standards and classifying the speeds--

A Yes, sir.

Q --for various different classes of track. Do you see that?

A I do.

Q So the FRA--and I'll represent to you is generally responsible for regulating specifications about maintenance, conditioning, and other things like that on the operation of rail lines for freight and passenger. Okay? And so not going to get into the weeds of regulatory detail, but my question is, since 2020, are you aware of a situation in which the FRA has halted service on the line operated by

DSRR?

A No.

Q Any ruling from the FRA or any other federal agency that it could not operate?

A None that I'm aware of.

Q Okay. And since 2020, just to put a time line on it--

A Thank you.

Q --so it's not all of time, have you asked for service from DSRR?

A No, sir.

Q Are you aware of anyone at Terral River who has?

A No, sir.

Q And since 2020, no one has said that they would not move freight if asked from Terral River?

A That'll be yes or no. I don't know. No one's asked or told me they would not ship anything. I haven't asked them.

Q And at current-- So have you asked-- So turning back to kind of this opportunity that you spoke about in your verified statement in paragraph 6 that you had discussed with Mr. Robbins about these hundred-ton gondola cars, did you have an estimate at that time about what the volume would be?

[redacted] HIGHLY CONFIDENTIAL

[redacted] HIGHLY CONFIDENTIAL

[redacted]

Q And what's-- I guess what I'm trying to understand is you have been able to make the quote for what it would-- what you would charge from Terral River to do that, to ship or receive from railcar?

A From Lake Providence, yes.

Q From Lake Providence.

A Yes.

Q Okay. And have they-- From those conversations or

[redacted]

Q And he would give you an answer?

A I would ask Danny-- To correct my previous answer, I would ask Danny from Lake Providence to destination, not to McGehee.

Q I see. Right. So basically do the route--the full route.

A That's correct.

Q Yeah. Right.

A That's correct.

Q And those did not materialize?

A They did not.

Q And did you hear from the potential shipper why?

A No. Didn't.

Q But you were able to provide a quote for what the price would be to move things from Lake Providence to

wherever they were going--

A North to--

Q North.

A --UP destinations. That's correct.

Q Okay. And for the-- What about requests for quotes from Lake Providence south? Have you received any requests for that?

A I may or may not have, but I'm sure at that point I told them we couldn't go south.

Q And the basis for that is what?

A I've seen the track. It's not it.

Q So you personally just would--would choose not to use that--offer that as an option?

A Not that I personally wouldn't. It's you can't ship on them. Again, as you said, I'm not an expert, but you can't ship on it.

Q Okay. So when you say--basically, what you're saying in this statement, sort of turning back to the verified statement, is that when the traffic is in good enough condition to move the hundred-ton gondola cars that are used to transport cotton seed, that's kind of saying, this is a paraphrase if this is accurate, that you're not going to offer that to folks who come to Terral River as an option until you feel confident that it's in good enough to make that move. Is that fair?

A Fair.

Q But you can't recall of a specific company that's come to you and asked for that option?

A No. Neither from Lake Providence, but no.

Q Okay.

A Let me take that back. Cape & Son would ship out of Tallulah if that hundred-ton gondola would go north. So I do know of a company.

Q From the Madison Parish port?

A Correct. Coming north. Everything I'm talking about is that interchange there in between.

Q Right.

A Yes, sir.

Q Have they asked for that?

A Yes.

Q When's the last time that they did?

A Again, with dates, but 2011 maybe, '12. It's been a long time, put it that way.

Q But nothing you can call since 2020?

A No, no, nothing that I know of.

Q So there warehouse you mentioned where the cotton seed is stored, that is at the Madison Parish port?

A Correct.

Q Okay. So I want to look back at the--I think it's "Exhibit 6" and "7," those maps.

A Okay.

Q So have you calculated or sought a quote to determine within the last--since 2020 let's say. You're at the Madison Parish port. You have cotton seed to ship. If I go south to Tallulah, I'm on KCS, I can go to routes there. Or if I want to get UP, I could interchange in Monroe and go north or south. Have you done that? Have you sought any routings along that route?

A No.

Q Do you know if there are facilities in and around Monroe that store cotton seed?

[redacted]

Q So it has facilities there that can--they can get on UP there. Right?

A Correct.

Q So it's really this-- So do other companies have-- I guess if Cape & Son's trying to get their product onto UP, [redacted]

A It's just south of where the map ends.

Q Okay. That's on the UP mainline?

A It is, yes, sir.

MR. MCBRIDE: I'm not sure the record's going to be quite clear here, Noah, when we say south on the UP mainline. Which line are you referring to?

MR. SULLIVAN: It's the green.

WITNESS: It's about right there.

MR. MCBRIDE: Well, you can characterize it as you wish. I'm not sure that's a mainline, but I'll leave it--I'll leave it--

MR. SULLIVAN: On the green line that's--

MR. MCBRIDE: The green UP line. Right?

Q There's access to the UP from Terral's facility in Columbia?

A Yes.

Q Yes. Okay. And is it the-- It's the Cape & Son demand that you are referring to in paragraph 6 as being the source of freight from Madison Parish port up to UP--up to McGehee?

A Yes.

Q Okay.

A We had to move from there to there to keep on the mainline UP for the freight advantage, so '-3, 2003 maybe.

Q That's when that move occurred?

A Yeah.

Q Okay.

MR. SULLIVAN: If we could take just a couple--a brief leg stretch, I'm going to confer with-- We can go off the record.

(OFF RECORD.)

MR. SULLIVAN: All right, Mr. Martin. We just took a brief break, and I think--I don't think I have any further questions for you. We really appreciate your appearance. That said, the other counsel and parties do have an opportunity to ask any clarifying questions or questions they want to ask you, so I'll reserve the right to ask question if their questions pose questions, but subject to our continuing disagreement on some of the privilege issues that arise, thank you for your appearance, and I'll pass the witness.

WITNESS: Thank y'all.

MR. SULLIVAN: I think we're fine.

MR. CRUZ: We're going to sign the deposition, read and sign, yes.

DEPOSITION CONCLUDED.

STATE OF LOUISIANA

PARISH OF OUACHITA

I, MARGARET ANN COPELAND, Certified Court Reporter in and for the State of Louisiana, as the officer before whom this testimony was taken, do hereby certify that NEIL DANIEL MARTIN, V.P. OF SERVICES, after having been duly sworn by me upon authority of R.S. 37:2554, did testify as set forth in the foregoing deposition, pages 1 through 107, at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254, on the 23rd day of February, 2026, commencing at 8:59 a.m. and concluding at 12:31 p.m.; that this testimony was reported by me in the electronic reporting method, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that the transcript has been prepared in compliance with the transcript format guidelines required by statute or by rules of the board, that I have acted in compliance with the prohibition on contractual relationships as defined by Louisiana Code of Civil Procedure Article 1434, and in rules and advisory opinions of the board; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter.

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

Monroe, Louisiana, this 25th day of March, 2026.

_____

MARGARET ANN COPELAND, CCR

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36447

LAKE PROVIDENCE PORT COMMISSION – FEEDER LINE APPLICATION – LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA.

SUBPOENA DUCES TECUM TO NEIL MARTIN, ON BEHALF OF TERRAL RIVERSERVICE, INC., TO TESTIY IN A DEPOSITION AND PRODUCE DOCUMENTS

To: Terral RiverService, Inc.
c/o Neil Martin, Vice President
10100 Hwy 65 South
Lake Providence, LA 71254

Pursuant to the rules of the Surface Transportation Board governing discovery, 49 C.F.R § 1114, *et seq.*, and by Order of the Board:

YOU ARE HEREBY COMMANDED to appear at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254 at 9:00 a.m. on February 23, 2026, to provide testimony by oral deposition at the request of Delta Southern Railroad, Inc., in the above-caption proceeding. Your testimony will be recorded stenographically, by an officer authorized to administer oaths, and may be used as evidence in this proceeding. The deposition is anticipated to be completed within one-half of a business day, but may be continued from time to time until completed. Specific topics for which you will be expected to provide testimony are included in Attachment A to this subpoena.

YOU ARE ALSO COMMANDED to produce the items described in Attachment B to this subpoena by 9:00 a.m. on February 23, 2026, to Delta Southern Railroad, Inc., c/o GENTRY LOCKE ATTORNEYS at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake



Providence, Louisiana 71254 by physical copy or electronic mail to William L. Spotswood, Esq. (spotswood@gentrylocke.com) and J. Cole Gayle, Esq. (CGayle@gentrylocke.com), or at such time and place as the attorneys for Delta Southern Railroad, Inc. and you agree.

DATED: February 9, 2026

Administrative Law Judge Jenifer J. Soulikias: Jenifer J. Soulikias -S

Digitally signed by Jenifer J. Soulikias -S
Date: 2026.02.12 16:18:12 -06'00'

ATTACHMENT A TO SUBPOENA DUCES TECUM

Delta Southern Railroad, Inc. ("DSRR") seeks to depose you in order to obtain relevant evidence to the Lake Providence Port Commission's ("LPPC") Amended Feeder Line Application to acquire the Line of DSRR located in East Carroll and Madison Parishes, Louisiana, STB Docket No. FD 36447 (the "proceeding"). Specifically, DSRR seeks testimony regarding the following topics:

1. All subject matter and facts asserted in Your verified statement submitted in this proceeding, including the factual basis for any such assertions.

2. Requests for rail service made by Terral RiverService, Inc. ("Terral") to DSRR.

3. Rail service provided to Terral by DSRR.

4. Requests for rail service made by Terral to North Louisiana & Arkansas Railroad, Inc. ("NLA").

5. Rail service provided to Terral by NLA.

6. Costs and effectiveness of transportation options for Terral, as comparing trucking, rail, and other alternatives.

7. Current and anticipated demand for rail service by Terral.

8. Drafts and communications regarding Your verified statement in this proceeding with LPPC (including its counsel) or any third party.

9. Documents produced by Terral in response to a subpoena duces tecum in this proceeding.

ATTACHMENT B TO SUBPOENA DUCES TECUM

INSTRUCTIONS AND DEFINITIONS

1. "Document(s)" shall mean anything on or in which data or information is recorded or stored, including, but not limited to: writings or representations of every kind, correspondence, electronic mail and files, text messages, memoranda, notes, statements, paraphrases or summaries of statements, drawings, tabulations, charts, graphs, plans, maps, sketches, photographs, brochures, diaries, records, rules, regulations, summaries, reports, report forms, studies, papers, work papers, letters, books, notebooks, schedules, lists, worksheets, agreements, contracts, records of telephone calls or any other communications or conversations, telegrams, teletypes, radiograms, cables, discs, tapes or any other forms of mechanical recordings of all statements not reduced to writing, film, microfilm, computer printouts and computations potentially generated to summarize information stored in computer storage by whatever means. The word "Document(s)" also includes, but is not limited to, all handwritten, typed, printed and photocopied matter, including all marginal notations and drafts, duplicates, carbon copies and any other copies thereof, all electronically stored documents such as information stored on computer drives, hard discs, diskettes, floppy discs, DVD, CD, memory sticks, any other means of electronic storage, and all information posted online such as information posted on social media or a blog, even if such information was later edited or deleted.

2. The connectors "and" and "or" shall be construed either disjunctively or conjunctively as necessary to bring within the scope of these interrogatories and requests any information that might otherwise be construed to be outside the scope of the interrogatory or request.

3. The word "person" shall mean any individual, firm partnership, corporation, association, business or governmental entity or subdivision, agency, department, and any "person" acting by or through, directly or indirectly, and other "person" as well as any "person" by whom such "person" was controlled with respect to the matter in question.

4. The word "including" shall mean "including but not limited to."

5. "Terral," "You," and "Your" shall mean Terral RiverService, Inc. and each of its agents, attorneys, accountants, consultants, officers, commissioners, employees, independent contractors, and any other individual or entity associated or affiliated with it or purporting to act on its behalf.

6. "DSRR" shall mean line-owner Delta Southern Railroad, Inc., and each of its agents, attorneys, accountants, consultants, officers, directors, employees, independent contractors, affiliates, and any other individual or entity associated or affiliated with it, or purporting to act on behalf of it.

7. "NLA" shall mean the North Louisiana and Arkansas Railroad, Inc., and each of its agents, attorneys, accountants, consultants, officers, directors, employees, independent contractors, affiliates, and any other individual or entity associated or affiliated with it, or purporting to act on behalf of it.

8. The "Line" means the portion from milepost ("MP") 471.0 to MP 498.44 of the DSRR line that runs from Lake Providence, Louisiana (MP 471.0) to the point of interchange with the Kansas City Southern Railway Company ("KCS") at Tallulah, Louisiana, which is the complete and only subject of the amended feeder line application filed on January 3, 2023.

9. The phrase "request for rail service" shall mean any request made by Terral to DSRR that is specific to a commodity and date that DSRR provided said rail service.

10. "Proceeding" shall mean Surface Transportation Board Docket No. FD 36447.

11. "Verified Statement" means the Verified Statement of Neil Martin dated December 14, 2022, and that was submitted in LPPC's Amended Application in the Proceeding.

12. Responsive documents should be produced as they are kept in the usual course of business, or organized and labeled to correspond with the categories in these requests.

13. Procedure for production of ESI: All metadata is to be included on every document, email, etc, produced electronically. All E-mails are to be produced in PST format. All data and documents to be produced electronically shall be produced using a Concordance Load File. Documents produced in PDF format should be text searchable (OCR). All documents stored in electronic format should be produced in electronic format.

DOCUMENTS REQUESTED:

1. All Documents referenced or relied upon in the Verified Statement.

2. All Documents regarding rail service by DSRR, including requests for rail service, interchange service, derailments, delays in service, costs of service, or failures to provide service.

3. All Documents regarding rail service by NLA, including requests for rail service, interchange service, derailments, delays in service, costs of service, or failures to provide service.

4. All Documents regarding the condition of the Line, including to any alleged inability of the Line to transport safely 100 ton gondola cars used by Terral.

5. All Documents sufficient to show Terral's qualifications regarding rail safety.

6. Documents sufficient to show all Terral rail shipments received or sent on the Line from January 1, 2000 to present, including the railroad that transported each shipment.

7. All documents regarding DSRR's storage of railcars on the Line, including any alleged impact to Terral as a result of such storage.

8. All Documents regarding decisions to ship by rail or by truck, including cost analyses, price quotes, and other comparisons.

9. All Documents regarding any refusal by DSRR to take steps to maintain, rebuild, or improve the Line.

10. Any shipper surveys received or completed related to rail shipping.

11. All Documents regarding the proceeding, including any communications regarding, or drafts of, the Verified Statement.

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

LAKE PROVIDENCE PORT COMMISSION—FEEDER LINE APPLICATION—LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF NEIL MARTIN

---

1. My name is Neil Martin. I am the Vice President of Terral RiverService, Inc. Our address is 10100 Hwy. 65 South, Lake Providence, LA 71254. My telephone number is 318-559-1500. I have personal knowledge of the facts stated herein and am duly authorized to present this Verified Statement on behalf of Terral RiverService, Inc. ("Terral").

2. As its name reflects, Terral River Service, Inc. is a river transportation service company specializing in the bulk storage and handling of dry and liquid materials along the Mississippi River system, including the inland waterways of Louisiana and southern Arkansas. Services offered include terminal dock operations, custom barge operations, bulk storage, and bulk material handling. Given our activities, we are heavily involved with the efforts of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project ("Project"). That project was intended to modernize and improve rail infrastructure along the very important freight corridor that provides shippers the potential ability to reach both the Union

Pacific Railroad Company ("UP") at McGehee and the Kansas City Southern Railroad ("KCS") at Tallulah.

3. Because we strongly believe that the Project will have a significant impact to the region's economic development and will expand the effectiveness and cost savings to the regional shippers, Terral supported the INFRA Grant Application that was filed in 2019 that resulted in a significant grant. It is my understanding that Terral's letter of support is included in the INFRA Grant Application that was approved by DOT. Our support stemmed from the strong support that was offered by the two short line railroads that were operating over the rail corridor between McGehee and Tallulah which, until 1988, was operated by the Missouri Pacific Railroad as part of its Lake Providence Branch Line. Although the Interstate Commerce Commission approved the abandonment of the Line, over the objection of many shippers who were located along the Line, the Line was never physically abandoned until later when William Wainwright, after acquiring the Line, allowed it to deteriorate. Fortunately, the Lake Providence Port Authority ("LPPC"), the Southeast Arkansas Economic Development District ("SEAEDD") and the North Louisiana & Arkansas Railroad ("NLA") jointly acquired the track between McGehee and the entrance to the Lake Providence Port from Wainwright. Had they not acquired it, the region would have suffered a devastating economic impact.

4. Because Wainwright continued to hold ownership of the last 28+ miles of the Lake Providence Branch, that segment continued to deteriorate. The deterioration in service adversely impacted Terral's operations at both the

Lake Providence Port and the Madison Parish Port. As a result, news of Continental Rail's acquisition of the last segment of the Lake Providence Branch Line was well received. According to the public statements from Continental Rail's new management team, they intended to rebuild the Line and eliminate storage of railcars on DSRR's mainline that continuously adversely impacted Terral's operations at the Madison Parish Port. For a while, the new team took steps to rebuild the track that extends between the Madison Parish Port and the intersection with KCS. However, little was done to restore the track that is located between the two ports. When DSRR joined with the other owners of the Lake Providence Branch Line in applying for the INFRA Grant Application, it appeared that the entire Line would be rebuilt. When the United States Department of Transportation ("DOT") announced the Grant in 2019 that required funds to be used to rehabilitate the twenty miles of track between the Ports, it seemed certain that the primary goals that prompted DOT to fund the rehabilitation of the entire corridor would be achieved.

5. As I belatedly learned, DSRR is actually owned by a private equity firm that did not support the efforts that were made by Continental Rail and by every other party that worked with the Applicants to obtain the INFRA Grant. Furthermore, I am aware that DSRR's new management team has stated on the record that it has concluded that there is no reason to rehabilitate the track. Given that attitude, Terral fully supports the sale of the DSRR's assets to LPPC. That sale will be consistent with the public convenience and necessity

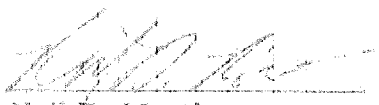
and the public interest. Furthermore, that result will satisfy the goals that DOT has sought to promote.

6. I have advised NLA that Terral has interest in shipping cottonseed from the Madison Parish Port to UP when the track is in good enough condition to move the 100 ton gondola railcars that are used to transport cottonseed. Terral will not take a chance on risking an expensive derailment until it can be proven that the track that is located between mileposts 471.0 and 491.0 can handle such cars. Moreover, as I have previously advised NLA, Terral will also consider moving inbound aggregate that originates on UP points that would move to the Madison Parish Port. Because the additional costs associated with movements from McGehee to Monroe and then to KCS and DSRR are much higher than direct rail service between McGehee and Madison Parish Port, Terral will not consider that alternative.

7. I urge the Board to find that the forced sale of the track to LPPC is consistent with the public convenience and necessity as it will eliminate unnecessary and expensive multiple interchanges over a short line of railroad. Moreover, local ownership will help to guarantee the economic development of the region. The many environmental and financial benefits that will follow the shift back to rail from trucks that have been recognized by DOT should not be ignored.

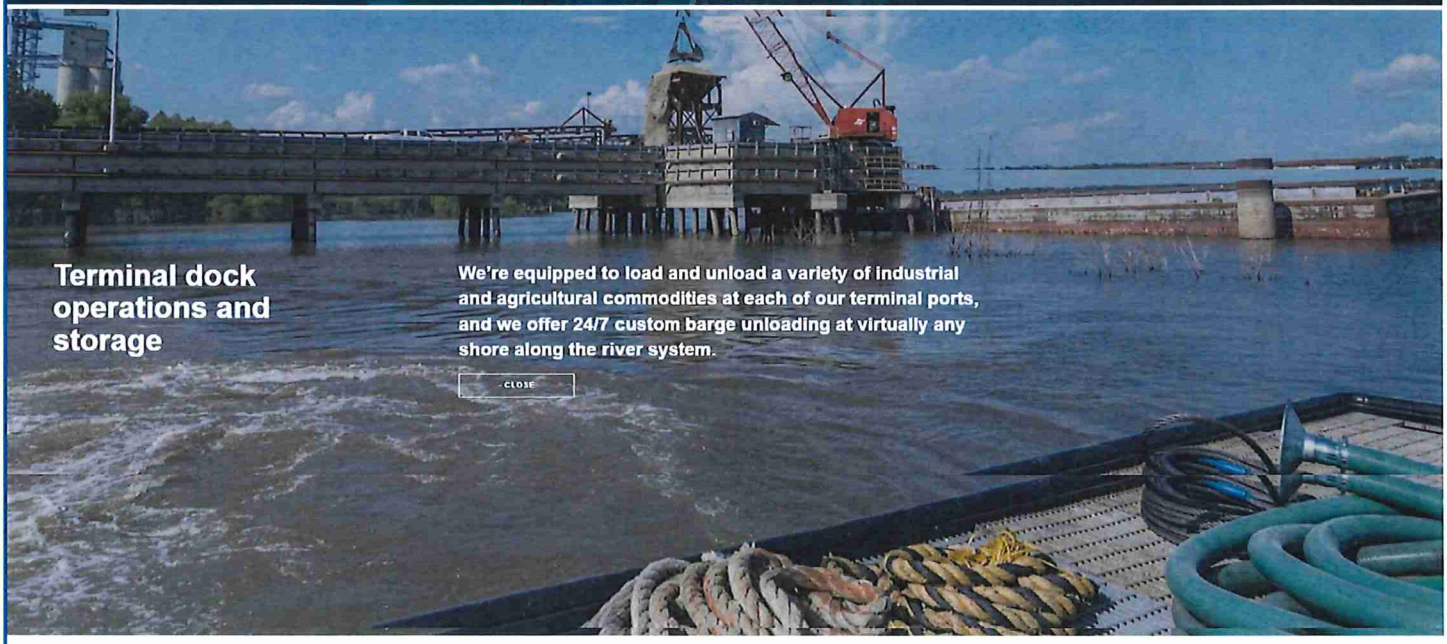
VERIFICATION

I, Neil Martin, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed this 14th day of December, 2022.



Neil D. Martin
V.P. of Services





Terminal dock operations

Terral RiverService's terminal dock operations are equipped for the loading and unloading of specialty cargo along with aggregates, salt, corn, soybeans, grains, tire chips, coal, petroleum coke and steel. Dock cranes and conveyor systems ensure a seamless transfer of cargo from river to warehouse or truck.

Storage capacity on location

Safe, reliable destination storage options are available for nearly all agricultural and industrial products. Terral is your one-stop solution for most river services, including shipping, loading/unloading and storage of bulk materials.

Warehouse storage is available at:
Lake Providence, LA
Tallulah, LA
Columbia, LA

Contact us about our terminal dock operations and locations near you.

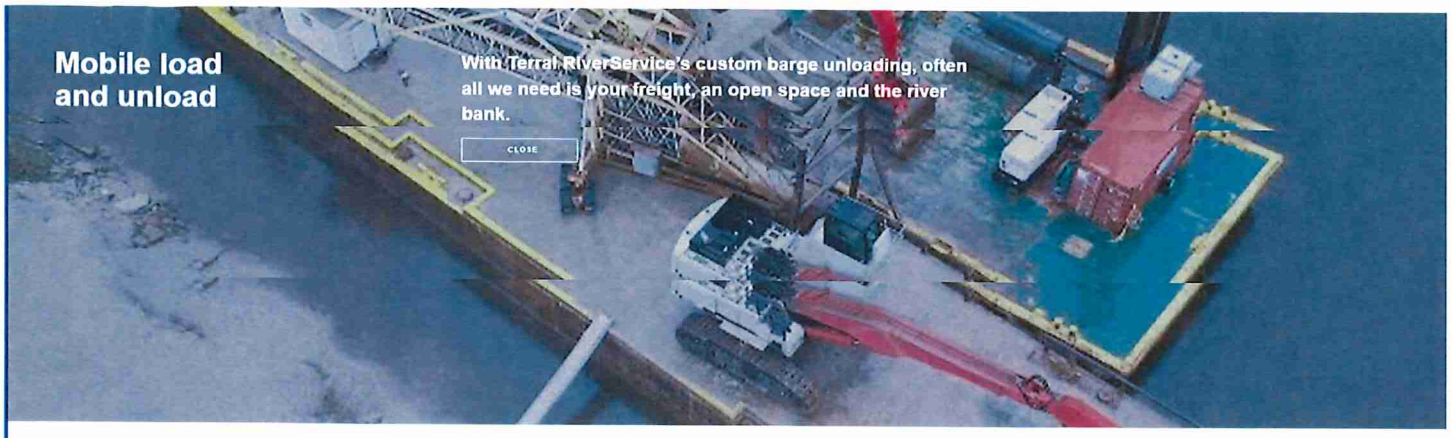
Neal Martin
(318) 559-1500
nmartin@terralriverservice.com

+ SEE OUR AGGREGATE LIME YARD LOCATIONS

+ LEARN ABOUT WORKING WITH US







Mobile load and unload

We have 11 floating barges, each one is equipped with excavators, hydraulic clam buckets or cable cranes, and three of them with mounted conveyor systems. No matter the site, we're well equipped for specialized unloading or lifting materials directly onto trucks or dropping onto the river bank.

Our barges can load trucks quickly; each unloading is capable of unloading up to six barges of product in a day. We maintain custom rigs throughout the region, available on any waterway in Louisiana and throughout the Gulf Coast region, which includes Texas, Mississippi, and Alabama.

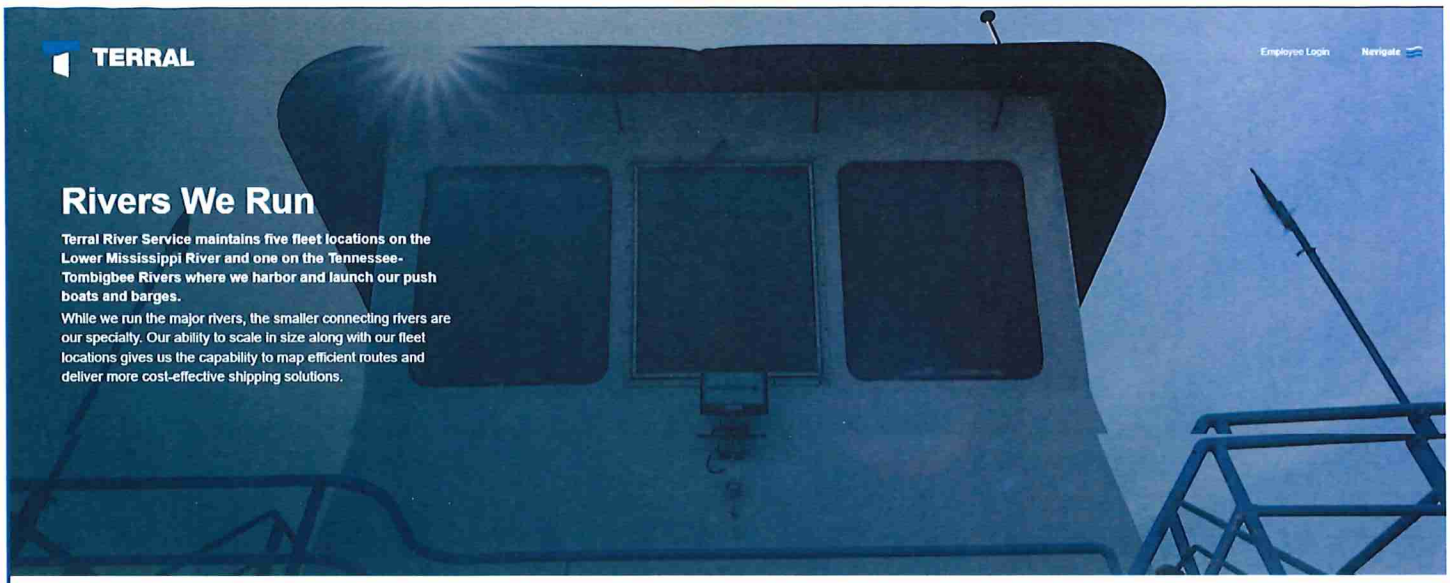
Contact us about our mobile load and unload capabilities.

Neil Martin
(318) 559-1500
nmartin@terralriverservice.com

Marvin Collins
(318) 559-1500
mcollins@terralriverservice.com

+ LEARN ABOUT WORKING WITH US





Rivers We Run

Terral River Service maintains five fleet locations on the Lower Mississippi River and one on the Tennessee-Tombigbee Rivers where we harbor and launch our push boats and barges.

While we run the major rivers, the smaller connecting rivers are our specialty. Our ability to scale in size along with our fleet locations gives us the capability to map efficient routes and deliver more cost-effective shipping solutions.



1. Mississippi River

With three 3,000-horsepower, three 4,500-horsepower and one 5,000-horsepower boats in the Terral RiverService fleet, we are able to move twelve river barges at a time up and down the Lower Mississippi River. We have three fleets adjacent to the Mississippi, with boats traveling from the Old River Fleet down to New Orleans on a weekly basis. Terral RiverService has years of experience on the waterways and knowledge of the industries that use the river system. We can specialize packages for your logistics needs, including loading, unloading, and deliver with any mode of transportation—all the steps from origin to destination. Not only do we have the necessary line boats and equipment in place on the river, we have experienced captains qualified to run on the Mississippi River System.

2. Intracoastal Waterway (ICW)

Terral RiverService has the equipment and knowledge to handle your river barge freight service needs on the Intracoastal Waterway (ICW). Our Old River Fleet can reach the ICW at Morgan City via the Atchafalaya River quicker than through the New Orleans or Baton Rouge alternatives, and we have the means and positioning to ship eastbound or westbound on the ICW. We make frequent deliveries off the Intracoastal to Lake Charles, Houston, up the Mermentau River and over to Panama City.

3. Atchafalaya River

The route from the Mississippi to the Intracoastal Waterway (ICW) is 120 miles on the Atchafalaya River. The Port Allen route, by comparison, is 134 miles, and requires passing through the barge traffic and congestion of one additional lock. With 3,000-horsepower, retractable wheelhouse push boats fleeted at our Old River hub, Terral RiverService has the equipment to move river barges on the Atchafalaya River at most river stages. This ability allows Terral RiverService to provide its customers with a quicker, simpler, more cost effective transportation service route from the Mississippi River to ICW West locations.

4. Ouachita River

Terral RiverService is a well-equipped, experienced freight service presence on the Ouachita River. Many of our pilots live on the Ouachita River and have twenty or more years of experience running the river. We can safely and efficiently move your river barges to Ouachita River ports, including Columbia, Monroe, LA, and Crossett, AR.

5. Red River

Terral RiverService is your gateway to the Red River. We move the most barges and tons by river barge on the Red River and offer the only spot towing service available. Our fleet location at the mouth of the Red River and our extensive knowledge of running this complex river system makes us a perfect partner for moving your river barges. Many of our pilots have more than twenty years of experience on the Red River alone. We provide shipping freight service to the major ports on the Red River, including Alexandria, Natchitoches, Red River Port, Coushatta, Colfax, and Shreveport.

6. Tenn-Tom Waterway

We maintain a fleet on this smaller waterway, connecting the Tennessee and Tombigbee Rivers along the Alabama-Mississippi border. This waterway provides access from the Ohio and Tennessee Rivers that flows south to the Intracoastal Waterways.

7. Tennessee River

The Tennessee River is an important connection between destinations across the top of the southern plains. Flowing across Tennessee and into northern Georgia, Alabama and Louisiana, it provides further accessibility to adjacent states. It connects with the Ohio River to access the Mississippi at its eastern point, and with our fleet on the Tenn-Tom, and the Intracoastal Waterways moving south.

8. Ohio River

The Ohio River serves to connect commerce from the northeast moving south to the Mississippi and Tennessee River, and Tenn-Tom Waterway. This river broadens our east-west operational reach, opens access to our larger network of fleets and capabilities to move freight further.

EXHIBIT
3
Martin
tabbies

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 1:26 PM
To: 'Richard Streeter'
Subject: FW: Lake providence trace 3/21

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, March 23, 2023 10:30 AM
To: 'Neil Martin'; 'Jonathan Lewandowski'; 'James Patterson'; 'Brad Chapman'; 'Missy Courtwright'
Cc: 'noah.b.robbins@outlook.com'; 'danielf@terralriverservice.com'
Subject: RE: Lake providence trace 3/21

It is my understanding they have been there since Tuesday.

Danny

From: Neil Martin [mailto:nmartin@terralriverservice.com]
Sent: Tuesday, March 21, 2023 9:54 AM
To: 'Jonathan Lewandowski'; 'James Patterson'; 'Brad Chapman'; 'Missy Courtwright'
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; 'Danny Robbins'
Subject: RE: Lake providence trace 3/21

Danny,

When do you expect to have Trac Works back on site at LP? Thanks.

Neil Martin
Vice President of Services

10100 Highway 65 South
Lake Providence, LA 71254
P (800) 228-1961 F (318) 559-1524

terralriverservice.com

TERRAL

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Tuesday, March 21, 2023 7:44 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 3/21



Equipment L	Location	Train/	Pr Date Destination	Time (EST) Pr	RR

NLA_000254

Init Number	St	MM	DD	HHMM	E	Event	BO/HLD	St SCAC
ITFX 009819 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009871 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009854 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009855 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009803 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009892 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009885 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009875 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009882 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009813 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009890 LAKE PROVIDENC	LA	02	14	1400	E	Placed Actual	EUDORA	AR NLA
ITFX 009845 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009883 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009879 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009833 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009870 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009810 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	
ITFX 009887 LAKE PROVIDENC	LA	02	23	1100	E	Placed Actual	NLA	

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Monday, March 20, 2023 8:15 AM

To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>
Cc: noah.b.robbins@outlook.com; daniel.f@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 3/20

Equipment Init Number	Location Train/ St	Destination	Pr Date MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St SCAC
ITFX 009819	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009871	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009854	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009855	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009803	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009892	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009885	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009875	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009882	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009813	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009890	LAKE PROVIDENC	LA	02 14	1400	E	Placed Actual		EUDORA	AR NLA
ITFX 009845	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009883	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009879	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009833	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009870	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009810	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		
ITFX 009887	LAKE PROVIDENC	LA	02 23	1100	E	Placed Actual	NLA		

Thanks,

Jon Lewandowski

APEX

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From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:04 AM
To: Richard Streeter
Subject: Fw: Lake providence trace 10/31

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Tuesday, October 31, 2023 10:52 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com <clerk@drrailroad.com>
Cc: noah.b.robbins@outlook.com <noah.b.robbins@outlook.com>; danielf@terralriverservice.com <danielf@terralriverservice.com>; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>; 'Wyly Gilfoil' <wyly_gilfoil@msn.com>
Subject: RE: Lake providence trace 10/31

Track work today delaying the 2 empties from being spotted, Noah to advise when he knows more.

The other 4 empties in Mcgehee, AR I am battling the UP and AKMD on, as they are both claiming neither has possession to get them to the NLA. But would need to wait on the NLA to get up there to grab them anyway.

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Tuesday, October 31, 2023 11:50 AM
To: James Patterson <JPatterson@apexllc.net>; Nicholas Mazzi <NMazzi@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>; 'Wyly Gilfoil' <wyly_gilfoil@msn.com>
Subject: RE: Lake providence trace 10/31

Track work?

Thanks,

Jon Lewandowski
Hamburg, NY Office



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From: James Patterson <JPatterson@apexllc.net>
Sent: Tuesday, October 31, 2023 11:47 AM
To: Nicholas Mazzi <NMazzi@apexllc.net>; Jonathan Lewandowski <JLewandowski@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 10/31

No empties in Lake Prov to load and being told not sure when we will see more empties. What's the deal?

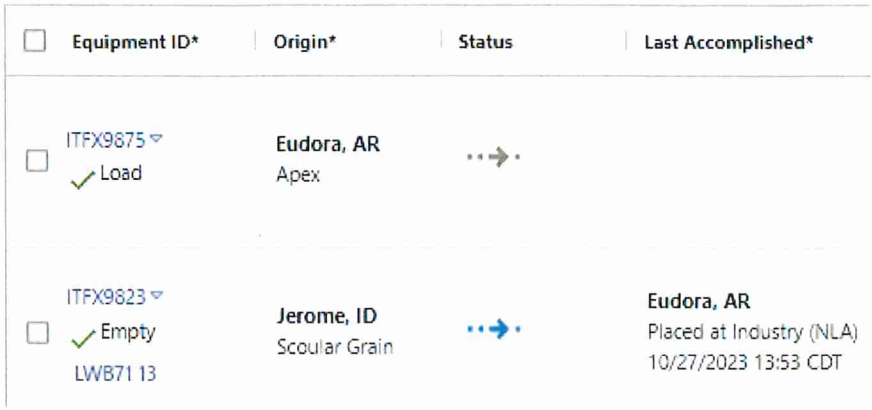
Thanks,

James W. Patterson
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
York, SC
803-684-5288 Office

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Tuesday, October 31, 2023 9:29 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/31

Equipment Init	Number	Location L	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	RR Event	BO/HLD		St SCAC
ITFX	009879	NORTH PLATTE E		NE	10	31	0037	E	Arrive In-Transit	MHKNP2	EUDORA	AR UP
ITFX	009885	DOLES		ID	10	28	1749	E	Release from Cust	BVRR		
ITFX	009870	PINE BLUFF SSW		AR	10	29	0910	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX	009899	PINE BLUFF SSW		AR	10	29	0910	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX	009892	GRADY		AR	10	30	2227	E	Departure	LWB713	EUDORA	AR UP
ITFX	009829	MCGEHEE		AR	10	24	1921	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX	009894	MCGEHEE		AR	10	28	1804	E	Junction Delivery	AKMD	EUDORA	AR UP

ITFX 009825 MCGEHEE AR 10 19 2011 E Junction Delivery AKMD EUDORA AR
UP
ITFX 009883 MCGEHEE AR 10 19 2011 E Junction Delivery AKMD EUDORA AR
UP
ITFX 009819 MCGEHEE AR 10 27 1400 E Junction Received AKMD EUDORA AR
NLA
ITFX 009871 MCGEHEE AR 10 27 0821 E Junction Received AKMD EUDORA AR
NLA
ITFX 009850 PASCO WA 10 12 1013 L Bad Order H 000 GRANGER WA
UP
ITFX 009882 NAMPA ID 10 23 1335 L Junction Received UP DOLES ID
BVRR
ITFX 009810 NAMPA ID 10 23 1335 L Junction Received UP DOLES ID
BVRR
ITFX 009887 DOLES ID 10 27 1430 L Placed Actual DOLES ID
BVRR
ITFX 009875 Not authorized to view shipment
ITFX 009845 NAMPA ID 10 27 1245 L Junction Received UP DOLES ID
BVRR
ITFX 009855 CASA GRANDE AZ 10 26 2004 L Arrive In-Transit LKL702 CASA GRANDE AZ
UP
ITFX 009813 NAMPA ID 10 27 1245 L Junction Received UP DOLES ID
BVRR
ITFX 009833 NAMPA ID 10 27 1245 L Junction Received UP DOLES ID
BVRR
ITFX 009865 NAMPA ID 10 27 1245 L Junction Received UP DOLES ID
BVRR
ITFX 009853 NAMPA ID 10 30 2354 L Junction Delivery BVRR DOLES ID
UP
ITFX 009826 NAMPA ID 10 30 2354 L Junction Delivery BVRR DOLES ID
UP
ITFX 009824 CASA GRANDE AZ 10 30 1907 L Arrive In-Transit LKL703 CASA GRANDE AZ
UP
ITFX 009849 NAMPA ID 10 30 2354 L Junction Delivery BVRR DOLES ID
UP
ITFX 009866 BROADWAY MO 10 31 0608 L Departure MNLNPB DOLES ID
UP
ITFX 009806 BROADWAY MO 10 31 0608 L Departure MNLNPB MOUNTAIN HOME ID
UP
ITFX 009851 BROADWAY MO 10 31 0608 L Departure MNLNPB DOLES ID
UP
ITFX 009803 BROADWAY MO 10 31 0608 L Departure MNLNPB DOLES ID
UP
ITFX 009831 EUDORA AR 10 27 1353 L Placed Actual PACT43 EUDORA AR
NLA
ITFX 009857 EUDORA AR 10 27 1354 L Placed Actual PACT43 EUDORA AR
NLA
ITFX 009854 BROADWAY MO 10 31 0608 L Departure MNLNPB GRANGER WA
UP
ITFX 009890 EUDORA AR 10 27 1354 L Placed Actual PACT43 EUDORA AR
NLA
ITFX 009823 Not authorized to view shipment



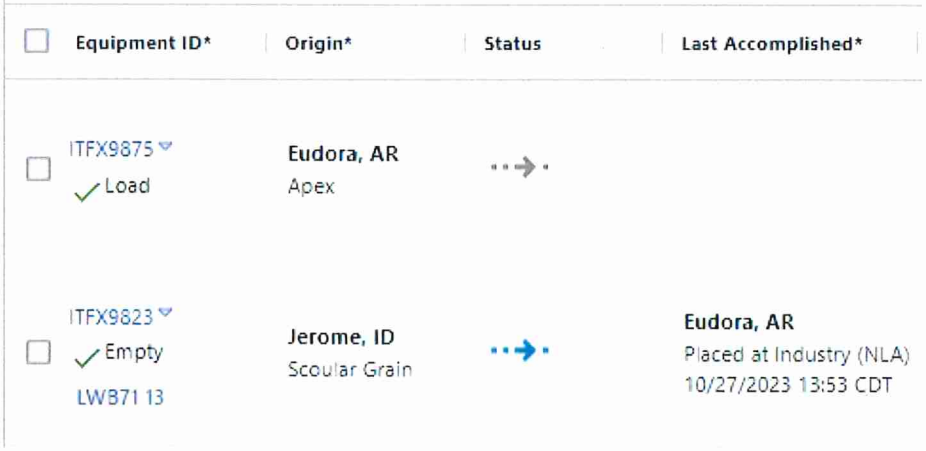
Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 ▽ Load	Eudora, AR Apex		
ITFX9823 ▽ Empty LWB71 13	Jerome, ID Scoular Grain		Eudora, AR Placed at Industry (NLA) 10/27/2023 13:53 CDT

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Monday, October 30, 2023 8:56 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/30

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009879 RAWLINS          WY 10 30 0624 E Departure            MHKNP2 EUDORA          AR
UP
ITFX 009885 DOLES            ID 10 28 1749 E Release from
Cust                              BVRR
ITFX 009870 PINE BLUFF SSW AR 10 29 0910 E Arrive In-Transit    MNLPBB EUDORA          AR
UP
ITFX 009899 PINE BLUFF SSW AR 10 29 0910 E Arrive In-Transit    MNLPBB EUDORA          AR
UP
ITFX 009892 PINE BLUFF SSW AR 10 27 0930 E Arrive In-Transit    MNLPBB EUDORA          AR
UP
ITFX 009829 MCGEHEE          AR 10 24 1921 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009894 MCGEHEE          AR 10 28 1804 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009825 MCGEHEE          AR 10 19 2011 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009883 MCGEHEE          AR 10 19 2011 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009819 MCGEHEE          AR 10 27 1400 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009871 MCGEHEE          AR 10 27 0821 E Junction Received  AKMD   EUDORA          AR
NLA
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ITFX 009850 PASCO          WA 10 12 1013 L Bad Order          H 000  GRANGER        WA
UP
ITFX 009882 NAMPA          ID 10 23 1335 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009810 NAMPA          ID 10 23 1335 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009887 DOLES          ID 10 27 1430 L Placed Actual             DOLES          ID
BVRR
ITFX 009875 Not authorized to view shipment
ITFX 009845 NAMPA          ID 10 27 1245 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009855 CASA GRANDE    AZ 10 26 2004 L Arrive In-Transit  LKL702 CASA GRANDE    AZ
UP
ITFX 009813 NAMPA          ID 10 27 1245 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009833 NAMPA          ID 10 27 1245 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009865 NAMPA          ID 10 27 1245 L Junction Received  UP     DOLES          ID
BVRR
ITFX 009853 NAMPA          ID 10 30 0553 L Arrive In-Transit  MNPHK2 DOLES          ID
UP
ITFX 009826 NAMPA          ID 10 30 0553 L Arrive In-Transit  MNPHK2 DOLES          ID
UP
ITFX 009824 TUCSON         AZ 10 29 1529 L Arrive In-Transit  MEPTU2 CASA GRANDE    AZ
UP
ITFX 009849 NAMPA          ID 10 30 0553 L Arrive In-Transit  MNPHK2 DOLES          ID
UP
ITFX 009866 ALIX           AR 10 30 0708 L Departure          MNLNPB DOLES          ID
UP
ITFX 009806 ALIX           AR 10 30 0708 L Departure          MNLNPB MOUNTAIN HOME  ID
UP
ITFX 009851 ALIX           AR 10 30 0708 L Departure          MNLNPB DOLES          ID
UP
ITFX 009803 ALIX           AR 10 30 0708 L Departure          MNLNPB DOLES          ID
UP
ITFX 009831 EUDORA         AR 10 27 1353 L Placed Actual      PACT43 EUDORA         AR
NLA
ITFX 009857 EUDORA         AR 10 27 1354 L Placed Actual      PACT43 EUDORA         AR
NLA
ITFX 009854 ALIX           AR 10 30 0708 L Departure          MNLNPB GRANGER        WA
UP
ITFX 009890 EUDORA         AR 10 27 1354 L Placed Actual      PACT43 EUDORA         AR
NLA
ITFX 009823 Not authorized to view shipment
```



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 ✓ Load	Eudora, AR Apex		
ITFX9823 ✓ Empty LWB71 13	Jerome, ID Scoular Grain		Eudora, AR Placed at Industry (NLA) 10/27/2023 13:53 CDT

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Thursday, October 26, 2023 8:41 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/26

Top 9 cars are empty, the rest are loaded.

Equipment Init Number	Location Train/	Pr Date St MM DD HHMM	Time(EST) E	Event	BO/HLD		St SCAC
ITFX 009870	NORTH PLATTE E	NE 10 25 1443	E	Arrive In-Transit	MHKNP2	EUDORA	AR UP
ITFX 009899	NORTH PLATTE E	NE 10 25 1443	E	Arrive In-Transit	MHKNP2	EUDORA	AR UP
ITFX 009892	ALIX	AR 10 26 0618	E	Departure	MNPNL2	EUDORA	AR UP
ITFX 009829	MCGEHEE	AR 10 24 1921	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009894	PINE BLUFF SSW	AR 10 26 0219	E	Arrive In-Transit	MNLPB2	EUDORA	AR UP
ITFX 009825	MCGEHEE	AR 10 19 2011	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009883	MCGEHEE	AR 10 19 2011	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009819	MCGEHEE	AR 10 23 2023	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009871	MCGEHEE	AR 10 25 1002	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009850	PASCO	WA 10 12 1013	L	Bad Order	H 000	GRANGER	WA UP
ITFX 009879	DOLES	ID 10 25 1315	L	Placed Actual		DOLES	ID BVRR
ITFX 009885	DOLES	ID 10 25 1315	L	Placed Actual		DOLES	ID BVRR
ITFX 009882	NAMPA	ID 10 23 1335	L	Junction Received	UP	DOLES	ID BVRR
ITFX 009810	NAMPA	ID 10 23 1335	L	Junction Received	UP	DOLES	ID BVRR
ITFX 009887	NAMPA	ID 10 23 1332	L	Junction Received	UP	DOLES	ID BVRR
ITFX 009875	Not authorized to view shipment						
ITFX 009845	NAMPA	ID 10 26 0105	L	Arrive In-Transit	MNPHK2	DOLES	ID UP
ITFX 009855	TUCSON	AZ 10 25 0832	L	Arrive In-Transit	MEPTU2	CASA GRANDE	AZ UP

ITFX	009813	NAMPA	ID	10	26	0105	L	Arrive In-Transit	MNPHK2	DOLES ID UP
ITFX	009833	NAMPA	ID	10	26	0105	L	Arrive In-Transit	MNPHK2	DOLES ID UP
ITFX	009865	NAMPA	ID	10	26	0105	L	Arrive In-Transit	MNPHK2	DOLES ID UP
ITFX	009853	LENAPAH	OK	10	26	0659	L	Departure	MNLNP2	DOLES ID UP
ITFX	009826	LENAPAH	OK	10	26	0659	L	Departure	MNLNP2	DOLES ID UP
ITFX	009824	FORT WORTH	TX	10	25	0815	L	Arrive In-Transit	MPBFW2	CASA GRANDE AZ UP
ITFX	009849	LENAPAH	OK	10	26	0659	L	Departure	MNLNP2	DOLES ID UP
ITFX	009866	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009806	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009851	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009803	MCGEHEE	AR	10	12	1506	E	Junction Received	AKMD	EUDORA AR NLA
ITFX	009831	MCGEHEE	AR	10	19	1535	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009857	MCGEHEE	AR	10	17	1231	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009854	MCGEHEE	AR	10	24	1418	L	Release from Cust	RLOD17	EUDORA AR NLA
ITFX	009890	MCGEHEE	AR	10	17	1231	E	Junction Delivery	NLA	EUDORA AR AKMD
ITFX	009823	MCGEHEE	AR	10	19	1535	E	Junction Delivery	NLA	EUDORA AR AKMD

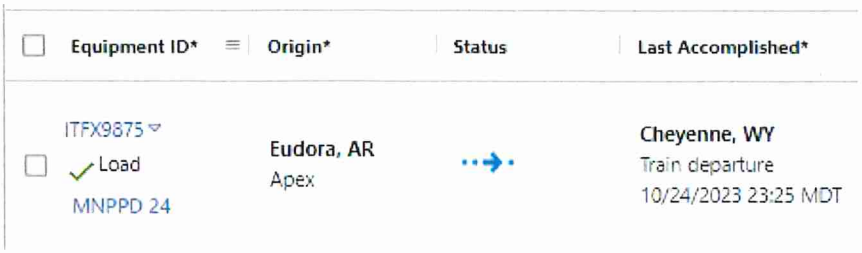
Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, October 25, 2023 8:12 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/25

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination		Pr	RR						
SCAC											
ITFX	009870	ARCHER	WY	10	25	0508	E	Departure	MHKNP2	EUDORA	AR UP
ITFX	009899	ARCHER	WY	10	25	0508	E	Departure	MHKNP2	EUDORA	AR UP

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ITFX 009892 BROADWAY       MO 10 25 0540 E Departure           MNPNL2 EUDORA          AR
UP
ITFX 009829 MCGEHEE        AR 10 24 1921 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009894 NORTH LITTLE R AR 10 24 0757 E Bad Order Release           EUDORA          AR
UP
ITFX 009823 MCGEHEE        AR 10 19 1535 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009825 MCGEHEE        AR 10 19 2011 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009883 MCGEHEE        AR 10 19 2011 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009819 MCGEHEE        AR 10 23 2023 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009890 MCGEHEE        AR 10 17 1231 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009871 MCGEHEE        AR 10 19 0952 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009850 PASCO          WA 10 12 1013 L Bad Order           H 000  GRANGER         WA
UP
ITFX 009879 NAMPA          ID 10 16 1237 L Placed Construct           DOLES           ID
BVRR
ITFX 009885 NAMPA          ID 10 16 1237 L Placed Construct           DOLES           ID
BVRR
ITFX 009882 NAMPA          ID 10 23 1335 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009810 NAMPA          ID 10 23 1335 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009887 NAMPA          ID 10 23 1332 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009875 Not authorized to view shipment
ITFX 009845 TIPTON         WY 10 25 0313 L Departure           MNPHK2 DOLES           ID
UP
ITFX 009855 COCHISE        AZ 10 25 0524 L Departure           MEPTU2 CASA GRANDE     AZ
UP
ITFX 009813 TIPTON         WY 10 25 0313 L Departure           MNPHK2 DOLES           ID
UP
ITFX 009833 TIPTON         WY 10 25 0313 L Departure           MNPHK2 DOLES           ID
UP
ITFX 009865 TIPTON         WY 10 25 0313 L Departure           MNPHK2 DOLES           ID
UP
ITFX 009853 NORTH LITTLE R AR 10 24 1714 L Arrive In-Transit   MPBNLB DOLES           ID
UP
ITFX 009826 NORTH LITTLE R AR 10 24 1714 L Arrive In-Transit   MPBNLB DOLES           ID
UP
ITFX 009824 RIVER BRIDGE   TX 10 25 0641 L Departure           MPBFW2 CASA GRANDE     AZ
UP
ITFX 009849 NORTH LITTLE R AR 10 24 1714 L Arrive In-Transit   MPBNLB DOLES           ID
UP
ITFX 009866 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009806 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009803 MCGEHEE        AR 10 12 1506 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009831 MCGEHEE        AR 10 19 1535 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009857 MCGEHEE        AR 10 17 1231 E Junction Delivery   NLA    EUDORA          AR
AKMD
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ITFX 009854 MCGEHEE AR 10 24 1418 L Release from Cust RLOD17 EUDORA AR
NLA



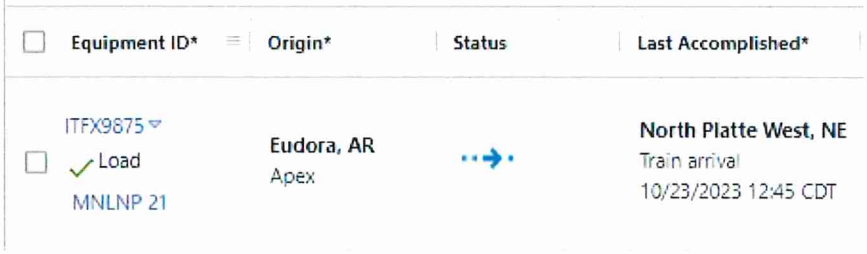
Nick Mazzi
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6220 McKinley Pkwy
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Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Tuesday, October 24, 2023 8:35 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/24

Cars in yellow are placed in LP.

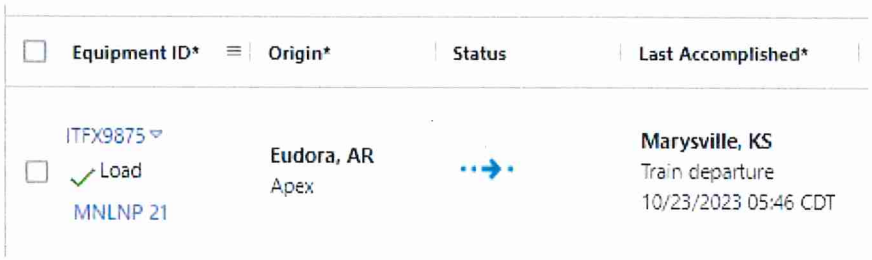
Equipment Init Number	Location	St	MM	DD	HHMM	E	Pr Date Time(EST) Event	BO/HLD		St
ITFX 009870	MANSON	ID	10	24	0619	E	Departure	MHKNP2	EUDORA	AR
ITFX 009899	MANSON	ID	10	24	0619	E	Departure	MHKNP2	EUDORA	AR
ITFX 009892	NORTH PLATTE E	NE	10	23	1748	E	Arrive In-Transit	MPCNPX	EUDORA	AR
ITFX 009829	PINE BLUFF SSW	AR	10	23	0130	E	Arrive In-Transit	MNLPB2	EUDORA	AR
ITFX 009894	NORTH LITTLE R	AR	10	23	1548	E	Bad Order	L 999	EUDORA	AR
ITFX 009823	MCGEHEE	AR	10	19	1535	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009825	MCGEHEE	AR	10	19	2011	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009883	MCGEHEE	AR	10	19	2011	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009819	MCGEHEE	AR	10	23	2023	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009831	MCGEHEE	AR	10	19	1535	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009857	MCGEHEE	AR	10	17	1231	E	Junction Delivery	NLA	EUDORA	AR

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ITFX 009890 MCGEHEE          AR 10 17 1231 E Junction Delivery    NLA     EUDORA          AR
AKMD
ITFX 009854 MCGEHEE          AR 10 12 1506 E Junction Received    AKMD    EUDORA          AR
NLA
ITFX 009871 MCGEHEE          AR 10 19 0952 E Junction Received    UP      EUDORA          AR
AKMD
ITFX 009850 PASCO            WA 10 12 1013 L Bad Order            H 000   GRANGER         WA
UP
ITFX 009879 NAMPA            ID 10 16 1237 L Placed Construct             DOLES           ID
BVRR
ITFX 009885 NAMPA            ID 10 16 1237 L Placed Construct             DOLES           ID
BVRR
ITFX 009882 NAMPA            ID 10 23 1335 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009810 NAMPA            ID 10 23 1335 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009887 NAMPA            ID 10 23 1332 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009875 Not authorized to view shipment
ITFX 009845 NORTH PLATTE W NE 10 23 1441 L Bad Order Release               DOLES           ID
UP
ITFX 009855 BELEN            TX 10 24 0305 L Departure            MFWEP2  CASA GRANDE     AZ
UP
ITFX 009813 NORTH PLATTE W NE 10 23 1245 L Arrive In-Transit      MNLNP2  DOLES           ID
UP
ITFX 009833 NORTH PLATTE W NE 10 23 1245 L Arrive In-Transit      MNLNP2  DOLES           ID
UP
ITFX 009865 NORTH PLATTE W NE 10 23 1245 L Arrive In-Transit      MNLNP2  DOLES           ID
UP
ITFX 009853 MCGEHEE          AR 10 21 0503 L Junction Delivery    UP      DOLES           ID
AKMD
ITFX 009826 MCGEHEE          AR 10 21 0503 L Junction Delivery    UP      DOLES           ID
AKMD
ITFX 009824 MCGEHEE          AR 10 21 0503 L Junction Delivery    UP      CASA GRANDE     AZ
AKMD
ITFX 009849 MCGEHEE          AR 10 21 0503 L Junction Delivery    UP      DOLES           ID
AKMD
ITFX 009866 MCGEHEE          AR 10 12 1605 E Junction Delivery    NLA     EUDORA          AR
AKMD
ITFX 009806 MCGEHEE          AR 10 12 1605 E Junction Delivery    NLA     EUDORA          AR
AKMD
ITFX 009851 MCGEHEE          AR 10 12 1605 E Junction Delivery    NLA     EUDORA          AR
AKMD
ITFX 009803 MCGEHEE          AR 10 12 1506 E Junction Received    AKMD    EUDORA          AR
NLA
```



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```
ITFX 009813 ENDICOTT        NE 10 23 0648 L Departure            MNLNP2 DOLES          ID
UP
ITFX 009833 ENDICOTT        NE 10 23 0648 L Departure            MNLNP2 DOLES          ID
UP
ITFX 009865 ENDICOTT        NE 10 23 0648 L Departure            MNLNP2 DOLES          ID
UP
ITFX 009853 MCGEHEE         AR 10 21 0503 L Junction Delivery    UP     DOLES          ID
AKMD
ITFX 009826 MCGEHEE         AR 10 21 0503 L Junction Delivery    UP     DOLES          ID
AKMD
ITFX 009824 MCGEHEE         AR 10 21 0503 L Junction Delivery    UP     CASA GRANDE    AZ
AKMD
ITFX 009849 MCGEHEE         AR 10 21 0503 L Junction Delivery    UP     DOLES          ID
AKMD
ITFX 009866 MCGEHEE         AR 10 12 1605 E Junction Delivery    NLA    EUDORA         AR
AKMD
ITFX 009806 MCGEHEE         AR 10 12 1605 E Junction Delivery    NLA    EUDORA         AR
AKMD
ITFX 009851 MCGEHEE         AR 10 12 1605 E Junction Delivery    NLA    EUDORA         AR
AKMD
ITFX 009803 MCGEHEE         AR 10 12 1506 E Junction Received    AKMD   EUDORA         AR
NLA
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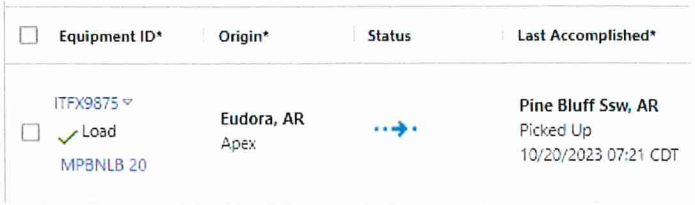
Nick Mazzi
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From: Nicholas Mazzi
Sent: Friday, October 20, 2023 8:34 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/20

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009870 VILLARD JCT      WA 10 19 1318 E Junction Received   BNSF   EUDORA           AR
UP
ITFX 009899 VILLARD JCT      WA 10 19 1318 E Junction Received   BNSF   EUDORA           AR
UP
```

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ITFX 009892 ACEQUIA         ID 10 20 0459 E Arrive In-
Transit                           EIRR
ITFX 009829 AIKINS          KS 10 20 0619 E Departure          MNPNL1 EUDORA          AR
UP
ITFX 009894 AIKINS          KS 10 20 0619 E Departure          MNPNL1 EUDORA          AR
UP
ITFX 009823 MCGEHEE         AR 10 19 1535 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009825 MCGEHEE         AR 10 19 2011 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009883 MCGEHEE         AR 10 19 2011 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009819 PINE BLUFF SSW  AR 10 19 1057 E Arrive In-Transit  MNLPBB EUDORA          AR
UP
ITFX 009831 MCGEHEE         AR 10 19 1535 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009857 MCGEHEE         AR 10 17 1231 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009890 MCGEHEE         AR 10 17 1231 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009854 MCGEHEE         AR 10 12 1506 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009871 MCGEHEE         AR 10 19 0952 E Junction Received  UP     EUDORA          AR
AKMD
ITFX 009850 PASCO           WA 10 12 1013 L Bad Order          H 000  GRANGER         WA
UP
ITFX 009879 NAMPA           ID 10 16 1237 L Placed Construct          DOLES           ID
BVRR
ITFX 009885 NAMPA           ID 10 16 1237 L Placed Construct          DOLES           ID
BVRR
ITFX 009882 LARAMIE         WY 10 20 0555 L Departure          MNPHK1 DOLES           ID
UP
ITFX 009810 LARAMIE         WY 10 20 0555 L Departure          MNPHK1 DOLES           ID
UP
ITFX 009887 QUIGLEY         ID 10 20 0626 L Departure          MNPHK1 DOLES           ID
UP
ITFX 009875 Not authorized to view shipment
ITFX 009845 PINE BLUFF      AR 10 18 1822 L Arrive In-Transit  LWB711 DOLES           ID
UP
ITFX 009855 PINE BLUFF      AR 10 18 1822 L Arrive In-Transit  LWB711 CASA GRANDE     AZ
UP
ITFX 009813 PINE BLUFF      AR 10 18 1822 L Arrive In-Transit  LWB711 DOLES           ID
UP
ITFX 009833 PINE BLUFF      AR 10 18 1822 L Arrive In-Transit  LWB711 DOLES           ID
UP
ITFX 009865 PINE BLUFF      AR 10 18 1822 L Arrive In-Transit  LWB711 DOLES           ID
UP
ITFX 009853 EUDORA          AR 10 13 1410 L Release from Cust  RLOD22 DOLES           ID
NLA
ITFX 009826 EUDORA          AR 10 13 1410 L Release from Cust  RLOD22 DOLES           ID
NLA
ITFX 009824 EUDORA          AR 10 13 1411 L Release from Cust  RLOD22 CASA GRANDE     AZ
NLA
ITFX 009849 EUDORA          AR 10 17 0805 L Release from Cust  RLOD54 DOLES           ID
NLA
ITFX 009866 MCGEHEE         AR 10 12 1605 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009806 MCGEHEE         AR 10 12 1605 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009851 MCGEHEE         AR 10 12 1605 E Junction Delivery  NLA    EUDORA          AR
AKMD
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ITFX 009803 MCGEHEE AR 10 12 1506 E Junction Received AKMD EUDORA AR NLA



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 ✓ Load MPBNLB 20	Eudora, AR Apex		Pine Bluff Ssw, AR Picked Up 10/20/2023 07:21 CDT

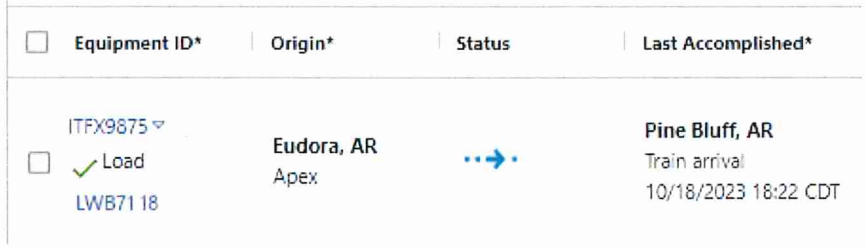
Nick Mazzi
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6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Thursday, October 19, 2023 8:20 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/19

Equipment Location Pr Date Time(EST)
L Train/ Destination Pr RR
Init Number St MM DD HHMM E Event BO/HLD St
SCAC

ITFX 009870 PASCO WA 10 18 0332 E Arrive In-Transit LNWE40 BNSF
ITFX 009899 PASCO WA 10 18 0332 E Arrive In-Transit LNWE40 BNSF
ITFX 009892 HAZELTON ID 10 19 0415 E Arrive In-Transit EIRR
ITFX 009829 NORTH PLATTE E NE 10 18 0512 E Arrive In-Transit MHKNP1 EUDORA AR UP
ITFX 009894 NORTH PLATTE E NE 10 18 0512 E Arrive In-Transit MHKNP1 EUDORA AR UP
ITFX 009823 MCGEHEE AR 10 13 1919 E Junction Delivery AKMD EUDORA AR UP
ITFX 009825 PINE BLUFF SSW AR 10 18 0915 E Arrive In-Transit MNLPBB EUDORA AR UP
ITFX 009883 PINE BLUFF SSW AR 10 18 0915 E Arrive In-Transit MNLPBB EUDORA AR UP
ITFX 009819 HIGGINS AR 10 19 0709 E Departure MNLPBB EUDORA AR UP
ITFX 009831 MCGEHEE AR 10 12 1954 E Junction Delivery AKMD EUDORA AR UP
ITFX 009857 MCGEHEE AR 10 17 1231 E Junction Delivery NLA EUDORA AR AKMD
ITFX 009866 MCGEHEE AR 10 12 1605 E Junction Delivery NLA EUDORA AR AKMD
ITFX 009806 MCGEHEE AR 10 12 1605 E Junction Delivery NLA EUDORA AR AKMD

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ITFX 009851 MCGEHEE          AR 10 12 1605 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009890 MCGEHEE          AR 10 17 1231 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009854 MCGEHEE          AR 10 12 1506 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009803 MCGEHEE          AR 10 12 1506 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009871 MCGEHEE          AR 10 16 2252 E Junction Delivery   AKMD    EUDORA          AR
UP
ITFX 009850 PASCO            WA 10 12 1013 L Bad Order           H 000   GRANGER         WA
UP
ITFX 009879 NAMPA            ID 10 16 1237 L Placed Construct            DOLES           ID
BVRR
ITFX 009885 NAMPA            ID 10 16 1237 L Placed Construct            DOLES           ID
BVRR
ITFX 009882 NORTH PLATTE W NE 10 18 1200 L Arrive In-Transit   MNLNPB  DOLES           ID
UP
ITFX 009810 NORTH PLATTE W NE 10 18 1200 L Arrive In-Transit   MNLNPB  DOLES           ID
UP
ITFX 009887 WALCOTT          WY 10 19 0404 L Departure          MNPHK1  DOLES           ID
UP
ITFX 009875 Not authorized to view shipment
ITFX 009845 PINE BLUFF       AR 10 18 1822 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009855 PINE BLUFF       AR 10 18 1822 L Arrive In-Transit   LWB711  CASA GRANDE     AZ
UP
ITFX 009813 PINE BLUFF       AR 10 18 1822 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009833 PINE BLUFF       AR 10 18 1822 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009865 PINE BLUFF       AR 10 18 1822 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009853 EUDORA           AR 10 13 1410 L Release from Cust   RLOD22  DOLES           ID
NLA
ITFX 009826 EUDORA           AR 10 13 1410 L Release from Cust   RLOD22  DOLES           ID
NLA
ITFX 009824 EUDORA           AR 10 13 1411 L Release from Cust   RLOD22  CASA GRANDE     AZ
NLA
ITFX 009849 EUDORA           AR 10 17 0805 L Release from Cust   RLOD54  DOLES           ID
NLA
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Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 ▽ ✓ Load LWB711 8	Eudora, AR Apex	···→·	Pine Bluff, AR Train arrival 10/18/2023 18:22 CDT

Nick Mazzi
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6220 McKinley Pkwy
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From: Nicholas Mazzi
Sent: Wednesday, October 18, 2023 8:18 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/18

Equipment Init Number	Location	St	MM	DD	HHMM	E	Event	BO/HLD		St
ITFX 009870	PASCO	WA	10	18	0332	E	Arrive In-Transit			
LNWE40	BNSF									
ITFX 009899	PASCO	WA	10	18	0332	E	Arrive In-Transit			
LNWE40	BNSF									
ITFX 009892	JEROME	ID	10	14	1024	E	Release from Cust			
EIRR										
ITFX 009829	NORTH PLATTE E	NE	10	18	0512	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009894	NORTH PLATTE E	NE	10	18	0512	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009823	MCGEHEE	AR	10	13	1919	E	Junction Delivery	AKMD	EUDORA	AR
UP										
ITFX 009825	BIDDLE YARD	AR	10	18	0702	E	Departure	MNLPBB	EUDORA	AR
UP										
ITFX 009883	BIDDLE YARD	AR	10	18	0702	E	Departure	MNLPBB	EUDORA	AR
UP										
ITFX 009819	COLLINSTON	LA	10	18	0640	E	Departure	MLINL1	EUDORA	AR
UP										
ITFX 009831	MCGEHEE	AR	10	12	1954	E	Junction Delivery	AKMD	EUDORA	AR
UP										
ITFX 009857	MCGEHEE	AR	10	17	1231	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009866	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009806	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009851	MCGEHEE	AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009890	MCGEHEE	AR	10	17	1231	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009854	MCGEHEE	AR	10	12	1506	E	Junction Received	AKMD	EUDORA	AR
NLA										
ITFX 009803	MCGEHEE	AR	10	12	1506	E	Junction Received	AKMD	EUDORA	AR
NLA										
ITFX 009871	MCGEHEE	AR	10	16	2252	E	Junction Delivery	AKMD	EUDORA	AR
UP										
ITFX 009850	PASCO	WA	10	12	1013	L	Bad Order	H 000	GRANGER	WA
UP										
ITFX 009879	NAMPA	ID	10	16	1237	L	Placed Construct		DOLES	ID
BVRR										
ITFX 009885	NAMPA	ID	10	16	1237	L	Placed Construct		DOLES	ID
BVRR										
ITFX 009882	EDGAR	NE	10	18	0637	L	Departure	MNLNPB	DOLES	ID
UP										
ITFX 009810	EDGAR	NE	10	18	0637	L	Departure	MNLNPB	DOLES	ID
UP										

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ITFX 009887 NORTH PLATTE W NE 10 17 0823 L Arrive In-Transit    MNLNP1 DOLES          ID
UP
ITFX 009875 EUDORA          AR 10 06 1141 L Release from Cust   RLOD61 JEROME         ID
NLA
ITFX 009845 EUDORA          AR 10 09 1244 L Release from Cust   RLOD87 DOLES          ID
NLA
ITFX 009855 EUDORA          AR 10 11 0818 L Release from Cust   RLOD03 CASA GRANDE    AZ
NLA
ITFX 009813 EUDORA          AR 10 11 0819 L Release from Cust   RLOD03 DOLES          ID
NLA
ITFX 009833 EUDORA          AR 10 12 0950 L Release from Cust   RLOD12 DOLES          ID
NLA
ITFX 009865 EUDORA          AR 10 12 1105 L Release from Cust   RLOD12 DOLES          ID
NLA
ITFX 009853 EUDORA          AR 10 13 1410 L Release from Cust   RLOD22 DOLES          ID
NLA
ITFX 009826 EUDORA          AR 10 13 1410 L Release from Cust   RLOD22 DOLES          ID
NLA
ITFX 009824 EUDORA          AR 10 13 1411 L Release from Cust   RLOD22 CASA GRANDE    AZ
NLA
ITFX 009849 EUDORA          AR 10 17 0805 L Release from Cust   RLOD54 DOLES          ID
NLA
```

Nick Mazzi
Logistics Manager
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Phone: 716-829-9630
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From: Nicholas Mazzi
Sent: Tuesday, October 17, 2023 8:36 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/17

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                St
SCAC
ITFX 009892 JEROME           ID 10 14 1024 E Release from
Cust                              EIRR
ITFX 009829 EAST GREEN RIV WY 10 17 0624 E Departure            MHKNP1 EUDORA         AR
UP
ITFX 009894 EAST GREEN RIV WY 10 17 0624 E Departure            MHKNP1 EUDORA         AR
UP
ITFX 009823 MCGEHEE          AR 10 13 1919 E Junction Delivery  AKMD   EUDORA         AR
UP
ITFX 009825 PB JCT           AR 10 17 0647 E Departure          MLINL1 EUDORA         AR
UP
ITFX 009883 PB JCT           AR 10 17 0647 E Departure          MLINL1 EUDORA         AR
UP
ITFX 009819 MONROE           LA 10 13 1327 E Arrive In-Transit  MASLI1 EUDORA         AR
UP
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ITFX 009831 MCGEHEE        AR 10 12 1954 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009857 MCGEHEE        AR 10 11 2105 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009866 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009806 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 MCGEHEE        AR 10 12 1605 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009890 MCGEHEE        AR 10 16 2252 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009854 MCGEHEE        AR 10 12 1506 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009803 MCGEHEE        AR 10 12 1506 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009849 EUDORA         AR 10 13 0716 E Placed Actual       PACT19 EUDORA          AR
NLA
ITFX 009871 MCGEHEE        AR 10 16 2252 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009870 GRANGER        WA 10 16 1320 L Placed Actual              GRANGER         WA
UP
ITFX 009899 GRANGER        WA 10 16 1320 L Placed Actual              GRANGER         WA
UP
ITFX 009850 PASCO          WA 10 12 1013 L Bad Order           H 000  GRANGER         WA
UP
ITFX 009879 NAMPA          ID 10 16 1237 L Placed Construct           DOLES           ID
BVRR
ITFX 009885 NAMPA          ID 10 16 1237 L Placed Construct           DOLES           ID
BVRR
ITFX 009882 LEEDS          MO 10 17 0359 L Departure           MNLNPB DOLES           ID
UP
ITFX 009810 LEEDS          MO 10 17 0359 L Departure           MNLNPB DOLES           ID
UP
ITFX 009887 BECK           NE 10 17 0701 L Departure           MNLNP1 DOLES           ID
UP
ITFX 009875 EUDORA         AR 10 06 1141 L Release from Cust   RLOD61 JEROME          ID
NLA
ITFX 009845 EUDORA         AR 10 09 1244 L Release from Cust   RLOD87 DOLES           ID
NLA
ITFX 009855 EUDORA         AR 10 11 0818 L Release from Cust   RLOD03 CASA GRANDE     AZ
NLA
ITFX 009813 EUDORA         AR 10 11 0819 L Release from Cust   RLOD03 DOLES           ID
NLA
ITFX 009833 EUDORA         AR 10 12 0950 L Release from Cust   RLOD12 DOLES           ID
NLA
ITFX 009865 EUDORA         AR 10 12 1105 L Release from Cust   RLOD12 DOLES           ID
NLA
ITFX 009853 EUDORA         AR 10 13 1410 L Release from Cust   RLOD22 DOLES           ID
NLA
ITFX 009826 EUDORA         AR 10 13 1410 L Release from Cust   RLOD22 DOLES           ID
NLA
ITFX 009824 EUDORA         AR 10 13 1411 L Release from Cust   RLOD22 CASA GRANDE     AZ
NLA
```

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From: Nicholas Mazzi
Sent: Monday, October 16, 2023 8:39 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/16

Equipment Init	Number	Location	Train/	Pr Date St	MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
ITFX	009892	JEROME		ID	10	14	1024	E	Release from Cust		EIRR	
ITFX	009829	NAMPA		ID	10	13	1900	E	Junction Received	BVRR	EUDORA	AR
UP												
ITFX	009894	NAMPA		ID	10	13	1900	E	Junction Received	BVRR	EUDORA	AR
UP												
ITFX	009823	MCGEHEE		AR	10	13	1919	E	Junction Delivery	AKMD	EUDORA	AR
UP												
ITFX	009825	LIVONIA		LA	10	16	0041	E	Arrive In-Transit	MNLLI1	EUDORA	AR
UP												
ITFX	009883	LIVONIA		LA	10	16	0041	E	Arrive In-Transit	MNLLI1	EUDORA	AR
UP												
ITFX	009819	MONROE		LA	10	13	1327	E	Arrive In-Transit	MASLI1	EUDORA	AR
UP												
ITFX	009831	MCGEHEE		AR	10	12	1954	E	Junction Delivery	AKMD	EUDORA	AR
UP												
ITFX	009857	MCGEHEE		AR	10	11	2105	E	Junction Delivery	AKMD	EUDORA	AR
UP												
ITFX	009866	MCGEHEE		AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009806	MCGEHEE		AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009851	MCGEHEE		AR	10	12	1605	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009890	PINE BLUFF	SSW	AR	10	12	1412	E	Bad Order Release		EUDORA	AR
UP												
ITFX	009854	MCGEHEE		AR	10	12	1506	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009803	MCGEHEE		AR	10	12	1506	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009849	EUDORA		AR	10	13	0716	E	Placed Actual	PACT19	EUDORA	AR
NLA												
ITFX	009871	PINE BLUFF	SSW	AR	10	13	0040	E	Arrive In-Transit	MNLPB1	EUDORA	AR
UP												
ITFX	009870	SUNNYSIDE		WA	10	13	0850	L	Arrive In-Transit		GRANGER	WA
UP												
ITFX	009899	SUNNYSIDE		WA	10	13	0850	L	Arrive In-Transit		GRANGER	WA
UP												
ITFX	009850	PASCO		WA	10	12	1013	L	Bad Order	H 000	GRANGER	WA
UP												
ITFX	009879	NAMPA		ID	10	09	1353	L	Junction Received	UP	DOLES	ID
BVRR												
ITFX	009885	NAMPA		ID	10	09	1353	L	Junction Received	UP	DOLES	ID
BVRR												

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ITFX 009882 ALIX           AR 10 16 0613 L Departure          MNLNPB DOLES          ID
UP
ITFX 009810 ALIX           AR 10 16 0613 L Departure          MNLNPB DOLES          ID
UP
ITFX 009887 DEARING        KS 10 16 0641 L Departure          MNLNP1 DOLES          ID
UP
ITFX 009875 EUDORA         AR 10 06 1141 L Release from Cust  RLOD61 JEROME         ID
NLA
ITFX 009845 EUDORA         AR 10 09 1244 L Release from Cust  RLOD87 DOLES          ID
NLA
ITFX 009855 EUDORA         AR 10 11 0818 L Release from Cust  RLOD03 CASA GRANDE    AZ
NLA
ITFX 009813 EUDORA         AR 10 11 0819 L Release from Cust  RLOD03 DOLES          ID
NLA
ITFX 009833 EUDORA         AR 10 12 0950 L Release from Cust  RLOD12 DOLES          ID
NLA
ITFX 009865 EUDORA         AR 10 12 1105 L Release from Cust  RLOD12 DOLES          ID
NLA
ITFX 009853 EUDORA         AR 10 13 1410 L Release from Cust  RLOD22 DOLES          ID
NLA
ITFX 009826 EUDORA         AR 10 13 1410 L Release from Cust  RLOD22 DOLES          ID
NLA
ITFX 009824 EUDORA         AR 10 13 1411 L Release from Cust  RLOD22 CASA GRANDE    AZ
NLA
```

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From: Nicholas Mazzi
Sent: Friday, October 13, 2023 8:16 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/13

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Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                St
SCAC
ITFX 009823 PINE BLUFF SSW AR 10 11 2343 E Arrive In-Transit   MNLPB1 EUDORA         AR
UP
ITFX 009825 PARSONS        KS 10 12 1232 E Arrive In-Transit   MNPNL1 EUDORA         AR
UP
ITFX 009883 PARSONS        KS 10 12 1232 E Arrive In-Transit   MNPNL1 EUDORA         AR
UP
ITFX 009819 PINE BLUFF SSW AR 10 11 2343 E Arrive In-Transit   MNLPB1 EUDORA         AR
UP
ITFX 009831 MCGEHEE        AR 10 12 1954 E Junction Delivery   AKMD   EUDORA         AR
UP
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ITFX 009857 MCGEHEE          AR 10 11 2105 E Junction Delivery   AKMD    EUDORA          AR
UP
ITFX 009866 MCGEHEE          AR 10 12 1605 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009806 MCGEHEE          AR 10 12 1605 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009851 MCGEHEE          AR 10 12 1605 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009890 PINE BLUFF SSW   AR 10 12 1412 E Bad Order Release           EUDORA          AR
UP
ITFX 009854 MCGEHEE          AR 10 12 1506 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009803 MCGEHEE          AR 10 12 1506 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009853 MCGEHEE          AR 10 05 1453 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009826 MCGEHEE          AR 10 05 1141 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009849 MCGEHEE          AR 10 05 1453 E Junction Received   AKMD    EUDORA          AR
NLA
ITFX 009824 MCGEHEE          AR 10 05 1453 E Junction Received   AKMD    VIENNA          GA
NLA
ITFX 009871 PINE BLUFF SSW   AR 10 13 0040 E Arrive In-Transit   MNLPB1  EUDORA          AR
UP
ITFX 009892 JEROME           ID 10 09 1256 L Placed Actual               JEROME          ID
EIRR
ITFX 009870 GIBBON           WA 10 12 2255 L Junction Delivery   CWA     GRANGER         WA
UP
ITFX 009899 GIBBON           WA 10 12 2255 L Junction Delivery   CWA     GRANGER         WA
UP
ITFX 009850 PASCO            WA 10 12 1013 L Bad Order           H 000   GRANGER         WA
UP
ITFX 009879 NAMPA            ID 10 09 1353 L Junction Received   UP      DOLES           ID
BVRR
ITFX 009885 NAMPA            ID 10 09 1353 L Junction Received   UP      DOLES           ID
BVRR
ITFX 009882 PINE BLUFF       AR 10 12 1657 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009810 PINE BLUFF       AR 10 12 1657 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009887 PINE BLUFF       AR 10 12 1657 L Arrive In-Transit   LWB711  DOLES           ID
UP
ITFX 009875 EUDORA           AR 10 06 1141 L Release from Cust   RLOD61  JEROME          ID
NLA
ITFX 009845 EUDORA           AR 10 09 1244 L Release from Cust   RLOD87  DOLES           ID
NLA
ITFX 009855 EUDORA           AR 10 11 0818 L Release from Cust   RLOD03  CASA GRANDE     AZ
NLA
ITFX 009813 EUDORA           AR 10 11 0819 L Release from Cust   RLOD03  DOLES           ID
NLA
ITFX 009833 EUDORA           AR 10 12 0950 L Release from Cust   RLOD12  DOLES           ID
NLA
ITFX 009865 EUDORA           AR 10 12 1105 L Release from Cust   RLOD12  DOLES           ID
NLA
```

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From: Nicholas Mazzi
Sent: Thursday, October 12, 2023 8:21 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: Lake providence trace 10/12

Equipment Init Number SCAC	Location Train/ Destination	Pr Date St MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
ITFX 009823 UP	PINE BLUFF SSW	AR 10 11	2343	E	Arrive In-Transit	MNLPB1	EUDORA	AR
ITFX 009825 UP	BROADWAY	MO 10 12	0636	E	Departure	MNPNL1	EUDORA	AR
ITFX 009883 UP	BROADWAY	MO 10 12	0636	E	Departure	MNPNL1	EUDORA	AR
ITFX 009819 UP	PINE BLUFF SSW	AR 10 11	2343	E	Arrive In-Transit	MNLPB1	EUDORA	AR
ITFX 009831 UP	PINE BLUFF SSW	AR 10 10	1106	E	Arrive In-Transit	MNLPBB	EUDORA	AR
ITFX 009857 UP	MCGEHEE	AR 10 11	2105	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009866 UP	MCGEHEE	AR 10 09	2225	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009806 UP	MCGEHEE	AR 10 09	2225	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009851 UP	MCGEHEE	AR 10 09	2225	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009890 UP	PINE BLUFF SSW	AR 10 11	0815	E	Bad Order	L 999	EUDORA	AR
ITFX 009854 AKMD	MCGEHEE	AR 10 11	1301	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009803 AKMD	MCGEHEE	AR 10 11	1301	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009853 NLA	MCGEHEE	AR 10 05	1453	E	Junction Received	AKMD	EUDORA	AR
ITFX 009826 NLA	MCGEHEE	AR 10 05	1141	E	Junction Received	AKMD	EUDORA	AR
ITFX 009849 NLA	MCGEHEE	AR 10 05	1453	E	Junction Received	AKMD	EUDORA	AR
ITFX 009824 NLA	MCGEHEE	AR 10 05	1453	E	Junction Received	AKMD	VIENNA	GA
ITFX 009865 NLA	EUDORA	AR 10 04	1448	E	Placed Actual	PACT44	EUDORA	AR
ITFX 009833 NLA	EUDORA	AR 10 04	1448	E	Placed Actual	PACT44	EUDORA	AR
ITFX 009871 UP	NORTH LITTLE R	AR 10 12	0445	E	Arrive In-Transit	MNPNL1	EUDORA	AR

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ITFX 009892 JEROME          ID 10 09 1256 L Placed Actual              JEROME          ID
EIRR
ITFX 009870 PASCO           WA 10 11 2216 L Arrive In-Transit   LNWE41 GRANGER         WA
UP
ITFX 009899 PASCO           WA 10 11 2216 L Arrive In-Transit   LNWE41 GRANGER         WA
UP
ITFX 009850 PASCO           WA 10 11 2216 L Arrive In-Transit   LNWE41 GRANGER         WA
UP
ITFX 009879 NAMPA           ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009885 NAMPA           ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009882 MCGEHEE         AR 10 11 1831 L Pulled from Cust    PFPS06 DOLES           ID
NLA
ITFX 009810 MCGEHEE         AR 10 11 1831 L Pulled from Cust    PFPS06 DOLES           ID
NLA
ITFX 009887 MCGEHEE         AR 10 11 1831 L Pulled from Cust    PFPS06 DOLES           ID
NLA
ITFX 009875 EUDORA          AR 10 06 1141 L Release from Cust   RLOD61 JEROME          ID
NLA
ITFX 009845 EUDORA          AR 10 09 1244 L Release from Cust   RLOD87 DOLES           ID
NLA
ITFX 009855 EUDORA          AR 10 11 0818 L Release from Cust   RLOD03 CASA GRANDE     AZ
NLA
ITFX 009813 EUDORA          AR 10 11 0819 L Release from Cust   RLOD03 DOLES           ID
NLA
```

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From: Nicholas Mazzi
Sent: Wednesday, October 11, 2023 8:28 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/11

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009823 NORTH LITTLE R AR 10 11 0448 E Arrive In-Transit   MNPNL0 EUDORA           AR
UP
ITFX 009825 NORTH PLATTE E NE 10 09 2125 E Arrive In-Transit   MPCNPX EUDORA           AR
UP
ITFX 009883 NORTH PLATTE E NE 10 09 2125 E Arrive In-Transit   MPCNPX EUDORA           AR
UP
ITFX 009819 NORTH LITTLE R AR 10 11 0448 E Arrive In-Transit   MNPNL0 EUDORA           AR
UP
ITFX 009831 PINE BLUFF SSW AR 10 10 1106 E Arrive In-Transit   MNLPBB EUDORA           AR
UP
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ITFX 009857 PINE BLUFF SSW AR 10 08 1033 E Arrive In-Transit   MNLPBB EUDORA          AR
UP
ITFX 009866 MCGEHEE        AR 10 09 2225 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009806 MCGEHEE        AR 10 09 2225 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009851 MCGEHEE        AR 10 09 2225 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009890 PINE BLUFF     AR 10 06 0935 E Bad Order           L 999  EUDORA          AR
UP
ITFX 009854 MCGEHEE        AR 10 10 0925 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009803 MCGEHEE        AR 10 10 0925 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009853 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009826 MCGEHEE        AR 10 05 1141 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009849 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009824 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   VIENNA          GA
NLA
ITFX 009865 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009813 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009833 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009855 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009871 WAGSTAFF       KS 10 11 0654 E Departure           MNPNL1 EUDORA          AR
UP
ITFX 009892 JEROME         ID 10 09 1256 L Placed Actual              JEROME          ID
EIRR
ITFX 009870 VILLARD JCT    WA 10 10 1438 L Arrive In-Transit   LID401 GRANGER         WA
UP
ITFX 009899 VILLARD JCT    WA 10 10 1438 L Arrive In-Transit   LID401 GRANGER         WA
UP
ITFX 009850 VILLARD JCT    WA 10 10 1438 L Arrive In-Transit   LID401 GRANGER         WA
UP
ITFX 009879 NAMPA          ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009885 NAMPA          ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009882 EUDORA         AR 10 01 1011 L Release from Cust   RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009875 EUDORA         AR 10 06 1141 L Release from Cust   RLOD61 JEROME          ID
NLA
ITFX 009845 EUDORA         AR 10 09 1244 L Release from Cust   RLOD87 DOLES           ID
NLA
```

Thanks,

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Phone: 716-829-9630
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From: Nicholas Mazzi
Sent: Tuesday, October 10, 2023 8:34 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/10

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination		Pr	RR						
SCAC											
ITFX	009823	DODSON	MO	10	10	0552	E	Departure	MNPNL0	EUDORA	AR
UP											
ITFX	009825	NORTH PLATTE E	NE	10	09	2125	E	Arrive In-Transit	MPCNPX	EUDORA	AR
UP											
ITFX	009883	NORTH PLATTE E	NE	10	09	2125	E	Arrive In-Transit	MPCNPX	EUDORA	AR
UP											
ITFX	009819	DODSON	MO	10	10	0552	E	Departure	MNPNL0	EUDORA	AR
UP											
ITFX	009831	HIGGINS	AR	10	10	0706	E	Departure	MNLPBB	EUDORA	AR
UP											
ITFX	009857	PINE BLUFF SSW	AR	10	08	1033	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009866	MCGEHEE	AR	10	09	2225	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009806	MCGEHEE	AR	10	09	2225	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009851	MCGEHEE	AR	10	09	2225	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009890	PINE BLUFF	AR	10	06	0935	E	Bad Order	L 999	EUDORA	AR
UP											
ITFX	009854	MCGEHEE	AR	10	06	2001	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009803	MCGEHEE	AR	10	06	2001	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009853	MCGEHEE	AR	10	05	1453	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009826	MCGEHEE	AR	10	05	1141	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009849	MCGEHEE	AR	10	05	1453	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009824	MCGEHEE	AR	10	05	1453	E	Junction Received	AKMD	VIENNA	GA
NLA											
ITFX	009865	EUDORA	AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA											
ITFX	009813	EUDORA	AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA											
ITFX	009833	EUDORA	AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA											
ITFX	009855	EUDORA	AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA											
ITFX	009871	NORTH PLATTE E	NE	10	09	2125	E	Arrive In-Transit	MPCNPX	EUDORA	AR
UP											

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ITFX 009892 JEROME          ID 10 09 1256 L Placed Actual              JEROME          ID
EIRR
ITFX 009870 WALLULA         WA 10 09 0754 L Arrive In-Transit   LID480 GRANGER         WA
UP
ITFX 009899 WALLULA         WA 10 09 0754 L Arrive In-Transit   LID480 GRANGER         WA
UP
ITFX 009850 WALLULA         WA 10 09 0754 L Arrive In-Transit   LID480 GRANGER         WA
UP
ITFX 009879 NAMPA           ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009885 NAMPA           ID 10 09 1353 L Junction Received   UP     DOLES           ID
BVRR
ITFX 009882 EUDORA          AR 10 01 1011 L Release from Cust   RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA          AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA          AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009875 EUDORA          AR 10 06 1141 L Release from Cust   RLOD61 JEROME          ID
NLA
ITFX 009845 EUDORA          AR 10 09 1244 L Release from Cust   RLOD87 DOLES           ID
NLA
```

Thanks,

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Monday, October 9, 2023 8:26 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/9

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                   St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009823 NORTH PLATTE E NE 10 08 1700 E Arrive In-Transit    MPDNP0 EUDORA           AR
UP
ITFX 009825 HANNA           WY 10 09 0321 E Departure           MPCNPX EUDORA           AR
UP
ITFX 009883 HANNA           WY 10 09 0321 E Departure           MPCNPX EUDORA           AR
UP
ITFX 009819 NORTH PLATTE E NE 10 08 2001 E Arrive In-Transit    MHKNP0 EUDORA           AR
UP
ITFX 009831 GREENWOOD JCT   OK 10 09 0419 E Departure           MNPNL0 EUDORA           AR
UP
ITFX 009857 PINE BLUFF SSW AR 10 08 1033 E Arrive In-Transit    MNLPBB EUDORA           AR
UP
```

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ITFX 009866 PINE BLUFF SSW AR 10 06 1056 E Arrive In-Transit   MNLPBB EUDORA          AR
UP
ITFX 009806 PINE BLUFF SSW AR 10 06 1056 E Arrive In-Transit   MNLPBB EUDORA          AR
UP
ITFX 009851 PINE BLUFF SSW AR 10 06 1056 E Arrive In-Transit   MNLPBB EUDORA          AR
UP
ITFX 009890 PINE BLUFF     AR 10 06 0935 E Bad Order           L 999  EUDORA          AR
UP
ITFX 009854 MCGEHEE        AR 10 06 2001 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009803 MCGEHEE        AR 10 06 2001 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009853 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009826 MCGEHEE        AR 10 05 1141 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009849 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009824 MCGEHEE        AR 10 05 1453 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009865 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009813 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009833 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009855 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009845 EUDORA         AR 10 04 1448 E Placed Actual       PACT44 EUDORA          AR
NLA
ITFX 009871 HANNA          WY 10 09 0321 E Departure           MPCNPX EUDORA          AR
UP
ITFX 009892 JEROME         ID 10 08 1452 L Arrive In-Transit          JEROME          ID
EIRR
ITFX 009870 HINKLE         OR 10 07 0533 L Arrive In-Transit   MNPHK0 GRANGER         WA
UP
ITFX 009899 HINKLE         OR 10 07 0533 L Arrive In-Transit   MNPHK0 GRANGER         WA
UP
ITFX 009850 HINKLE         OR 10 07 0533 L Arrive In-Transit   MNPHK0 GRANGER         WA
UP
ITFX 009879 NAMPA          ID 10 07 1334 L Junction Delivery   BVRR   DOLES           ID
UP
ITFX 009885 NAMPA          ID 10 07 1334 L Junction Delivery   BVRR   DOLES           ID
UP
ITFX 009882 EUDORA         AR 10 01 1011 L Release from Cust   RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009875 EUDORA         AR 10 06 1141 L Release from Cust   RLOD61 JEROME          ID
NLA
```

Thanks,

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From: Nicholas Mazzi
Sent: Friday, October 6, 2023 8:12 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/6

Equipment Init	Number	Location	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	Pr RR Event	BO/HLD		St
ITFX	009823	MINIDOKA		ID	10	06	0440	E	Junction Delivery	UP	EUDORA	AR
EIRR												
ITFX	009825	MINIDOKA		ID	10	06	0440	E	Junction Delivery	UP	EUDORA	AR
EIRR												
ITFX	009883	MINIDOKA		ID	10	06	0440	E	Junction Delivery	UP	EUDORA	AR
EIRR												
ITFX	009819	HINKLE		OR	10	04	1630	E	Arrive In-Transit	MGRHK0	EUDORA	AR
UP												
ITFX	009831	CHAPPELL		NE	10	06	0347	E	Departure	MPDNP0	EUDORA	AR
UP												
ITFX	009857	WEST YARD		KS	10	06	0555	E	Departure	MNPNL0	EUDORA	AR
UP												
ITFX	009866	VAN BUREN WYE		AR	10	06	0441	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009806	VAN BUREN WYE		AR	10	06	0441	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009851	VAN BUREN WYE		AR	10	06	0441	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009890	PINE BLUFF SSW		AR	10	05	0318	E	Arrive In-Transit	MNLPB0	EUDORA	AR
UP												
ITFX	009854	PINE BLUFF SSW		AR	10	05	0318	E	Arrive In-Transit	MNLPB0	EUDORA	AR
UP												
ITFX	009803	PINE BLUFF SSW		AR	10	04	0946	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP												
ITFX	009853	MCGEHEE		AR	10	05	1453	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009826	MCGEHEE		AR	10	05	1141	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009849	MCGEHEE		AR	10	05	1453	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009824	MCGEHEE		AR	10	05	1453	E	Junction Received	AKMD	VIENNA	GA
NLA												
ITFX	009875	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												
ITFX	009865	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												
ITFX	009813	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												
ITFX	009833	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												
ITFX	009855	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												
ITFX	009845	EUDORA		AR	10	04	1448	E	Placed Actual	PACT44	EUDORA	AR
NLA												

```
ITFX 009871 HAZELTON        ID 10 06 0418 E Arrive In-
Transit                             EIRR
ITFX 009892 MANSON          ID 10 06 0424 L Departure          MNPPD0 JEROME          ID
UP
ITFX 009870 DIETRICH        ID 10 06 0240 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009899 DIETRICH        ID 10 06 0240 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009850 DIETRICH        ID 10 06 0240 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009879 DIETRICH        ID 10 06 0240 L Departure          MNPHK0 DOLES           ID
UP
ITFX 009885 DIETRICH        ID 10 06 0240 L Departure          MNPHK0 DOLES           ID
UP
ITFX 009882 EUDORA          AR 10 01 1011 L Release from Cust  RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA          AR 10 03 0801 L Release from Cust  RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA          AR 10 03 0801 L Release from Cust  RLOD33 DOLES           ID
NLA
```

Thanks,

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From: Nicholas Mazzi
Sent: Thursday, October 5, 2023 8:21 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/5

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number                St MM DD HHMM E Event              BO/HLD                 St
SCAC
ITFX 009823 RUPERT          ID 10 05 0528 E Arrive In-
Transit                             EIRR
ITFX 009825 RUPERT          ID 10 05 0528 E Arrive In-
Transit                             EIRR
ITFX 009883 RUPERT          ID 10 05 0528 E Arrive In-
Transit                             EIRR
ITFX 009819 HINKLE          OR 10 04 1630 E Arrive In-Transit  MGRHK0 EUDORA          AR
UP
ITFX 009831 ROCK SPRINGS    WY 10 05 0538 E Departure          MPDNP0 EUDORA          AR
UP
ITFX 009857 NORTH PLATTE E NE 10 04 0139 E Arrive In-Transit   MPDNP3 EUDORA          AR
UP
ITFX 009866 OSWEGO          KS 10 05 0517 E Departure          MNPNL0 EUDORA          AR
UP
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ITFX 009806 OSWEGO          KS 10 05 0517 E Departure           MNPNL0 EUDORA          AR
UP
ITFX 009851 OSWEGO          KS 10 05 0517 E Departure           MNPNL0 EUDORA          AR
UP
ITFX 009890 PINE BLUFF SSW AR 10 05 0318 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009854 PINE BLUFF SSW AR 10 05 0318 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009803 PINE BLUFF SSW AR 10 04 0946 E Arrive In-Transit   MNLPBB EUDORA          AR
UP
ITFX 009853 MCGEHEE         AR 10 02 2247 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009826 MCGEHEE         AR 10 04 0857 E Junction Received  UP     EUDORA          AR
AKMD
ITFX 009849 MCGEHEE         AR 10 03 2120 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009824 MCGEHEE         AR 10 03 2120 E Junction Delivery  AKMD   VIENNA          GA
UP
ITFX 009875 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009865 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009813 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009833 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009855 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009845 EUDORA          AR 10 04 1448 E Placed Actual      PACT44 EUDORA          AR
NLA
ITFX 009871 HYDRA           ID 09 30 0409 L Placed Actual             JEROME          ID
EIRR
ITFX 009892 SPEER           WY 10 05 0358 L Departure          MNPPD0 JEROME          ID
UP
ITFX 009870 WAMSUTTER       WY 10 05 0609 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009899 WAMSUTTER       WY 10 05 0609 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009850 WAMSUTTER       WY 10 05 0609 L Departure          MNPHK0 GRANGER         WA
UP
ITFX 009879 WAMSUTTER       WY 10 05 0609 L Departure          MNPHK0 DOLES           ID
UP
ITFX 009885 WAMSUTTER       WY 10 05 0609 L Departure          MNPHK0 DOLES           ID
UP
ITFX 009882 EUDORA          AR 10 01 1011 L Release from Cust  RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA          AR 10 03 0801 L Release from Cust  RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA          AR 10 03 0801 L Release from Cust  RLOD33 DOLES           ID
NLA
```

Thanks,

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From: Nicholas Mazzi
Sent: Wednesday, October 4, 2023 8:24 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/4

Equipment Init Number	Location	St	MM	DD	HHMM	E	Event	BO/HLD		St
ITFX 009825	JEROME	ID	10	03	1526	E	Release from Cust EIRR			
ITFX 009883	JEROME	ID	10	03	1526	E	Release from Cust EIRR			
ITFX 009819	LONE TREE	OR	10	04	0405	E	Departure	MGRHK0	EUDORA	AR
ITFX 009831	POCATELLO	ID	10	01	2225	E	Arrive In-Transit	LCF500	EUDORA	AR
ITFX 009857	NORTH PLATTE E	NE	10	04	0139	E	Arrive In-Transit	MPDNP3	EUDORA	AR
ITFX 009866	WEST MARYSVILL	KS	10	04	0205	E	Departure	MNPNL0	EUDORA	AR
ITFX 009806	WEST MARYSVILL	KS	10	04	0205	E	Departure	MNPNL0	EUDORA	AR
ITFX 009851	WEST MARYSVILL	KS	10	04	0205	E	Departure	MNPNL0	EUDORA	AR
ITFX 009890	CONWAY	AR	10	04	0625	E	Departure	MNPNL0	EUDORA	AR
ITFX 009854	CONWAY	AR	10	04	0625	E	Departure	MNPNL0	EUDORA	AR
ITFX 009803	NORTH LITTLE R	AR	10	04	0707	E	Departure	MNLPBB	EUDORA	AR
ITFX 009853	MCGEHEE	AR	10	02	2247	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009826	MCGEHEE	AR	10	03	2120	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009849	MCGEHEE	AR	10	03	2120	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009824	MCGEHEE	AR	10	03	2120	E	Junction Delivery	AKMD	VIENNA	GA
ITFX 009875	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009865	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009813	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009833	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009855	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009845	MCGEHEE	AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
ITFX 009871	HYDRA	ID	09	30	0409	L	Placed Actual		JEROME	ID

```
ITFX 009823 HYDRA          ID 09 30 0409 L Placed Actual              JEROME          ID
EIRR
ITFX 009892 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 JEROME          ID
UP
ITFX 009870 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 GRANGER         WA
UP
ITFX 009899 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 GRANGER         WA
UP
ITFX 009850 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 GRANGER         WA
UP
ITFX 009879 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 DOLES           ID
UP
ITFX 009885 NORTH PLATTE W NE 10 03 1237 L Arrive In-Transit   MNLNP0 DOLES           ID
UP
ITFX 009882 EUDORA         AR 10 01 1011 L Release from Cust   RLOD17 DOLES           ID
NLA
ITFX 009810 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
ITFX 009887 EUDORA         AR 10 03 0801 L Release from Cust   RLOD33 DOLES           ID
NLA
```

Thanks,

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From: Nicholas Mazzi
Sent: Tuesday, October 3, 2023 8:24 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/3

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009819 POCATELLO        ID 10 03 0128 E Release from Hold          EUDORA          AR
UP
ITFX 009831 POCATELLO        ID 10 01 2225 E Arrive In-Transit    LCF500 EUDORA         AR
UP
ITFX 009857 EAST GREEN RIV   WY 10 03 0606 E Departure            MPDNP3 EUDORA         AR
UP
ITFX 009866 NORTH PLATTE E   NE 10 02 2321 E Arrive In-Transit    MHKNP2 EUDORA         AR
UP
ITFX 009806 NORTH PLATTE E   NE 10 02 2321 E Arrive In-Transit    MHKNP2 EUDORA         AR
UP
ITFX 009851 NORTH PLATTE E   NE 10 02 2321 E Arrive In-Transit    MHKNP2 EUDORA         AR
UP
ITFX 009890 LEEDS            MO 10 03 0703 E Departure            MNPNL0 EUDORA         AR
UP
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ITFX 009854 LEEDS          MO 10 03 0703 E Departure          MNPNL0 EUDORA          AR
UP
ITFX 009803 ALIX           AR 10 03 0215 E Departure          MNPNL0 EUDORA          AR
UP
ITFX 009853 MCGEHEE        AR 10 02 2247 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009826 PINE BLUFF SSW AR 10 02 2103 E Arrive In-Transit  MASAR0 EUDORA          AR
UP
ITFX 009849 PINE BLUFF SSW AR 10 02 2103 E Arrive In-Transit  MASAR0 EUDORA          AR
UP
ITFX 009824 PINE BLUFF SSW AR 10 02 2103 E Arrive In-Transit  MASAR0 VIENNA          GA
UP
ITFX 009875 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009865 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009813 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009833 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009855 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009845 MCGEHEE        AR 09 28 0527 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009810 EUDORA         AR 09 27 1058 E Placed Actual      PACT83 EUDORA          AR
NLA
ITFX 009887 EUDORA         AR 09 27 1058 E Placed Actual      PACT83 EUDORA          AR
NLA
ITFX 009871 HYDRA          ID 09 30 0409 L Placed Actual             JEROME          ID
EIRR
ITFX 009823 HYDRA          ID 09 30 0409 L Placed Actual             JEROME          ID
EIRR
ITFX 009825 JEROME         ID 09 30 1354 L Placed Actual             JEROME          ID
EIRR
ITFX 009883 JEROME         ID 09 30 1354 L Placed Actual             JEROME          ID
EIRR
ITFX 009892 OXBOW          NE 10 03 0701 L Departure          MNLNP0 JEROME          ID
UP
ITFX 009870 OXBOW          NE 10 03 0701 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009899 OXBOW          NE 10 03 0701 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009850 OXBOW          NE 10 03 0701 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009879 OXBOW          NE 10 03 0701 L Departure          MNLNP0 DOLES           ID
UP
ITFX 009885 OXBOW          NE 10 03 0701 L Departure          MNLNP0 DOLES           ID
UP
ITFX 009882 EUDORA         AR 10 01 1011 L Release from Cust  RLOD17 DOLES           ID
NLA
```

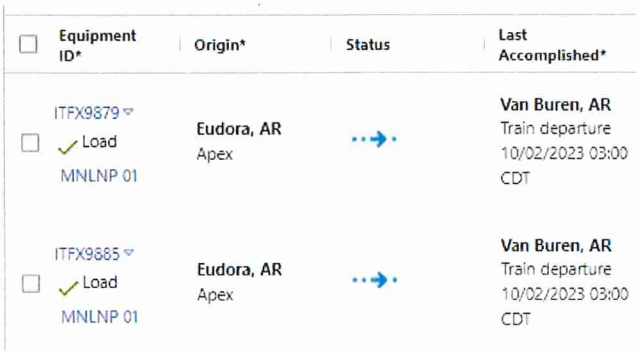
Thanks,

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
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From: Nicholas Mazzi
Sent: Monday, October 2, 2023 8:37 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: Lake providence trace 10/2

Equipment Init	Number	Location	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
ITFX	009857	POCATELLO		ID	09	30	1049	E	Arrive In-Transit	LCF503	VIENNA	GA
UP												
ITFX	009866	OFALLONS		NE	10	02	0722	E	Departure	MHKNP2	VIENNA	GA
UP												
ITFX	009806	OFALLONS		NE	10	02	0722	E	Departure	MHKNP2	EUDORA	AR
UP												
ITFX	009851	OFALLONS		NE	10	02	0722	E	Departure	MHKNP2	EUDORA	AR
UP												
ITFX	009890	NORTH PLATTE E		NE	09	30	1116	E	Arrive In-Transit	MHKNP2	EUDORA	AR
UP												
ITFX	009854	NORTH PLATTE E		NE	09	30	1116	E	Arrive In-Transit	MHKNP2	EUDORA	AR
UP												
ITFX	009803	RINGER		KS	10	02	0709	E	Departure	MNPNL0	EUDORA	AR
UP												
ITFX	009853	PINE BLUFF SSW		AR	10	01	1342	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP												
ITFX	009826	FULTS		IL	10	02	0726	E	Departure	MASAR0	EUDORA	AR
UP												
ITFX	009849	FULTS		IL	10	02	0726	E	Departure	MASAR0	EUDORA	AR
UP												
ITFX	009824	FULTS		IL	10	02	0726	E	Departure	MASAR0	VIENNA	GA
UP												
ITFX	009875	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009865	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009813	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009833	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009855	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009845	MCGEHEE		AR	09	28	0527	E	Junction Delivery	NLA	EUDORA	AR
AKMD												
ITFX	009810	EUDORA		AR	09	27	1058	E	Placed Actual	PACT83	EUDORA	AR
NLA												
ITFX	009887	EUDORA		AR	09	27	1058	E	Placed Actual	PACT83	EUDORA	AR
NLA												
ITFX	009819	ACEQUIA		ID	10	01	2235	E	Arrive In-			
Transit							EIRR					

```
ITFX 009871 HYDRA          ID 09 30 0409 L Placed Actual              JEROME          ID
EIRR
ITFX 009823 HYDRA          ID 09 30 0409 L Placed Actual              JEROME          ID
EIRR
ITFX 009825 JEROME         ID 09 30 1354 L Placed Actual              JEROME          ID
EIRR
ITFX 009883 JEROME         ID 09 30 1354 L Placed Actual              JEROME          ID
EIRR
ITFX 009892 LENAPAH        OK 10 02 0728 L Departure          MNLNP0 JEROME          ID
UP
ITFX 009870 LENAPAH        OK 10 02 0728 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009899 LENAPAH        OK 10 02 0728 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009850 LENAPAH        OK 10 02 0728 L Departure          MNLNP0 GRANGER         WA
UP
ITFX 009879 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
ITFX 009882 EUDORA         AR 10 01 1011 L Release from Cust  RLOD17 DOLES          ID
NLA
```



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9879 ✓ Load MNLNP 01	Eudora, AR Apex		Van Buren, AR Train departure 10/02/2023 03:00 CDT
ITFX9885 ✓ Load MNLNP 01	Eudora, AR Apex		Van Buren, AR Train departure 10/02/2023 03:00 CDT

Thanks,

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From: Nicholas Mazzi
Sent: Friday, September 29, 2023 8:31 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/29

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009806 GOODING          ID 09 28 0654 E Release from Hold          EUDORA          AR
UP
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ITFX 009851 GOODING        ID 09 28 0654 E Release from Hold          EUDORA          AR
UP
ITFX 009890 COKEVILLE      WY 09 29 0434 E Departure           MHKNP2 EUDORA          AR
UP
ITFX 009854 COKEVILLE      WY 09 29 0434 E Departure           MHKNP2 EUDORA          AR
UP
ITFX 009803 COKEVILLE      WY 09 29 0434 E Departure           MHKNP2 EUDORA          AR
UP
ITFX 009853 BROADWAY       MO 09 29 0712 E Departure           MNPNL2 EUDORA          AR
UP
ITFX 009826 WEST YARD      KS 09 28 0219 E Departure           MNPNL2 EUDORA          AR
UP
ITFX 009849 WEST YARD      KS 09 28 0219 E Departure           MNPNL2 EUDORA          AR
UP
ITFX 009824 WEST YARD      KS 09 28 0219 E Departure           MNPNL2 VIENNA          GA
UP
ITFX 009875 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009865 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009813 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009833 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009855 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009845 MCGEHEE        AR 09 28 0527 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009810 EUDORA         AR 09 27 1058 E Placed Actual       PACT83 EUDORA          AR
NLA
ITFX 009882 EUDORA         AR 09 27 1058 E Placed Actual       PACT83 EUDORA          AR
NLA
ITFX 009887 EUDORA         AR 09 27 1058 E Placed Actual       PACT83 EUDORA          AR
NLA
ITFX 009819 JEROME         ID 09 27 1700 L Placed Actual                JEROME         ID
EIRR
ITFX 009871 POCATELLO      ID 09 29 0501 L Departure           LCF502 JEROME          ID
UP
ITFX 009823 POCATELLO      ID 09 29 0501 L Departure           LCF502 JEROME          ID
UP
ITFX 009825 POCATELLO      ID 09 29 0501 L Departure           LCF502 JEROME          ID
UP
ITFX 009883 POCATELLO      ID 09 29 0501 L Departure           LCF502 JEROME          ID
UP
ITFX 009892 EUDORA         AR 09 25 1156 L                     REBL66 JEROME          ID
NLA
ITFX 009870 EUDORA         AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
ITFX 009899 EUDORA         AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
ITFX 009850 EUDORA         AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
ITFX 009879 EUDORA         AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009885 EUDORA         AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
```

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/28

Equipment Init Number	Location	Train/	Pr Date St MM DD HHMM	Time(EST) E	RR Event	BO/HLD		St SCAC
ITFX 009853	NORTH PLATTE	E	NE 09 27 2017	E	Arrive In-Transit	MPDNP2	EUDORA	AR UP
ITFX 009826	WEST YARD		KS 09 28 0219	E	Departure	MNPNL2	EUDORA	AR UP
ITFX 009849	WEST YARD		KS 09 28 0219	E	Departure	MNPNL2	EUDORA	AR UP
ITFX 009824	WEST YARD		KS 09 28 0219	E	Departure	MNPNL2	VIENNA	GA UP
ITFX 009875	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009865	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009810	EUDORA		AR 09 27 1058	E	Placed Actual	PACT83	EUDORA	AR NLA
ITFX 009882	EUDORA		AR 09 27 1058	E	Placed Actual	PACT83	EUDORA	AR NLA
ITFX 009887	EUDORA		AR 09 27 1058	E	Placed Actual	PACT83	EUDORA	AR NLA
ITFX 009813	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009833	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009855	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009845	MCGEHEE		AR 09 28 0527	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009890	NAMPA		ID 09 27 0535	E	Release from Hold		EUDORA	AR UP
ITFX 009854	NAMPA		ID 09 27 0535	E	Release from Hold		EUDORA	AR UP
ITFX 009803	NAMPA		ID 09 27 2322	E	Release from Hold		EUDORA	AR UP
ITFX 009819	JEROME		ID 09 27 1700	L	Placed Actual		JEROME	ID EIRR
ITFX 009871	EAST GREEN RIV	WY	09 28 0340	L	Departure	MNPPD2	JEROME	ID UP
ITFX 009823	EAST GREEN RIV	WY	09 28 0340	L	Departure	MNPPD2	JEROME	ID UP

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ITFX 009825 EAST GREEN RIV WY 09 28 0340 L Departure          MNPPD2 JEROME        ID
UP
ITFX 009883 EAST GREEN RIV WY 09 28 0340 L Departure          MNPPD2 JEROME        ID
UP
ITFX 009892 EUDORA         AR 09 25 1156 L                    REBL66 JEROME        ID
NLA
ITFX 009870 EUDORA         AR 09 25 1003 L Release from Cust  RLOD65 GRANGER       WA
NLA
ITFX 009899 EUDORA         AR 09 25 1003 L Release from Cust  RLOD65 GRANGER       WA
NLA
ITFX 009850 EUDORA         AR 09 25 1003 L Release from Cust  RLOD65 GRANGER       WA
NLA
ITFX 009879 EUDORA         AR 09 12 1200 E Placed Actual      PACT53 EUDORA        AR
NLA
ITFX 009885 EUDORA         AR 09 12 1200 E Placed Actual      PACT53 EUDORA        AR
NLA
```

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/27

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event          BO/HLD               St
SCAC
ITFX 009853 WALCOTT        WY 09 27 0537 E Departure        MPDNP2 EUDORA       AR
UP
ITFX 009826 NORTH PLATTE E NE 09 26 1042 E Arrive In-Transit MHKNP2 EUDORA       AR
UP
ITFX 009849 NORTH PLATTE E NE 09 26 1042 E Arrive In-Transit MHKNP2 EUDORA       AR
UP
ITFX 009824 NORTH PLATTE E NE 09 26 1042 E Arrive In-Transit MHKNP2 VIENNA       GA
UP
ITFX 009875 MCGEHEE        AR 09 26 2134 E Junction Delivery AKMD   EUDORA       AR
UP
ITFX 009865 MCGEHEE        AR 09 26 2134 E Junction Delivery AKMD   EUDORA       AR
UP
ITFX 009810 MCGEHEE        AR 09 21 1453 E Junction Received AKMD   EUDORA       AR
NLA
ITFX 009882 MCGEHEE        AR 09 21 1453 E Junction Received AKMD   EUDORA       AR
NLA
ITFX 009887 MCGEHEE        AR 09 21 1453 E Junction Received AKMD   EUDORA       AR
NLA
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ITFX 009885 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009879 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009813 MCGEHEE         AR 09 26 2134 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009833 MCGEHEE         AR 09 26 2134 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009855 MCGEHEE         AR 09 26 2134 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009845 MCGEHEE         AR 09 26 2134 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009890 NAMPA           ID 09 27 0535 E Release from Hold           EUDORA          AR
UP
ITFX 009854 NAMPA           ID 09 27 0535 E Release from Hold           EUDORA          AR
UP
ITFX 009803 MOUNTAIN HOME   ID 09 26 1811 E Hold or
Delayed                                   UP
ITFX 009819 JEROME          ID 09 25 1250 L Arrive In-Transit           JEROME          ID
EIRR
ITFX 009871 OFALLONS        NE 09 27 0618 L Departure           MNPPD2 JEROME          ID
UP
ITFX 009823 OFALLONS        NE 09 27 0618 L Departure           MNPPD2 JEROME          ID
UP
ITFX 009825 OFALLONS        NE 09 27 0618 L Departure           MNPPD2 JEROME          ID
UP
ITFX 009883 OFALLONS        NE 09 27 0618 L Departure           MNPPD2 JEROME          ID
UP
ITFX 009892 EUDORA          AR 09 25 1156 L                     REBL66 JEROME          ID
NLA
ITFX 009870 EUDORA          AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
ITFX 009899 EUDORA          AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
ITFX 009850 EUDORA          AR 09 25 1003 L Release from Cust   RLOD65 GRANGER         WA
NLA
```

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Sent: Tuesday, September 26, 2023 8:14 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/26

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
```

Init Number	St	MM	DD	HHMM	E	Event	BO/HLD		St SCAC
ITFX 009853 EAST POCATELLO	ID	09	26	0511	E	Departure	MPDNP2	EUDORA	AR UP
ITFX 009826 PAXTON	NE	09	26	0502	E	Departure	MHKNP2	EUDORA	AR UP
ITFX 009849 PAXTON	NE	09	26	0502	E	Departure	MHKNP2	EUDORA	AR UP
ITFX 009824 PAXTON	NE	09	26	0502	E	Departure	MHKNP2	VIENNA	GA UP
ITFX 009875 PINE BLUFF SSW	AR	09	26	0109	E	Arrive In-Transit	MNLPB2	EUDORA	AR UP
ITFX 009865 PINE BLUFF SSW	AR	09	25	0955	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009810 MCGEHEE	AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009882 MCGEHEE	AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009887 MCGEHEE	AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009885 EUDORA	AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009879 EUDORA	AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009813 PINE BLUFF SSW	AR	09	25	0955	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009833 PINE BLUFF SSW	AR	09	25	0955	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009855 PINE BLUFF SSW	AR	09	25	0955	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009845 PINE BLUFF SSW	AR	09	25	0955	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009890 NAMPA	ID	09	25	1428	E	Hold or Delayed			UP
ITFX 009854 NAMPA	ID	09	25	1428	E	Hold or Delayed			UP
ITFX 009803 MOUNTAIN HOME	ID	09	25	1908	L	Placed Actual	LCA402	MOUNTAIN HOME	ID UP
ITFX 009819 JEROME	ID	09	25	1250	L	Arrive In-Transit		JEROME	ID EIRR
ITFX 009871 NORTH PLATTE W	NE	09	26	0431	L	Arrive In-Transit	MNLNPB	JEROME	ID UP
ITFX 009823 NORTH PLATTE W	NE	09	26	0431	L	Arrive In-Transit	MNLNPB	JEROME	ID UP
ITFX 009825 NORTH PLATTE W	NE	09	26	0431	L	Arrive In-Transit	MNLNPB	JEROME	ID UP
ITFX 009883 NORTH PLATTE W	NE	09	26	0431	L	Arrive In-Transit	MNLNPB	JEROME	ID UP
ITFX 009892 EUDORA	AR	09	25	1156	L		REBL66	JEROME	ID NLA
ITFX 009870 EUDORA	AR	09	25	1003	L	Release from Cust	RLOD65	GRANGER	WA NLA
ITFX 009899 EUDORA	AR	09	25	1003	L	Release from Cust	RLOD65	GRANGER	WA NLA
ITFX 009850 EUDORA	AR	09	25	1003	L	Release from Cust	RLOD65	GRANGER	WA NLA

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/25

Equipment Init	Number	Location	Train/	Pr Date St	MM	DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
SCAC												
ITFX	009826	GRANGER		WY	09	25	0540	E	Departure	MHKNP2	EUDORA	AR
UP												
ITFX	009849	GRANGER		WY	09	25	0540	E	Departure	MHKNP2	EUDORA	AR
UP												
ITFX	009824	GRANGER		WY	09	25	0540	E	Departure	MHKNP2	VIENNA	GA
UP												
ITFX	009875	ALIX		AR	09	25	0430	E	Departure	MNPNL2	EUDORA	AR
UP												
ITFX	009865	NORTH LITTLE R		AR	09	25	0645	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009810	MCGEHEE		AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009882	MCGEHEE		AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009899	EUDORA		AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA												
ITFX	009850	EUDORA		AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA												
ITFX	009887	MCGEHEE		AR	09	21	1453	E	Junction Received	AKMD	EUDORA	AR
NLA												
ITFX	009892	EUDORA		AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA												
ITFX	009870	EUDORA		AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA												
ITFX	009885	EUDORA		AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA												
ITFX	009879	EUDORA		AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA												
ITFX	009813	NORTH LITTLE R		AR	09	25	0645	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009833	NORTH LITTLE R		AR	09	25	0700	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009855	VAN BUREN WYE		AR	09	25	0646	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009845	VAN BUREN WYE		AR	09	25	0646	E	Departure	MNLPBB	EUDORA	AR
UP												
ITFX	009890	NAMPA		ID	09	24	1833	L	Placed Actual	YNA532	NAMPA	ID
UP												

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ITFX 009854 NAMPA          ID 09 24 1833 L Placed Actual       YNA532 NAMPA          ID
UP
ITFX 009803 NAMPA          ID 09 23 0320 L Placed Construct           MOUNTAIN HOME  ID
UP
ITFX 009819 HAZELTON       ID 09 24 1623 L Arrive In-Transit          JEROME         ID
EIRR
ITFX 009871 WAGSTAFF       KS 09 25 0449 L Departure           MNLNPB JEROME         ID
UP
ITFX 009823 WAGSTAFF       KS 09 25 0449 L Departure           MNLNPB JEROME         ID
UP
ITFX 009825 WAGSTAFF       KS 09 25 0449 L Departure           MNLNPB JEROME         ID
UP
ITFX 009883 WAGSTAFF       KS 09 25 0449 L Departure           MNLNPB JEROME         ID
UP
```

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/22

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number                St MM DD HHMM E Event            BO/HLD                St
SCAC
ITFX 009826 GOODING        ID 09 21 0729 E Release from Hold          EUDORA         AR
UP
ITFX 009849 GOODING        ID 09 20 1829 E Release from Hold          EUDORA         AR
UP
ITFX 009824 GOODING        ID 09 19 1114 E Release from Hold          VIENNA         GA
UP
ITFX 009875 NORTH PLATTE E NE 09 21 0900 E Arrive In-Transit   MHKNP1 EUDORA         AR
UP
ITFX 009865 UPLAND STATION KS 09 22 0515 E Departure           MNPNL2 EUDORA         AR
UP
ITFX 009810 MCGEHEE        AR 09 21 1453 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009882 MCGEHEE        AR 09 21 1453 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009899 EUDORA         AR 09 19 1502 E Placed Actual       PACT15 EUDORA         AR
NLA
ITFX 009850 EUDORA         AR 09 19 1502 E Placed Actual       PACT15 EUDORA         AR
NLA
ITFX 009887 MCGEHEE        AR 09 21 1453 E Junction Received   AKMD   EUDORA         AR
NLA
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ITFX 009892 EUDORA          AR 09 12 1200 E Placed Actual        PACT53 EUDORA          AR
NLA
ITFX 009870 EUDORA          AR 09 19 1502 E Placed Actual        PACT15 EUDORA          AR
NLA
ITFX 009885 EUDORA          AR 09 12 1200 E Placed Actual        PACT53 EUDORA          AR
NLA
ITFX 009879 EUDORA          AR 09 12 1200 E Placed Actual        PACT53 EUDORA          AR
NLA
ITFX 009813 UPLAND STATION  KS 09 22 0515 E Departure            MNPNL2 EUDORA          AR
UP
ITFX 009833 UPLAND STATION  KS 09 22 0515 E Departure            MNPNL2 EUDORA          AR
UP
ITFX 009855 UPLAND STATION  KS 09 22 0515 E Departure            MNPNL2 EUDORA          AR
UP
ITFX 009845 UPLAND STATION  KS 09 22 0515 E Departure            MNPNL2 EUDORA          AR
UP
ITFX 009890 MOXA ARCH       WY 09 22 0457 L Departure            MNPHK2 NAMPA           ID
UP
ITFX 009854 MOXA ARCH       WY 09 22 0457 L Departure            MNPHK2 NAMPA           ID
UP
ITFX 009803 MOXA ARCH       WY 09 22 0457 L Departure            MNPHK2 MOUNTAIN HOME   ID
UP
ITFX 009819 CRESTON         WY 09 22 0611 L Departure            MNPPD2 JEROME          ID
UP
ITFX 009871 MCGEHEE         AR 09 22 0512 L Junction Delivery    UP     JEROME          ID
AKMD
ITFX 009823 MCGEHEE         AR 09 22 0512 L Junction Delivery    UP     JEROME          ID
AKMD
ITFX 009825 MCGEHEE         AR 09 22 0512 L Junction Delivery    UP     JEROME          ID
AKMD
ITFX 009883 MCGEHEE         AR 09 22 0512 L Junction Delivery    UP     JEROME          ID
AKMD
```

Thanks,

Nick Mazzi
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From: Nicholas Mazzi
Sent: Thursday, September 21, 2023 8:30 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: Lake providence trace 9/21

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
```

Init	Number		St	MM	DD	HHMM	E	Event	BO/HLD		St	SCAC
ITFX	009824	GOODING	ID	09	19	1114	E	Release from Hold		VIENNA	GA	UP
ITFX	009875	NICHOLS	NE	09	21	0625	E	Departure	MHKNP1	EUDORA	AR	UP
ITFX	009865	NORTH PLATTE E	NE	09	18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR	UP
ITFX	009810	MCGEHEE	AR	09	19	0031	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009882	MCGEHEE	AR	09	19	0031	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009899	EUDORA	AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR	NLA
ITFX	009850	EUDORA	AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR	NLA
ITFX	009887	MCGEHEE	AR	09	19	0031	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009892	EUDORA	AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR	NLA
ITFX	009870	EUDORA	AR	09	19	1502	E	Placed Actual	PACT15	EUDORA	AR	NLA
ITFX	009885	EUDORA	AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR	NLA
ITFX	009879	EUDORA	AR	09	12	1200	E	Placed Actual	PACT53	EUDORA	AR	NLA
ITFX	009813	NORTH PLATTE E	NE	09	18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR	UP
ITFX	009833	NORTH PLATTE E	NE	09	18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR	UP
ITFX	009855	NORTH PLATTE E	NE	09	18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR	UP
ITFX	009845	NORTH PLATTE E	NE	09	18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR	UP
ITFX	009890	SPEER	WY	09	21	0613	L	Departure	MNPHK2	NAMPA	ID	UP
ITFX	009854	SPEER	WY	09	21	0613	L	Departure	MNPHK2	NAMPA	ID	UP
ITFX	009803	SPEER	WY	09	21	0613	L	Departure	MNPHK2	MOUNTAIN HOME	ID	UP
ITFX	009819	NORTH PLATTE W	NE	09	19	0909	L	Arrive In-Transit	MNLNP1	JEROME	ID	UP
ITFX	009871	MCGEHEE	AR	09	20	1611	L	Pulled from Cust	PFPS24	JEROME	ID	NLA
ITFX	009823	MCGEHEE	AR	09	20	1611	L	Pulled from Cust	PFPS24	JEROME	ID	NLA
ITFX	009825	MCGEHEE	AR	09	20	1611	L	Pulled from Cust	PFPS24	JEROME	ID	NLA
ITFX	009883	MCGEHEE	AR	09	20	1611	L	Pulled from Cust	PFPS24	JEROME	ID	NLA

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/20

Equipment Init Number	Location	St	Pr Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC									
ITFX 009824	GOODING	ID	09 19	1114	E	Release from Hold		VIENNA	GA
UP									
ITFX 009875	ROCK SPRINGS	WY	09 20	0531	E	Departure	MHKNP1	EUDORA	AR
UP									
ITFX 009865	NORTH PLATTE E	NE	09 18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR
UP									
ITFX 009810	MCGEHEE	AR	09 19	0031	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009882	MCGEHEE	AR	09 19	0031	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009899	EUDORA	AR	09 19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA									
ITFX 009850	EUDORA	AR	09 19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA									
ITFX 009887	MCGEHEE	AR	09 19	0031	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009892	EUDORA	AR	09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA									
ITFX 009870	EUDORA	AR	09 19	1502	E	Placed Actual	PACT15	EUDORA	AR
NLA									
ITFX 009885	EUDORA	AR	09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA									
ITFX 009879	EUDORA	AR	09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
NLA									
ITFX 009813	NORTH PLATTE E	NE	09 18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR
UP									
ITFX 009833	NORTH PLATTE E	NE	09 18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR
UP									
ITFX 009855	NORTH PLATTE E	NE	09 18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR
UP									
ITFX 009845	NORTH PLATTE E	NE	09 18	1220	E	Arrive In-Transit	MPDNP1	EUDORA	AR
UP									
ITFX 009890	NORTH PLATTE W	NE	09 19	0909	L	Arrive In-Transit	MNLNP1	NAMPA	ID
UP									
ITFX 009854	NORTH PLATTE W	NE	09 19	0909	L	Arrive In-Transit	MNLNP1	NAMPA	ID
UP									
ITFX 009803	NORTH PLATTE W	NE	09 19	0909	L	Arrive In-Transit	MNLNP1	MOUNTAIN HOME	ID
UP									
ITFX 009819	NORTH PLATTE W	NE	09 19	0909	L	Arrive In-Transit	MNLNP1	JEROME	ID
UP									
ITFX 009871	EUDORA	AR	09 15	1414	L	Release from Cust	RLOD80	JEROME	ID
NLA									
ITFX 009823	EUDORA	AR	09 15	1414	L	Release from Cust	RLOD80	JEROME	ID
NLA									

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ITFX 009825 EUDORA          AR 09 19 1016 L Release from Cust    RLOD13 JEROME          ID
NLA
ITFX 009883 EUDORA          AR 09 19 1016 L Release from Cust    RLOD13 JEROME          ID
NLA
```

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/19

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number                St MM DD HHMM E Event              BO/HLD                 St
SCAC
ITFX 009875 NAMPA           ID 09 18 1900 E Junction Received   BVRR   EUDORA          AR
UP
ITFX 009865 NORTH PLATTE E NE 09 18 1220 E Arrive In-Transit    MPDNP1 EUDORA          AR
UP
ITFX 009810 MCGEHEE         AR 09 19 0031 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009882 MCGEHEE         AR 09 19 0031 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009899 MCGEHEE         AR 09 11 2037 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009850 MCGEHEE         AR 09 11 2037 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009887 MCGEHEE         AR 09 19 0031 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009892 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009825 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009883 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009870 MCGEHEE         AR 09 08 2054 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009885 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009879 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009813 NORTH PLATTE E NE 09 18 1220 E Arrive In-Transit    MPDNP1 EUDORA          AR
UP
ITFX 009833 NORTH PLATTE E NE 09 18 1220 E Arrive In-Transit    MPDNP1 EUDORA          AR
UP
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ITFX 009855 NORTH PLATTE E NE 09 18 1220 E Arrive In-Transit   MPDNP1 EUDORA          AR
UP
ITFX 009845 NORTH PLATTE E NE 09 18 1220 E Arrive In-Transit   MPDNP1 EUDORA          AR
UP
ITFX 009890 PAWNEE         NE 09 19 0540 L Departure           MNLNP1 NAMPA           ID
UP
ITFX 009854 PAWNEE         NE 09 19 0540 L Departure           MNLNP1 NAMPA           ID
UP
ITFX 009803 PAWNEE         NE 09 19 0540 L Departure           MNLNP1 MOUNTAIN HOME   ID
UP
ITFX 009819 PAWNEE         NE 09 19 0540 L Departure           MNLNP1 JEROME          ID
UP
ITFX 009871 EUDORA         AR 09 15 1414 L Release from Cust   RLOD80 JEROME          ID
NLA
ITFX 009823 EUDORA         AR 09 15 1414 L Release from Cust   RLOD80 JEROME          ID
NLA
```

Thanks,

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From: Nicholas Mazzi
Sent: Monday, September 18, 2023 8:41 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: Lake providence trace 9/18

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                  St
SCAC
ITFX 009875 DOLES         ID 09 17 1701 E Release from
Cust                           BVRR
ITFX 009865 CHAPPELL      NE 09 18 0624 E Departure          MPDNP1 EUDORA          AR
UP
ITFX 009810 PB JCT        AR 09 18 0729 E Departure          MNLPBB EUDORA          AR
UP
ITFX 009882 PINE BLUFF SSW AR 09 18 0118 E Arrive In-Transit MNLPB1 EUDORA          AR
UP
ITFX 009899 MCGEHEE       AR 09 11 2037 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009850 MCGEHEE       AR 09 11 2037 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009887 PINE BLUFF SSW AR 09 18 0118 E Arrive In-Transit MNLPB1 EUDORA          AR
UP
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ITFX 009892 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009825 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009883 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009870 MCGEHEE         AR 09 08 2054 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009885 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009879 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009813 CHAPPELL        NE 09 18 0624 E Departure           MPDNP1 EUDORA          AR
UP
ITFX 009833 CHAPPELL        NE 09 18 0624 E Departure           MPDNP1 EUDORA          AR
UP
ITFX 009855 CHAPPELL        NE 09 18 0624 E Departure           MPDNP1 EUDORA          AR
UP
ITFX 009845 CHAPPELL        NE 09 18 0624 E Departure           MPDNP1 EUDORA          AR
UP
ITFX 009890 MCGEHEE         AR 09 18 0610 L Junction Delivery   UP     NAMPA           ID
AKMD
ITFX 009854 MCGEHEE         AR 09 18 0610 L Junction Delivery   UP     NAMPA           ID
AKMD
ITFX 009803 MCGEHEE         AR 09 18 0610 L Junction Delivery   UP     MOUNTAIN HOME   ID
AKMD
ITFX 009819 MCGEHEE         AR 09 18 0610 L Junction Delivery   UP     JEROME          ID
AKMD
ITFX 009871 EUDORA          AR 09 15 1414 L Release from Cust   RLOD80 JEROME          ID
NLA
ITFX 009823 EUDORA          AR 09 15 1414 L Release from Cust   RLOD80 JEROME          ID
NLA
```

Thanks,

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Sent: Friday, September 15, 2023 8:38 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/15

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                 St
SCAC
ITFX 009810 NORTH PLATTE E NE 09 14 1141 E Departure        GKPCHN EUDORA          AR
UP
```

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ITFX 009882 TERMINAL JCT    KS 09 15 0610 E Departure           MNPNL1 EUDORA          AR
UP
ITFX 009899 MCGEHEE         AR 09 11 2037 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009850 MCGEHEE         AR 09 11 2037 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009887 TERMINAL JCT    KS 09 15 0610 E Departure           MNPNL1 EUDORA          AR
UP
ITFX 009892 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009825 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009883 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009870 MCGEHEE         AR 09 08 2054 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009885 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009879 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009871 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009823 EUDORA          AR 09 12 1200 E Placed Actual       PACT53 EUDORA          AR
NLA
ITFX 009813 MINIDOKA        ID 09 15 0519 E Release from Hold          EUDORA          AR
UP
ITFX 009833 MINIDOKA        ID 09 15 0518 E Release from Hold          EUDORA          AR
UP
ITFX 009855 MINIDOKA        ID 09 15 0520 E Release from Hold          EUDORA          AR
UP
ITFX 009845 MINIDOKA        ID 09 15 0521 E Release from Hold          EUDORA          AR
UP
ITFX 009875 Not authorized to view shipment
ITFX 009890 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009854 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009803 EUDORA          AR 09 12 1308 L Release from Cust   RLOD54 MOUNTAIN HOME   ID
NLA
ITFX 009819 EUDORA          AR 09 12 1057 L Release from Cust   RLOD53 JEROME          ID
NLA
```

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 Load YNA49 06	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/14

Equipment Init Number SCAC	Location	Train/	Pr Date St MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
ITFX 009810 UP	NORTH PLATTE	E	NE 09 14	0745	E	Arrive In-Transit	GKPCHN	EUDORA	AR
ITFX 009882 UP	NORTH PLATTE	E	NE 09 13	1706	E	Arrive In-Transit	MPDNP1	EUDORA	AR
ITFX 009899 UP	MCGEHEE		AR 09 11	2037	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009850 UP	MCGEHEE		AR 09 11	2037	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009887 UP	NORTH PLATTE	E	NE 09 13	1706	E	Arrive In-Transit	MPDNP1	EUDORA	AR
ITFX 009892 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009825 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009883 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009870 UP	MCGEHEE		AR 09 08	2054	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009885 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009879 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009871 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009823 NLA	EUDORA		AR 09 12	1200	E	Placed Actual	PACT53	EUDORA	AR
ITFX 009813 Transit	BARRYMORE		ID 09 14	0407	E	Arrive In-EIRR			
ITFX 009833 Transit	BARRYMORE		ID 09 14	0407	E	Arrive In-EIRR			
ITFX 009855 Transit	BARRYMORE		ID 09 14	0407	E	Arrive In-EIRR			
ITFX 009845 Transit	BARRYMORE		ID 09 14	0407	E	Arrive In-EIRR			
ITFX 009875	Not authorized to view shipment								
ITFX 009890 NLA	EUDORA		AR 09 08	0714	L	Release from Cust	RLOD17	NAMPA	ID
ITFX 009854 NLA	EUDORA		AR 09 08	0714	L	Release from Cust	RLOD17	NAMPA	ID
ITFX 009803 NLA	EUDORA		AR 09 12	1308	L	Release from Cust	RLOD54	MOUNTAIN HOME	ID
ITFX 009819 NLA	EUDORA		AR 09 12	1057	L	Release from Cust	RLOD53	JEROME	ID

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 ✓Load YNA49 06	Eudora, AR Apex	···→·	Nampa, ID Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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From: Nicholas Mazzi
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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/13

Equipment Init Number	Location	Pr Date St MM DD HHMM	Time(EST) E Event	Train/ Destination	Pr RR BO/HLD	St SCAC
ITFX 009810	COKEVILLE	WY 09 13 0238	E Departure	GKPCHN	EUDORA	AR UP
ITFX 009882	CHEYENNE	WY 09 13 0558	E Departure	MPDNP1	EUDORA	AR UP
ITFX 009899	MCGEHEE	AR 09 11 2037	E Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009850	MCGEHEE	AR 09 11 2037	E Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009887	CHEYENNE	WY 09 13 0558	E Departure	MPDNP1	EUDORA	AR UP
ITFX 009892	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009825	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009883	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009870	MCGEHEE	AR 09 08 2054	E Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009885	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009879	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009871	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA
ITFX 009823	EUDORA	AR 09 12 1200	E Placed Actual	PACT53	EUDORA	AR NLA

```
ITFX 009813 WENDELL         ID 09 11 0722 E Release from
Cust                             EIRR
ITFX 009833 WENDELL         ID 09 11 0722 E Release from
Cust                             EIRR
ITFX 009855 WENDELL         ID 09 11 0722 E Release from
Cust                             EIRR
ITFX 009845 WENDELL         ID 09 11 0722 E Release from
Cust                             EIRR
ITFX 009875 Not authorized to view shipment
ITFX 009890 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009854 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009803 EUDORA          AR 09 12 1308 L Release from Cust   RLOD54 MOUNTAIN HOME   ID
NLA
ITFX 009819 EUDORA          AR 09 12 1057 L Release from Cust   RLOD53 JEROME          ID
NLA
```

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 Load YNA49 06	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

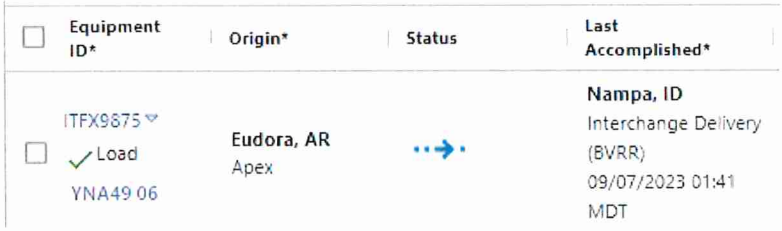
Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/12

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009810 POCATELLO        ID 09 12 0013 E Release from Hold           EUDORA          AR
UP
ITFX 009882 EAST POCATELLO   ID 09 12 0318 E Departure             MPDNP1 EUDORA          AR
UP
ITFX 009899 MCGEHEE          AR 09 11 2037 E Junction Delivery     AKMD   EUDORA          AR
UP
ITFX 009850 MCGEHEE          AR 09 11 2037 E Junction Delivery     AKMD   EUDORA          AR
UP
ITFX 009887 EAST POCATELLO   ID 09 12 0318 E Departure             MPDNP1 EUDORA          AR
UP
```

```
ITFX 009892 MCGEHEE        AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009825 MCGEHEE        AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009883 MCGEHEE        AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009870 MCGEHEE        AR 09 08 2054 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009885 MCGEHEE        AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009879 MCGEHEE        AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009871 MCGEHEE        AR 09 07 1500 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009819 EUDORA         AR 09 06 1449 E Placed Actual       PACT02 EUDORA          AR
NLA
ITFX 009823 MCGEHEE        AR 09 07 1500 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009813 WENDELL        ID 09 11 0722 E Release from
Cust                            EIRR
ITFX 009833 WENDELL        ID 09 11 0722 E Release from
Cust                            EIRR
ITFX 009855 WENDELL        ID 09 11 0722 E Release from
Cust                            EIRR
ITFX 009845 WENDELL        ID 09 11 0722 E Release from
Cust                            EIRR
ITFX 009875 Not authorized to view shipment
ITFX 009890 EUDORA         AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009854 EUDORA         AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009803 EUDORA         AR 09 06 1449 E Placed Actual       PACT02 EUDORA          AR
NLA
```



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9875 Load YNA49 06	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/10

Equipment Init Number	Location Train/	Pr Date Time(EST) Destination	St	MM	DD	HHMM	E	RR Event	BO/HLD		St SCAC
ITFX 009810	JEROME		ID	09	08	1541	E	Arrive In-Transit EIRR			
ITFX 009882	JEROME		ID	09	10	1304	E	Arrive In-Transit EIRR			
ITFX 009899	PINE BLUFF SSW		AR	09	09	1019	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009850	PINE BLUFF SSW		AR	09	09	1019	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009887	RUPERT		ID	09	08	1356	E	Bad Order Release EIRR			
ITFX 009892	MCGEHEE		AR	09	07	0805	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009825	MCGEHEE		AR	09	07	0805	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009883	MCGEHEE		AR	09	07	0805	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009870	MCGEHEE		AR	09	08	2054	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009885	MCGEHEE		AR	09	07	0805	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009879	MCGEHEE		AR	09	07	0805	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009871	MCGEHEE		AR	09	07	1500	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009803	EUDORA		AR	09	06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009819	EUDORA		AR	09	06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009823	MCGEHEE		AR	09	07	1500	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009813	Not authorized to view shipment										
ITFX 009833	Not authorized to view shipment										
ITFX 009855	Not authorized to view shipment										
ITFX 009845	Not authorized to view shipment										
ITFX 009875	Not authorized to view shipment										
ITFX 009890	EUDORA		AR	09	08	0714	L	Release from Cust	RLOD17	NAMPA	ID NLA
ITFX 009854	EUDORA		AR	09	08	0714	L	Release from Cust	RLOD17	NAMPA	ID NLA

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓ Load LCF50 31	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9833 ✓ Load LCF50 31	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9855 ✓ Load LCF50 31	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9845 ✓ Load LCF50 31	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9875 ✓ Load YNA49 06	**Eudora, AR** Apex		**Nampa, ID** Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/8

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                   St MM DD HHMM E Event              BO/HLD                    St
SCAC
ITFX 009882 HYDRA             ID 09 07 1714 E Release from
Cust                               EIRR
ITFX 009899 OSWEGO            KS 09 08 0524 E Departure          MNPNL0 EUDORA             AR
UP
ITFX 009850 OSWEGO            KS 09 08 0524 E Departure          MNPNL0 EUDORA             AR
UP
```

```
ITFX 009887 RUPERT          ID 09 07 1617 E Arrive In-
Transit                              EIRR
ITFX 009892 MCGEHEE         AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009825 MCGEHEE         AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009883 MCGEHEE         AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009870 PINE BLUFF SSW AR 09 06 2139 E Arrive In-Transit    MNLPB0 EUDORA          AR
UP
ITFX 009885 MCGEHEE         AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009879 MCGEHEE         AR 09 07 0805 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009871 MCGEHEE         AR 09 07 1500 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009803 EUDORA          AR 09 06 1449 E Placed Actual       PACT02 EUDORA          AR
NLA
ITFX 009819 EUDORA          AR 09 06 1449 E Placed Actual       PACT02 EUDORA          AR
NLA
ITFX 009823 MCGEHEE         AR 09 07 1500 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009810 Not authorized to view shipment
ITFX 009833 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009845 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009890 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
ITFX 009854 EUDORA          AR 09 08 0714 L Release from Cust   RLOD17 NAMPA           ID
NLA
```

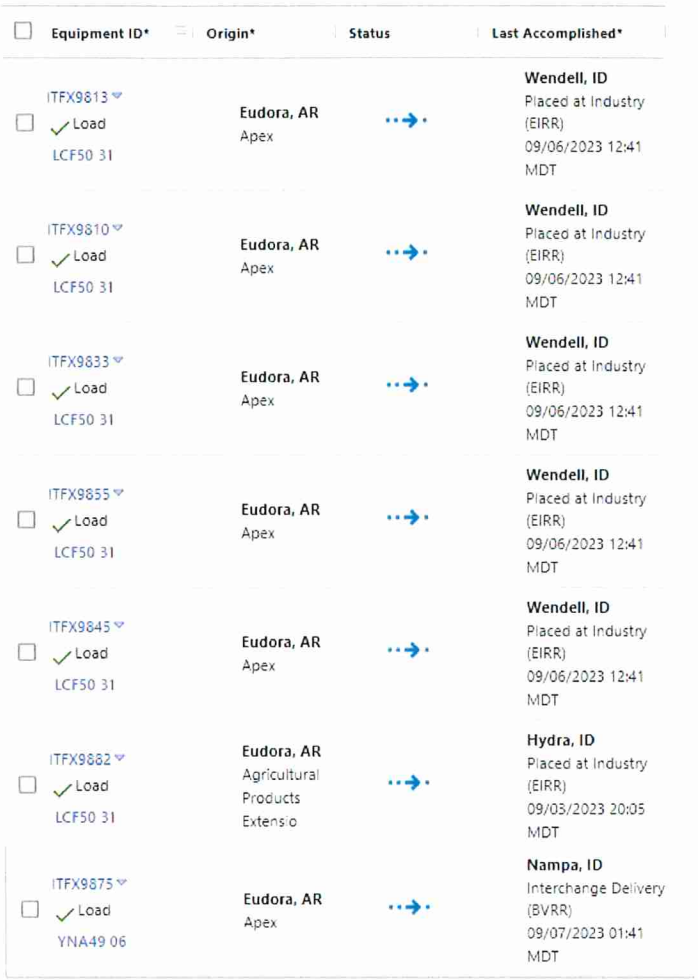
Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load LCF50 31	**Eudora, AR** Apex	···→·	**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9810 ✓Load LCF50 31	**Eudora, AR** Apex	···→·	**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9833 ✓Load LCF50 31	**Eudora, AR** Apex	···→·	**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9855 ✓Load LCF50 31	**Eudora, AR** Apex	···→·	**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9845 ✓Load LCF50 31	**Eudora, AR** Apex	···→·	**Wendell, ID** Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9875 ✓Load YNA49 06	**Eudora, AR** Apex	···→·	**Nampa, ID** Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/7

Equipment Init Number	Location Train/	Pr St	Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St SCAC
ITFX 009899	WEST MARYSVILL	KS	09 07	0012	E	Departure	MNPNL0	EUDORA	AR UP
ITFX 009850	WEST MARYSVILL	KS	09 07	0012	E	Departure	MNPNL0	EUDORA	AR UP
ITFX 009887	MYERS	ID	08 30	0712	E	Arrive In-Transit EIRR			
ITFX 009892	MCGEHEE	AR	09 06	1041	E	Junction Received	UP	EUDORA	AR AKMD
ITFX 009825	MCGEHEE	AR	09 06	1041	E	Junction Received	UP	EUDORA	AR AKMD
ITFX 009883	MCGEHEE	AR	09 06	1041	E	Junction Received	UP	EUDORA	AR AKMD
ITFX 009870	PINE BLUFF SSW	AR	09 06	2139	E	Arrive In-Transit	MNLPB0	EUDORA	AR UP
ITFX 009885	MCGEHEE	AR	09 06	1041	E	Junction Received	UP	EUDORA	AR AKMD
ITFX 009879	MCGEHEE	AR	09 06	1041	E	Junction Received	UP	EUDORA	AR AKMD
ITFX 009871	MCGEHEE	AR	09 01	1924	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009803	EUDORA	AR	09 06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009819	EUDORA	AR	09 06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009854	EUDORA	AR	09 06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009823	MCGEHEE	AR	09 01	1924	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009890	EUDORA	AR	09 06	1449	E	Placed Actual	PACT02	EUDORA	AR NLA
ITFX 009813	Not authorized to view shipment								
ITFX 009810	Not authorized to view shipment								
ITFX 009833	Not authorized to view shipment								
ITFX 009855	Not authorized to view shipment								
ITFX 009845	Not authorized to view shipment								
ITFX 009882	Not authorized to view shipment								
ITFX 009875	Not authorized to view shipment								



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 Load LCF50 31	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9810 Load LCF50 31	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9833 Load LCF50 31	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9855 Load LCF50 31	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9845 Load LCF50 31	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 09/06/2023 12:41 MDT
ITFX9882 Load LCF50 31	Eudora, AR Agricultural Products Extensio		Hydra, ID Placed at Industry (EIRR) 09/03/2023 20:05 MDT
ITFX9875 Load YNA49 06	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 09/07/2023 01:41 MDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/6

```
Equipment   Location      Pr Date  Time(EST)
L                 Train/  Destination   Pr  RR
Init Number                St MM DD HHMM E Event            BO/HLD                  St
SCAC
```

```
ITFX 009899 NORTH PLATTE E NE 09 05 2338 E Arrive In-Transit   MPDNP0 EUDORA         AR
UP
ITFX 009850 NORTH PLATTE E NE 09 05 2338 E Arrive In-Transit   MPDNP0 EUDORA         AR
UP
ITFX 009887 MYERS          ID 08 30 0712 E Arrive In-
Transit                           EIRR
ITFX 009892 MCGEHEE        AR 09 05 1821 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009825 MCGEHEE        AR 09 05 1821 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009883 MCGEHEE        AR 09 05 1821 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009870 NORTH LITTLE R AR 09 06 0426 E Arrive In-Transit   MNPNL0 EUDORA         AR
UP
ITFX 009885 MCGEHEE        AR 09 05 1821 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009879 MCGEHEE        AR 09 05 1821 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009871 MCGEHEE        AR 09 01 1924 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009803 MCGEHEE        AR 08 31 1200 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009819 MCGEHEE        AR 08 31 1200 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009854 MCGEHEE        AR 08 31 1200 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009823 MCGEHEE        AR 09 01 1924 E Junction Delivery   AKMD   EUDORA         AR
UP
ITFX 009890 MCGEHEE        AR 08 31 1200 E Junction Received   AKMD   EUDORA         AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009810 Not authorized to view shipment
ITFX 009833 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009845 Not authorized to view shipment
ITFX 009882 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
```



Equipment ID*	Origin*	Status	Last Accomplished*	L
ITFX9813 ✓Load UP	Eudora, AR Apex	→	Jerome, ID Train Arrival (EIRR) 09/05/2023 12:03 MDT	
ITFX9810 ✓Load UP	Eudora, AR Apex	→	Jerome, ID Train Arrival (EIRR) 09/05/2023 12:03 MDT	
ITFX9833 ✓Load UP	Eudora, AR Apex	→	Jerome, ID Train Arrival (EIRR) 09/05/2023 12:03 MDT	
ITFX9855 ✓Load UP	Eudora, AR Apex	→	Jerome, ID Train Arrival (EIRR) 09/05/2023 12:03 MDT	
ITFX9845 ✓Load UP	Eudora, AR Apex	→	Jerome, ID Train Arrival (EIRR) 09/05/2023 12:03 MDT	
ITFX9882 ✓Load LCF50 31	Eudora, AR Agricultural Products Extensio	→	Hydra, ID Placed at Industry (EIRR) 09/03/2023 20:05 MDT	
ITFX9875 ✓Load MNPHK 04	Eudora, AR Apex	→	Pocatello, ID Train departure 09/06/2023 02:24 MDT	

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/5

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                   St MM DD HHMM E Event              BO/HLD                    St
SCAC
```

```
ITFX 009899 HANNA          WY 09 05 0542 E Departure          MPDNP0 EUDORA          AR
UP
ITFX 009850 HANNA          WY 09 05 0542 E Departure          MPDNP0 EUDORA          AR
UP
ITFX 009887 MYERS          ID 08 30 0712 E Arrive In-
Transit                              EIRR
ITFX 009892 PINE BLUFF SSW AR 09 01 2200 E Arrive In-Transit  MNLPB0 EUDORA          AR
UP
ITFX 009825 PINE BLUFF SSW AR 09 01 2200 E Arrive In-Transit  MNLPB0 EUDORA          AR
UP
ITFX 009883 PINE BLUFF SSW AR 09 01 2200 E Arrive In-Transit  MNLPB0 EUDORA          AR
UP
ITFX 009870 OKAY JCT       OK 09 05 0458 E Departure          MNPNL0 EUDORA          AR
UP
ITFX 009885 PINE BLUFF SSW AR 09 01 2200 E Arrive In-Transit  MNLPB0 EUDORA          AR
UP
ITFX 009879 PINE BLUFF SSW AR 09 01 1232 E Arrive In-Transit  MNLPBB EUDORA          AR
UP
ITFX 009871 MCGEHEE        AR 09 01 1924 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009803 MCGEHEE        AR 08 31 1200 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009819 MCGEHEE        AR 08 31 1200 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009854 MCGEHEE        AR 08 31 1200 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009823 MCGEHEE        AR 09 01 1924 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009890 MCGEHEE        AR 08 31 1200 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009810 Not authorized to view shipment
ITFX 009833 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009845 Not authorized to view shipment
ITFX 009882 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
```

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load UP	**Eudora, AR** Apex	→	**Rupert, ID** Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9810 ✓Load UP	**Eudora, AR** Apex	→	**Rupert, ID** Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9833 ✓Load UP	**Eudora, AR** Apex	→	**Rupert, ID** Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9855 ✓Load UP	**Eudora, AR** Apex	→	**Rupert, ID** Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9845 ✓Load UP	**Eudora, AR** Apex	→	**Rupert, ID** Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9882 ✓Load LCF50 31	**Eudora, AR** Agricultural Products Extensio	→	**Hydra, ID** Placed at Industry (EIRR) 09/03/2023 20:05 MDT
ITFX9875 ✓Load MNPHK 04	**Eudora, AR** Apex	→	**Cheyenne, WY** Train departure 09/04/2023 22:37 MDT

Thanks,

Nick Mazzi
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From: Nicholas Mazzi
Sent: Friday, September 1, 2023 8:37 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 9/1

Equipment Init Number SCAC	Location Train/ Destination	Pr	Date Time(EST) St MM DD HHMM	E	RR Event	BO/HLD		St
ITFX 009899	WENDELL	ID	08 31 0732	E	Release from Cust EIRR			
ITFX 009850	WENDELL	ID	08 31 0732	E	Release from Cust EIRR			
ITFX 009887	MYERS	ID	08 30 0712	E	Arrive In-Transit EIRR			
ITFX 009892	MARCHE	AR	09 01 0716	E	Departure	MNPNL3	EUDORA	AR UP
ITFX 009825	MARCHE	AR	09 01 0716	E	Departure	MNPNL3	EUDORA	AR UP
ITFX 009883	MARCHE	AR	09 01 0716	E	Departure	MNPNL3	EUDORA	AR UP
ITFX 009870	ROCK SPRINGS	WY	09 01 0550	E	Departure	MHKNP3	EUDORA	AR UP
ITFX 009885	MARCHE	AR	09 01 0716	E	Departure	MNPNL3	EUDORA	AR UP
ITFX 009879	LR JCT	AR	09 01 0721	E	Departure	MNLPBB	EUDORA	AR UP
ITFX 009871	PINE BLUFF SSW	AR	08 30 1055	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009803	MCGEHEE	AR	08 22 1906	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009819	MCGEHEE	AR	08 22 1906	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009854	MCGEHEE	AR	08 28 2215	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009823	PINE BLUFF SSW	AR	08 27 1342	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009890	MCGEHEE	AR	08 28 2215	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009813	Not authorized to view shipment							
ITFX 009810	Not authorized to view shipment							
ITFX 009833	Not authorized to view shipment							
ITFX 009855	Not authorized to view shipment							
ITFX 009845	Not authorized to view shipment							
ITFX 009882	Not authorized to view shipment							
ITFX 009875	Not authorized to view shipment							

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9810 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9833 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9855 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9845 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:04 MDT
ITFX9882 Load UP	Eudora, AR Agricultural Products Extensio		Rupert, ID Train Arrival (EIRR) 08/31/2023 20:02 MDT
ITFX9875 Load MPRNL 30	Eudora, AR Apex		North Little Rock, AR Train arrival 08/31/2023 20:25 CDT

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/31

```
Equipment   Location      Pr Date  Time(EST)
L                  Train/  Destination    Pr  RR
Init Number                 St MM DD HHMM E Event              BO/HLD                    St
SCAC
```

```
ITFX 009887 MYERS          ID 08 30 0712 E Arrive In-
Transit                          EIRR
ITFX 009892 LEEDS          MO 08 31 0640 E Departure          MNPNL3 EUDORA         AR
UP
ITFX 009825 LEEDS          MO 08 31 0640 E Departure          MNPNL3 EUDORA         AR
UP
ITFX 009883 LEEDS          MO 08 31 0640 E Departure          MNPNL3 EUDORA         AR
UP
ITFX 009870 COBB           ID 08 31 0430 E Departure          MHKNP3 EUDORA         AR
UP
ITFX 009885 LEEDS          MO 08 31 0640 E Departure          MNPNL3 EUDORA         AR
UP
ITFX 009879 WAGONER        OK 08 31 0634 E Departure          2MNPNL EUDORA         AR
UP
ITFX 009871 PINE BLUFF SSW AR 08 30 1055 E Arrive In-Transit  MNLPBB EUDORA         AR
UP
ITFX 009803 MCGEHEE        AR 08 22 1906 E Junction Delivery  AKMD   EUDORA         AR
UP
ITFX 009819 MCGEHEE        AR 08 22 1906 E Junction Delivery  AKMD   EUDORA         AR
UP
ITFX 009854 MCGEHEE        AR 08 28 2215 E Junction Delivery  AKMD   EUDORA         AR
UP
ITFX 009823 PINE BLUFF SSW AR 08 27 1342 E Arrive In-Transit  MNLPBB EUDORA         AR
UP
ITFX 009890 MCGEHEE        AR 08 28 2215 E Junction Delivery  AKMD   EUDORA         AR
UP
ITFX 009813 Not authorized to view shipment
ITFX 009810 Not authorized to view shipment
ITFX 009833 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009845 Not authorized to view shipment
ITFX 009899 Not authorized to view shipment
ITFX 009850 Not authorized to view shipment
ITFX 009882 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
```

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load LCF50 31	Eudora, AR Apex		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9810 ✓Load LCF50 31	Eudora, AR Apex		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9833 ✓Load LCF50 31	Eudora, AR Apex		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9855 ✓Load LCF50 31	Eudora, AR Apex		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9845 ✓Load LCF50 31	Eudora, AR Apex		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9899 ✓Load LCF50 23	Eudora, AR Apex		**Wendell, ID** Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9850 ✓Load LCF50 23	Eudora, AR Apex		**Wendell, ID** Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9882 ✓Load LCF50 31	Eudora, AR Agricultural Products Extensio		**Pocatello, ID** Picked Up 08/31/2023 04:01 MDT
ITFX9875 ✓Load YPB55R 30	Eudora, AR Apex		**Pine Bluff Ssw, AR** Train arrival 08/30/2023 18:51 CDT

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com

Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/30

Equipment Init Number SCAC	Location Train/ Destination	St	MM	DD	HHMM	E	Event	BO/HLD		St
ITFX 009887	HAZELTON	ID	08	30	0303	E	Arrive In-Transit EIRR			
ITFX 009892	NORTH PLATTE E	NE	08	29	0906	E	Arrive In-Transit	MPDNP2	EUDORA	AR UP
ITFX 009825	NORTH PLATTE E	NE	08	29	0906	E	Arrive In-Transit	MPDNP2	EUDORA	AR UP
ITFX 009883	NORTH PLATTE E	NE	08	29	0906	E	Arrive In-Transit	MPDNP2	EUDORA	AR UP
ITFX 009870	HINKLE	OR	08	29	1151	E	Arrive In-Transit	LID482	EUDORA	AR UP
ITFX 009885	NORTH PLATTE E	NE	08	29	0906	E	Arrive In-Transit	MPDNP2	EUDORA	AR UP
ITFX 009879	DUNLEY	KS	08	29	1916	E	Arrive In-Transit	MNPNL2	EUDORA	AR UP
ITFX 009871	HIGGINS	AR	08	30	0639	E	Departure	MNLPBB	EUDORA	AR UP
ITFX 009803	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009819	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009854	MCGEHEE	AR	08	28	2215	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009823	PINE BLUFF SSW	AR	08	27	1342	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009890	MCGEHEE	AR	08	28	2215	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009813	Not authorized to view shipment									
ITFX 009810	Not authorized to view shipment									
ITFX 009833	Not authorized to view shipment									
ITFX 009855	Not authorized to view shipment									
ITFX 009845	Not authorized to view shipment									
ITFX 009899	Not authorized to view shipment									
ITFX 009850	Not authorized to view shipment									
ITFX 009882	Not authorized to view shipment									
ITFX 009875	LAKE PROVIDENC	LA	08	24	1230	E	Placed Actual		EUDORA	AR NLA

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load MNPPD 28	Eudora, AR Apex		Rawlins, WY Train departure 08/30/2023 00:33 MDT
ITFX9810 ✓Load MNPPD 28	Eudora, AR Apex		Rawlins, WY Train departure 08/30/2023 00:33 MDT
ITFX9833 ✓Load MNPPD 28	Eudora, AR Apex		Rawlins, WY Train departure 08/30/2023 00:33 MDT
ITFX9855 ✓Load MNPPD 28	Eudora, AR Apex		Rawlins, WY Train departure 08/30/2023 00:33 MDT
ITFX9845 ✓Load MNPPD 28	Eudora, AR Apex		Rawlins, WY Train departure 08/30/2023 00:33 MDT
ITFX9899 ✓Load LCF50 23	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9850 ✓Load LCF50 23	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9882 ✓Load MNPPD 28	Eudora, AR Agricultural Products Extensio		Rawlins, WY Train departure 08/30/2023 00:33 MDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/29

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination					Pr	RR			
SCAC											
ITFX	009887	HYDRA	ID	08	28	2219	E	Pulled from Cust			
						EIRR					
ITFX	009892	OGALLALA	NE	08	29	0603	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009825	OGALLALA	NE	08	29	0603	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009883	OGALLALA	NE	08	29	0603	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009870	WALLULA	WA	08	29	0428	E	Arrive In-Transit	LID522	EUDORA	AR
UP											
ITFX	009885	OGALLALA	NE	08	29	0603	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009879	TERMINAL JCT	KS	08	29	0618	E	Departure	MNPNL2	EUDORA	AR
UP											
ITFX	009871	ALIX	AR	08	29	0659	E	Departure	MNPNL2	EUDORA	AR
UP											
ITFX	009803	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009819	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009875	LAKE PROVIDENC	LA	08	24	1230	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009854	MCGEHEE	AR	08	28	2215	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009823	PINE BLUFF SSW	AR	08	27	1342	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009890	MCGEHEE	AR	08	28	2215	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009813	Not authorized to view shipment									
ITFX	009810	Not authorized to view shipment									
ITFX	009833	Not authorized to view shipment									
ITFX	009855	Not authorized to view shipment									
ITFX	009845	Not authorized to view shipment									
ITFX	009899	Not authorized to view shipment									
ITFX	009850	Not authorized to view shipment									
ITFX	009882	Not authorized to view shipment									

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 Load MNPPD 28	Eudora, AR Apex		North Platte West, NE Train departure 08/28/2023 23:48 CDT
ITFX9810 Load MNPPD 28	Eudora, AR Apex		North Platte West, NE Train departure 08/28/2023 23:48 CDT
ITFX9833 Load MNPPD 28	Eudora, AR Apex		North Platte West, NE Train departure 08/28/2023 23:48 CDT
ITFX9855 Load MNPPD 28	Eudora, AR Apex		North Platte West, NE Train departure 08/28/2023 23:48 CDT
ITFX9845 Load MNPPD 28	Eudora, AR Apex		North Platte West, NE Train departure 08/28/2023 23:48 CDT
ITFX9899 Load LCF50 23	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9850 Load LCF50 23	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 08/25/2023 16:32 MDT
ITFX9882 Load MNPPD 28	Eudora, AR Agricultural Products Extensio		North Platte West, NE Train departure 08/28/2023 23:48 CDT

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/28

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination					Pr	RR			
SCAC											
ITFX	009892	COKEVILLE	WY	08	28	0507	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009825	COKEVILLE	WY	08	28	0507	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009883	COKEVILLE	WY	08	28	0507	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009870	VILLARD JCT	WA	08	26	1329	E	Junction Received	BNSF	EUDORA	AR
UP											
ITFX	009885	COKEVILLE	WY	08	28	0507	E	Departure	MPDNP2	EUDORA	AR
UP											
ITFX	009879	NORTH PLATTE E	NE	08	27	0858	E	Arrive In-Transit	MPDNP2	EUDORA	AR
UP											
ITFX	009871	DODSON	MO	08	28	0633	E	Departure	MNPNL2	EUDORA	AR
UP											
ITFX	009803	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009819	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009875	LAKE PROVIDENC	LA	08	24	1230	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009854	PINE BLUFF SSW	AR	08	26	1156	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009823	PINE BLUFF SSW	AR	08	27	1342	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009890	PINE BLUFF SSW	AR	08	26	1156	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009813	Not authorized to view shipment									
ITFX	009810	Not authorized to view shipment									
ITFX	009833	Not authorized to view shipment									
ITFX	009855	Not authorized to view shipment									
ITFX	009845	Not authorized to view shipment									
ITFX	009899	Not authorized to view shipment									
ITFX	009887	Not authorized to view shipment									
ITFX	009850	Not authorized to view shipment									
ITFX	009882	Not authorized to view shipment									

Equipment ID*	Origin*	Status	Last Accomplished*	La
ITFX9813 ✓Load MNLNP 24	**Eudora, AR** Apex		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	
ITFX9810 ✓Load MNLNP 24	**Eudora, AR** Apex		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	
ITFX9833 ✓Load MNLNP 24	**Eudora, AR** Apex		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	
ITFX9855 ✓Load MNLNP 24	**Eudora, AR** Apex		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	
ITFX9845 ✓Load MNLNP 24	**Eudora, AR** Apex		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	
ITFX9899 ✓Load LCF50 23	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 08/25/2023 16:32 MDT	
ITFX9887 ✓Load LCF50 23	**Eudora, AR** Apex		**Hydra, ID** Placed at Industry (EIRR) 08/24/2023 15:04 MDT	
ITFX9850 ✓Load LCF50 23	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 08/25/2023 16:32 MDT	
ITFX9882 ✓Load MNLNP 24	**Eudora, AR** Agricultural Products Extensio		**North Platte West, NE** Train arrival 08/27/2023 16:14 CDT	

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/25

Equipment Init Number	Location	Train/	Pr Date St MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
ITFX 009870	PASCO		WA 08 25	0337	E	Arrive In-Transit			
LNWE40				BNSF					
ITFX 009885	WENDELL		ID 08 23	0834	E	Release from Cust		EUDORA	AR
EIRR									
ITFX 009879	ACEQUIA		ID 08 25	0453	E	Arrive In-Transit		EUDORA	AR
EIRR									
ITFX 009871	COKEVILLE		WY 08 25	0451	E	Departure	GSEINI	EUDORA	AR
UP									
ITFX 009803	MCGEHEE		AR 08 22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009819	MCGEHEE		AR 08 22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009875	LAKE PROVIDENC		LA 08 24	1230	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009854	OKAY JCT		OK 08 25	0554	E	Departure	MNPNL2	EUDORA	AR
UP									
ITFX 009823	LINWOOD		KS 08 25	0636	E	Departure	MNPNL2	EUDORA	AR
UP									
ITFX 009890	OKAY JCT		OK 08 25	0554	E	Departure	MNPNL2	EUDORA	AR
UP									

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load MNLNP 24	**Eudora, AR** Apex		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT
ITFX9810 ✓Load MNLNP 24	**Eudora, AR** Apex		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT
ITFX9833 ✓Load MNLNP 24	**Eudora, AR** Apex		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT
ITFX9855 ✓Load MNLNP 24	**Eudora, AR** Apex		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT
ITFX9845 ✓Load MNLNP 24	**Eudora, AR** Apex		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT
ITFX9899 ✓Load LCF50 23	**Eudora, AR** Apex		**Jerome, ID** Constructive Placement (EIRR) 08/24/2023 17:21 MDT
ITFX9887 ✓Load LCF50 23	**Eudora, AR** Apex		**Hydra, ID** Placed at Industry (EIRR) 08/24/2023 15:04 MDT
ITFX9892 ✓Load LCF50 21	**Eudora, AR** Apex		**Hydra, ID** Placed at Industry (EIRR) 08/24/2023 15:04 MDT
ITFX9825 ✓Load LCF50 21	**Eudora, AR** Apex		**Hydra, ID** Placed at Industry (EIRR) 08/24/2023 15:04 MDT
ITFX9850 ✓Load LCF50 23	**Eudora, AR** Apex		**Jerome, ID** Constructive Placement (EIRR) 08/24/2023 17:21 MDT
ITFX9883 ✓Load LCF50 21	**Eudora, AR** Apex		**Hydra, ID** Placed at Industry (EIRR) 08/24/2023 15:04 MDT
ITFX9882 ✓Load MNLNP 24	**Eudora, AR** Agricultural Products Extensio		**Van Buren, AR** Train departure 08/24/2023 23:38 CDT

Thanks,

Nick Mazzi
Logistics Manager
APEX
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Hamburg, NY Office
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From: Nicholas Mazzi
Sent: Thursday, August 24, 2023 8:32 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/24

Equipment Init Number SCAC	Location Train/ Destination	St	MM	DD	HHMM	E	Event	BO/HLD		St
ITFX 009870	GRANGER UP	WA	08	23	0828	E	Release from Cust			
ITFX 009885 EIRR	WENDELL	ID	08	23	0834	E	Release from Cust		EUDORA	AR
ITFX 009879 EIRR	JEROME	ID	08	23	1224	E	Pulled from Cust		EUDORA	AR
ITFX 009871 EIRR	RUPERT	ID	08	15	1805	E	Arrive In-Transit		EUDORA	AR
ITFX 009803 UP	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009819 UP	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009875 NLA	MCGEHEE	AR	08	22	1402	E	Junction Received	AKMD	EUDORA	AR
ITFX 009854 UP	LINWOOD	KS	08	24	0637	E	Departure	MNPNL2	EUDORA	AR
ITFX 009823 UP	NORTH PLATTE E	NE	08	24	0306	E	Arrive In-Transit	MPDNP2	EUDORA	AR
ITFX 009890 UP	LINWOOD	KS	08	24	0637	E	Departure	MNPNL2	EUDORA	AR
ITFX 009813	Not authorized to view shipment									
ITFX 009810	Not authorized to view shipment									
ITFX 009833	Not authorized to view shipment									
ITFX 009855	Not authorized to view shipment									
ITFX 009845	Not authorized to view shipment									
ITFX 009899	Not authorized to view shipment									
ITFX 009887	Not authorized to view shipment									
ITFX 009892	Not authorized to view shipment									
ITFX 009825	Not authorized to view shipment									
ITFX 009850	Not authorized to view shipment									
ITFX 009883	Not authorized to view shipment									
ITFX 009882	Not authorized to view shipment									

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load MPBNLB 23	**Eudora, AR** Apex		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT
ITFX9810 ✓Load MPBNLB 23	**Eudora, AR** Apex		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT
ITFX9833 ✓Load MPBNLB 23	**Eudora, AR** Apex		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT
ITFX9855 ✓Load MPBNLB 23	**Eudora, AR** Apex		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT
ITFX9845 ✓Load MPBNLB 23	**Eudora, AR** Apex		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT
ITFX9899 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:20 MDT
ITFX9887 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:18 MDT
ITFX9892 ✓Load LCF50 21	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:18 MDT
ITFX9825 ✓Load LCF50 21	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:18 MDT
ITFX9850 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:20 MDT
ITFX9883 ✓Load LCF50 21	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 08/24/2023 03:18 MDT
ITFX9882 ✓Load MPBNLB 23	**Eudora, AR** Agricultural Products Extensio		**North Little Rock, AR** Train arrival 08/23/2023 19:41 CDT

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/23

Equipment Init Number	Location Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC										
ITFX 009879	JEROME	ID	08	18	1933	E	Release from Cust		EUDORA	AR
EIRR										
ITFX 009871	RUPERT	ID	08	15	1805	E	Arrive In-Transit		EUDORA	AR
EIRR										
ITFX 009803	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP										
ITFX 009819	MCGEHEE	AR	08	22	1906	E	Junction Delivery	AKMD	EUDORA	AR
UP										
ITFX 009875	MCGEHEE	AR	08	22	1402	E	Junction Received	AKMD	EUDORA	AR
NLA										
ITFX 009854	NORTH PLATTE E	NE	08	22	0259	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009823	BLACK BUTTES	WY	08	23	0612	E	Departure	MPDNP2	EUDORA	AR
UP										
ITFX 009890	NORTH PLATTE E	NE	08	22	0259	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP										

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9813 ✓Load YPB55R 22	**Eudora, AR** Apex		**Pine Bluff Ssw, AR** Train arrival 08/22/2023 18:54 CDT
ITFX9810 ✓Load YPB55R 22	**Eudora, AR** Apex		**Pine Bluff Ssw, AR** Train arrival 08/22/2023 18:54 CDT
ITFX9833 ✓Load YPB55R 22	**Eudora, AR** Apex		**Pine Bluff Ssw, AR** Train arrival 08/22/2023 18:54 CDT
ITFX9855 ✓Load YPB55R 22	**Eudora, AR** Apex		**Pine Bluff Ssw, AR** Train arrival 08/22/2023 18:54 CDT
ITFX9845 ✓Load YPB55R 22	**Eudora, AR** Apex		**Pine Bluff Ssw, AR** Train arrival 08/22/2023 18:54 CDT
ITFX9885 ✓Load LCF50 14	**Eudora, AR** Apex		**Wendell, ID** Placed at Industry (EIRR) 08/21/2023 15:48 MDT
ITFX9899 ✓Load LCF50 23	**Eudora, AR** Apex		**Pocatello, ID** Train departure 08/23/2023 05:13 MDT
ITFX9887 ✓Load LCF50 23	**Eudora, AR** Apex		**Pocatello, ID** Train departure 08/23/2023 05:13 MDT
ITFX9892 ✓Load LCF50 21	**Eudora, AR** Apex		**Minidoka, ID** Interchange Delivery (EIRR) 08/22/2023 06:11 MDT
ITFX9825 ✓Load LCF50 21	**Eudora, AR** Apex		**Minidoka, ID** Interchange Delivery (EIRR) 08/22/2023 06:11 MDT
ITFX9850 ✓Load LCF50 23	**Eudora, AR** Apex		**Pocatello, ID** Train departure 08/23/2023 05:13 MDT
ITFX9883 ✓Load LCF50 21	**Eudora, AR** Apex		**Minidoka, ID** Interchange Delivery (EIRR) 08/22/2023 06:11 MDT



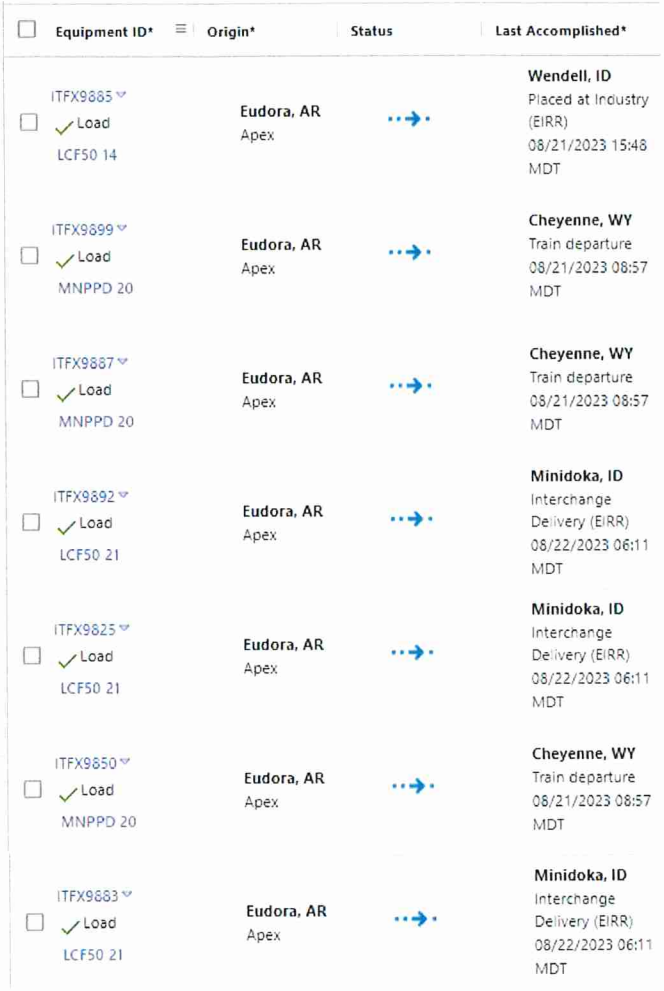
Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/22

Equipment Init Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L Train/ Destination Pr RR SCAC										
ITFX 009879	JEROME	ID	08	18	1933	E	Release from Cust		EUDORA	AR
EIRR										
ITFX 009871	RUPERT	ID	08	15	1805	E	Arrive In-Transit		EUDORA	AR
EIRR										
ITFX 009803	PINE BLUFF SSW	AR	08	21	0927	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP										
ITFX 009819	PINE BLUFF SSW	AR	08	21	0927	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP										
ITFX 009875	MCGEHEE	AR	08	21	1402	E	Junction Delivery	NLA	EUDORA	AR
AKMD										
ITFX 009854	NORTH PLATTE E	NE	08	22	0259	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009823	POCATELLO	ID	08	19	2136	E	Arrive In-Transit	LCF501	EUDORA	AR
UP										
ITFX 009890	NORTH PLATTE E	NE	08	22	0259	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP										
ITFX 009813	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA										
ITFX 009810	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA										
ITFX 009833	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA										
ITFX 009855	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA										
ITFX 009845	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA										
ITFX 009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP										
ITFX 009885	Not authorized to view shipment									
ITFX 009899	Not authorized to view shipment									
ITFX 009887	Not authorized to view shipment									
ITFX 009892	Not authorized to view shipment									

```
ITFX 009825 Not authorized to view shipment
ITFX 009850 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
ITFX 009882 LAKE PROVIDENC LA 08 17 0630 E Placed Actual                EUDORA          AR
NLA
```



Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9885 ✓Load LCF50 14	Eudora, AR Apex		Wendell, ID Placed at Industry (EIRR) 08/21/2023 15:48 MDT
ITFX9899 ✓Load MNPPD 20	Eudora, AR Apex		Cheyenne, WY Train departure 08/21/2023 08:57 MDT
ITFX9887 ✓Load MNPPD 20	Eudora, AR Apex		Cheyenne, WY Train departure 08/21/2023 08:57 MDT
ITFX9892 ✓Load LCF50 21	Eudora, AR Apex		Minidoka, ID Interchange Delivery (EIRR) 08/22/2023 06:11 MDT
ITFX9825 ✓Load LCF50 21	Eudora, AR Apex		Minidoka, ID Interchange Delivery (EIRR) 08/22/2023 06:11 MDT
ITFX9850 ✓Load MNPPD 20	Eudora, AR Apex		Cheyenne, WY Train departure 08/21/2023 08:57 MDT
ITFX9883 ✓Load LCF50 21	Eudora, AR Apex		Minidoka, ID Interchange Delivery (EIRR) 08/22/2023 06:11 MDT

Thanks,

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From: Nicholas Mazzi
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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/21

Equipment Init Number	Location Train/	Pr Date Time(EST) St MM DD HHMM	E	Event	BO/HLD		St
ITFX 009879	JEROME	ID 08 18 1933	E	Release from Cust		EUDORA	AR
ITFX 009871	RUPERT	ID 08 15 1805	E	Arrive In-Transit		EUDORA	AR
ITFX 009803	HIGGINS	AR 08 21 0555	E	Departure	MNLPBB	EUDORA	AR
ITFX 009882	LAKE PROVIDENC	LA 08 17 0630	E	Placed Actual		EUDORA	AR
ITFX 009819	HIGGINS	AR 08 21 0555	E	Departure	MNLPBB	EUDORA	AR
ITFX 009875	MCGEHEE	AR 08 17 1149	E	Junction Received	UP	EUDORA	AR
ITFX 009854	GREEN RIVER	WY 08 21 0344	E	Departure	MHKNP1	EUDORA	AR
ITFX 009823	POCATELLO	ID 08 19 2136	E	Arrive In-Transit	LCF501	EUDORA	AR
ITFX 009890	GREEN RIVER	WY 08 21 0344	E	Departure	MHKNP1	EUDORA	AR
ITFX 009813	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
ITFX 009810	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
ITFX 009833	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
ITFX 009855	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
ITFX 009845	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
ITFX 009870	GRANGER	WA 07 20 1501	L	Placed Actual		GRANGER	WA
ITFX 009885	Not authorized to view shipment						
ITFX 009899	Not authorized to view shipment						
ITFX 009887	Not authorized to view shipment						
ITFX 009892	Not authorized to view shipment						
ITFX 009825	Not authorized to view shipment						
ITFX 009850	Not authorized to view shipment						
ITFX 009883	Not authorized to view shipment						

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9885 ✓Load UP	Eudora, AR Apex		Jerome, ID Train Arrival (EIRR) 08/19/2023 15:40 MDT		Wendell, ID Agricultural Products Extensio
ITFX9899 ✓Load MNPPD 20	Eudora, AR Apex		North Platte West, NE Train departure 08/20/2023 19:27 CDT	Minidoka, ID Estimated Time of Interchange 08/24/2023 05:00 MDT	Wendell, ID Agricultural Products Extensio
ITFX9887 ✓Load MNPPD 20	Eudora, AR Apex		North Platte West, NE Train departure 08/20/2023 19:27 CDT	Minidoka, ID Estimated Time of Interchange 08/24/2023 05:00 MDT	Jerome, ID Agricultural Products Extensio
ITFX9892 ✓Load LCF50 21	Eudora, AR Apex		Pocatello, ID Picked Up 08/21/2023 02:56 MDT	Minidoka, ID Estimated Time of Interchange 08/21/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9825 ✓Load LCF50 21	Eudora, AR Apex		Pocatello, ID Picked Up 08/21/2023 02:56 MDT	Minidoka, ID Estimated Time of Interchange 08/21/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9850 ✓Load MNPPD 20	Eudora, AR Apex		North Platte West, NE Train departure 08/20/2023 19:27 CDT	Minidoka, ID Estimated Time of Interchange 08/24/2023 05:00 MDT	Wendell, ID Agricultural Products Extensio
ITFX9883 ✓Load LCF50 21	Eudora, AR Apex		Pocatello, ID Picked Up 08/21/2023 02:56 MDT	Minidoka, ID Estimated Time of Interchange 08/21/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio

Thanks,

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Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/18

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/  Destination    Pr  RR
Init Number                 St MM DD HHMM E Event              BO/HLD                    St
SCAC
```

```
ITFX 009871 RUPERT          ID 08 15 1805 E Arrive In-Transit          EUDORA          AR
EIRR
ITFX 009803 NORTH PLATTE E NE 08 17 1039 E Arrive In-Transit   MHKNP1 EUDORA          AR
UP
ITFX 009882 LAKE PROVIDENC LA 08 17 0630 E Placed Actual              EUDORA          AR
NLA
ITFX 009813 LAKE PROVIDENC LA 08 15 0900 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 LAKE PROVIDENC LA 08 15 0900 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 LAKE PROVIDENC LA 08 15 0900 E Placed Actual              EUDORA          AR
NLA
ITFX 009855 LAKE PROVIDENC LA 08 15 0900 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 LAKE PROVIDENC LA 08 15 0900 E Placed Actual              EUDORA          AR
NLA
ITFX 009819 NORTH PLATTE E NE 08 17 2215 E Departure           GSPCRA EUDORA          AR
UP
ITFX 009875 MCGEHEE         AR 08 17 1149 E Junction Received  UP     EUDORA          AR
AKMD
ITFX 009854 GOODING         ID 08 17 1739 E Release from Hold          EUDORA          AR
UP
ITFX 009823 HYDRA           ID 08 17 2028 E Pulled from Cust           EUDORA          AR
EIRR
ITFX 009870 GRANGER         WA 07 20 1501 L Placed Actual              GRANGER         WA
UP
ITFX 009879 JEROME          ID 08 14 1717 L Placed Actual              JEROME          ID
EIRR
ITFX 009890 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
ITFX 009899 Not authorized to view shipment
ITFX 009887 Not authorized to view shipment
ITFX 009892 Not authorized to view shipment
ITFX 009825 Not authorized to view shipment
ITFX 009850 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
```

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9890 ✓Load LCA57 15	**Eudora, AR** Apex		**Gooding, ID** Actual Placement 08/15/2023 08:22 MDT
ITFX9885 ✓Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 08/16/2023 19:00 MDT
ITFX9899 ✓Load MNLNPB 16	**Eudora, AR** Apex		**Eightenst, KS** Train arrival 08/18/2023 00:18 CDT
ITFX9887 ✓Load MNLNPB 16	**Eudora, AR** Apex		**Eightenst, KS** Train arrival 08/18/2023 00:18 CDT
ITFX9892 ✓Load MNLNP 16	**Eudora, AR** Apex		**Marysville, KS** Train departure 08/18/2023 04:01 CDT
ITFX9825 ✓Load MNLNP 16	**Eudora, AR** Apex		**Marysville, KS** Train departure 08/18/2023 04:01 CDT
ITFX9850 ✓Load MNLNPB 16	**Eudora, AR** Apex		**Eightenst, KS** Train arrival 08/18/2023 00:18 CDT
ITFX9883 ✓Load MNLNP 16	**Eudora, AR** Apex		**Marysville, KS** Train departure 08/18/2023 04:01 CDT

Thanks,

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To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/17

Equipment Init Number	Location Train/	Pr Date Time(EST) St MM DD HHMM	E	RR Event	BO/HLD		St
SCAC							
ITFX 009871	RUPERT	ID 08 15 1805	E	Arrive In-Transit		EUDORA	AR
EIRR							
ITFX 009803	OWASCO	NE 08 17 0526	E	Departure	MHKNP1	EUDORA	AR
UP							
ITFX 009882	LAKE PROVIDENC	LA 08 17 0630	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009813	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009810	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009833	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009855	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009845	LAKE PROVIDENC	LA 08 15 0900	E	Placed Actual		EUDORA	AR
NLA							
ITFX 009819	LARAMIE	WY 08 17 0514	E	Departure	GSPCRA	EUDORA	AR
UP							
ITFX 009875	MCGEHEE	AR 08 16 2035	E	Junction Delivery	AKMD	EUDORA	AR
UP							
ITFX 009870	GRANGER	WA 07 20 1501	L	Placed Actual		GRANGER	WA
UP							
ITFX 009879	JEROME	ID 08 14 1717	L	Placed Actual		JEROME	ID
EIRR							
ITFX 009890	Not authorized to view shipment						
ITFX 009854	Not authorized to view shipment						
ITFX 009823	Not authorized to view shipment						
ITFX 009885	Not authorized to view shipment						
ITFX 009899	Not authorized to view shipment						
ITFX 009887	Not authorized to view shipment						
ITFX 009892	Not authorized to view shipment						
ITFX 009825	Not authorized to view shipment						
ITFX 009850	Not authorized to view shipment						
ITFX 009883	Not authorized to view shipment						

Equipment ID*	Origin*	Status	Last Accomplished*
ITFX9890 Load LCA57 15	Eudora, AR Apex		Gooding, ID Actual Placement 08/15/2023 08:22 MDT
ITFX9854 Load LCA57 15	Eudora, AR Apex		Gooding, ID Actual Placement 08/15/2023 08:22 MDT
ITFX9823 Load LCF50 10	Eudora, AR Apex		Hydra, ID Placed at Industry (EIRR) 08/15/2023 10:41 MDT
ITFX9885 Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 08/16/2023 19:00 MDT
ITFX9899 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train departure 08/17/2023 01:51 CDT
ITFX9887 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train departure 08/17/2023 01:51 CDT
ITFX9892 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train arrival 08/16/2023 19:52 CDT
ITFX9825 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train arrival 08/16/2023 19:52 CDT
ITFX9850 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train departure 08/17/2023 01:51 CDT
ITFX9883 Load MNLNPB 16	Eudora, AR Apex		Coffeyville, KS Train arrival 08/16/2023 19:52 CDT

Thanks,

Nick Mazzi

Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, August 16, 2023 8:32 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/16

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination					Pr	RR			
SCAC											
ITFX	009871	RUPERT	ID	08	15	1805	E	Arrive In-Transit		EUDORA	AR
EIRR											
ITFX	009803	COKEVILLE	WY	08	16	0609	E	Departure	MHKNP1	EUDORA	AR
UP											
ITFX	009882	MCGEHEE	AR	08	14	1432	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009813	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009810	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009833	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009855	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009845	LAKE PROVIDENC	LA	08	15	0900	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009819	POCATELLO	ID	08	15	1355	E	Arrive In-Transit	LCF501	EUDORA	AR
UP											
ITFX	009875	PINE BLUFF SSW	AR	08	15	0931	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP											
ITFX	009879	JEROME	ID	08	14	1717	L	Placed Actual		JEROME	ID
EIRR											
ITFX	009890	Not authorized to view shipment									
ITFX	009854	Not authorized to view shipment									
ITFX	009823	Not authorized to view shipment									
ITFX	009885	Not authorized to view shipment									
ITFX	009899	Not authorized to view shipment									
ITFX	009887	Not authorized to view shipment									
ITFX	009892	Not authorized to view shipment									
ITFX	009825	Not authorized to view shipment									
ITFX	009850	Not authorized to view shipment									
ITFX	009883	Not authorized to view shipment									

Equipment ID*	Origin*	Status	Last Accomplished*	La
ITFX9890 ✓Load LCA57 15	Eudora, AR Apex		**Gooding, ID** Actual Placement 08/15/2023 08:22 MDT	
ITFX9854 ✓Load LCA57 15	Eudora, AR Apex		**Gooding, ID** Actual Placement 08/15/2023 08:22 MDT	
ITFX9823 ✓Load LCF50 10	Eudora, AR Apex		**Hydra, ID** Placed at Industry (EIRR) 08/15/2023 10:41 MDT	
ITFX9885 ✓Load LCF50 14	Eudora, AR Apex		**Minidoka, ID** Interchange Receipt (EIRR) 08/15/2023 02:15 MDT	
ITFX9899 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	
ITFX9887 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	
ITFX9892 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	
ITFX9825 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	
ITFX9850 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	
ITFX9883 ✓Load MNLNPB 16	Eudora, AR Apex		**North Little Rock, AR** Train departure 08/16/2023 01:18 CDT	

Thanks,

Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
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Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Tuesday, August 15, 2023 8:30 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/15

Equipment Init	Number	Location	Train/	St	MM	DD	HHMM	E	Event	Pr Date Time(EST) Destination Pr RR BO/HLD			St
ITFX	009871	JEROME		ID	08	14	1719	E	Pulled from Cust			EUDORA	AR
EIRR													
ITFX	009803	NAMPA		ID	08	11	1033	E	Arrive In-Transit		LCA401	EUDORA	AR
UP													
ITFX	009882	MCGEHEE		AR	08	14	1432	E	Junction Delivery		NLA	EUDORA	AR
AKMD													
ITFX	009813	MCGEHEE		AR	08	01	1600	E	Junction Received		AKMD	EUDORA	AR
NLA													
ITFX	009810	MCGEHEE		AR	07	28	1951	E	Junction Delivery		AKMD	EUDORA	AR
UP													
ITFX	009833	MCGEHEE		AR	08	03	0531	E	Junction Received		AKMD	EUDORA	AR
NLA													
ITFX	009855	MCGEHEE		AR	08	03	0531	E	Junction Received		AKMD	EUDORA	AR
NLA													
ITFX	009845	MCGEHEE		AR	08	01	1600	E	Junction Received		AKMD	EUDORA	AR
NLA													
ITFX	009819	RUPERT		ID	08	12	2028	E	Arrive In-Transit			EUDORA	AR
EIRR													
ITFX	009875	HIGGINS		AR	08	15	0705	E	Departure		MNLPBB	EUDORA	AR
UP													
ITFX	009899	Not authorized to view shipment											
ITFX	009887	Not authorized to view shipment											
ITFX	009892	Not authorized to view shipment											
ITFX	009825	Not authorized to view shipment											
ITFX	009850	Not authorized to view shipment											
ITFX	009883	Not authorized to view shipment											
ITFX	009870	GRANGER		WA	07	20	1501	L	Placed Actual			GRANGER	WA
UP													
ITFX	009879	JEROME		ID	08	14	1717	L	Placed Actual			JEROME	ID
EIRR													
ITFX	009890	Not authorized to view shipment											
ITFX	009854	Not authorized to view shipment											
ITFX	009823	Not authorized to view shipment											
ITFX	009885	Not authorized to view shipment											

Thanks,

Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Monday, August 14, 2023 8:20 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/14

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/	Destination	Pr	RR						
SCAC											
ITFX	009871	JEROME	ID	08	12	1054	E	Release from Cust		EUDORA	AR
EIRR											
ITFX	009803	NAMPA	ID	08	11	1033	E	Arrive In-Transit	LCA401	EUDORA	AR
UP											
ITFX	009882	MCGEHEE	AR	08	11	2144	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009813	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009810	MCGEHEE	AR	07	28	1951	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009833	MCGEHEE	AR	08	03	0531	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009855	MCGEHEE	AR	08	03	0531	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009845	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009819	RUPERT	ID	08	12	2028	E	Arrive In-Transit		EUDORA	AR
EIRR											
ITFX	009875	GREENWOOD JCT	OK	08	14	0532	E	Departure	MNPNL1	EUDORA	AR
UP											
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP											
ITFX	009879	HAZELTON	ID	08	13	1610	L	Arrive In-Transit		JEROME	ID
EIRR											
ITFX	009890	Not authorized to view shipment									
ITFX	009854	Not authorized to view shipment									
ITFX	009823	Not authorized to view shipment									
ITFX	009885	Not authorized to view shipment									

Thanks,

Nick Mazzi
Logistics Manager

Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Friday, August 11, 2023 8:15 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/11

Equipment Init Number SCAC	Location Train/ Destination	St	Pr Date MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
ITFX 009803 Transit	NAMPA LCA40B	ID	08 10	0343	E	Arrive In-Transit UP			
ITFX 009882 UP	PINE BLUFF SSW	AR	08 09	0911	E	Arrive In-Transit	MNLPBB	EUDORA	AR
ITFX 009813 NLA	MCGEHEE	AR	08 01	1600	E	Junction Received	AKMD	EUDORA	AR
ITFX 009810 UP	MCGEHEE	AR	07 28	1951	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009833 NLA	MCGEHEE	AR	08 03	0531	E	Junction Received	AKMD	EUDORA	AR
ITFX 009855 NLA	MCGEHEE	AR	08 03	0531	E	Junction Received	AKMD	EUDORA	AR
ITFX 009845 NLA	MCGEHEE	AR	08 01	1600	E	Junction Received	AKMD	EUDORA	AR
ITFX 009819 EIRR	JEROME	ID	08 04	1819	E	Release from Cust		EUDORA	AR
ITFX 009875 UP	PAXTON	NE	08 11	0540	E	Departure	MPCNPX	EUDORA	AR
ITFX 009899 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009887 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009892 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009825 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009850 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009883 NLA	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
ITFX 009870 UP	GRANGER	WA	07 20	1501	L	Placed Actual		GRANGER	WA
ITFX 009879 EIRR	RUPERT	ID	08 11	0127	L	Arrive In-Transit		JEROME	ID
ITFX 009871 EIRR	RUPERT	ID	08 09	1540	L	Arrive In-Transit		JEROME	ID
ITFX 009890 Not authorized to view shipment									
ITFX 009854 Not authorized to view shipment									
ITFX 009823 Not authorized to view shipment									
ITFX 009885 Not authorized to view shipment									

Thanks,

Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Thursday, August 10, 2023 8:18 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/10

Equipment Init Number	Location	Train/	Pr Date St MM DD HHMM	Time(EST) E	Event	BO/HLD		St
SCAC								
ITFX 009803	NAMPA		ID 08 10 0343	E	Arrive In-Transit			
LCA40B			UP					
ITFX 009882	PINE BLUFF SSW		AR 08 09 0911	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP								
ITFX 009813	MCGEHEE		AR 08 01 1600	E	Junction Received	AKMD	EUDORA	AR
NLA								
ITFX 009810	MCGEHEE		AR 07 28 1951	E	Junction Delivery	AKMD	EUDORA	AR
UP								
ITFX 009833	MCGEHEE		AR 08 03 0531	E	Junction Received	AKMD	EUDORA	AR
NLA								
ITFX 009855	MCGEHEE		AR 08 03 0531	E	Junction Received	AKMD	EUDORA	AR
NLA								
ITFX 009845	MCGEHEE		AR 08 01 1600	E	Junction Received	AKMD	EUDORA	AR
NLA								
ITFX 009819	JEROME		ID 08 04 1819	E	Release from Cust		EUDORA	AR
EIRR								
ITFX 009875	COKEVILLE		WY 08 10 0430	E	Departure	MPCNPX	EUDORA	AR
UP								
ITFX 009899	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009887	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009892	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009825	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009850	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009883	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009870	GRANGER		WA 07 20 1501	L	Placed Actual		GRANGER	WA
UP								
ITFX 009879	POCATELLO		ID 08 10 0321	L	Departure	LCF501	JEROME	ID
UP								
ITFX 009871	RUPERT		ID 08 09 1540	L	Arrive In-Transit		JEROME	ID
EIRR								

```
ITFX 009890 Not authorized to view shipment
ITFX 009854 Not authorized to view shipment
ITFX 009823 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
```

Thanks,

Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, August 9, 2023 8:22 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/9

Equipment Init Number	Location Train/ Destination	St	MM	DD	HHMM	Pr E	RR Event	BO/HLD		St SCAC
ITFX 009803	MOUNTAIN HOME	ID	08	04	1631	E	Release from Cust			
	UP									
ITFX 009857	DOLES	ID	08	05	1844	E	Release from Cust		EUDORA	AR BVRR
ITFX 009806	DOLES	ID	08	05	1844	E	Release from Cust		EUDORA	AR BVRR
ITFX 009882	EAST LITTLE RO	AR	08	09	0711	E	Departure	MNLPBB	EUDORA	AR UP
ITFX 009813	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009810	MCGEHEE	AR	07	28	1951	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009833	MCGEHEE	AR	08	03	0531	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009855	MCGEHEE	AR	08	03	0531	E	Junction Delivery	NLA	EUDORA	AR AKMD
ITFX 009845	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR NLA
ITFX 009819	JEROME	ID	08	04	1819	E	Release from Cust		EUDORA	AR EIRR
ITFX 009875	HAZELTON	ID	08	08	2350	E	Arrive In-Transit		EUDORA	AR EIRR
ITFX 009826	HAZELTON	ID	08	08	2350	E	Arrive In-Transit		EUDORA	AR EIRR
ITFX 009851	JEROME	ID	08	05	1357	E	Release from Cust		EUDORA	AR EIRR
ITFX 009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR NLA
ITFX 009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR NLA

```
ITFX 009892 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009825 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009850 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009883 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009870 GRANGER        WA 07 20 1501 L Placed Actual              GRANGER         WA
UP
ITFX 009879 WATERFALL      WY 08 09 0527 L Departure          MNPPD0 JEROME          ID
UP
ITFX 009871 POCATELLO      ID 08 09 0400 L Departure          LCF500 JEROME          ID
UP
ITFX 009890 Not authorized to view shipment
ITFX 009854 Not authorized to view shipment
ITFX 009823 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
```

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Tuesday, August 8, 2023 8:40 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/8

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                St
SCAC
ITFX 009803 MOUNTAIN HOME  ID 08 04 1631 E Release from
Cust                          UP
ITFX 009857 DOLES          ID 08 05 1844 E Release from Cust          EUDORA          AR
BVRR
ITFX 009806 DOLES          ID 08 05 1844 E Release from Cust          EUDORA          AR
BVRR
ITFX 009882 GREENWOOD JCT  OK 08 08 0705 E Departure          MNPNL0 EUDORA          AR
UP
ITFX 009813 MCGEHEE        AR 08 01 1600 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009810 MCGEHEE        AR 07 28 1951 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009833 MCGEHEE        AR 08 03 0531 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009855 MCGEHEE        AR 08 03 0531 E Junction Delivery  NLA    EUDORA          AR
AKMD
```

```
ITFX 009845 MCGEHEE         AR 08 01 1600 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009819 JEROME          ID 08 04 1819 E Release from Cust           EUDORA          AR
EIRR
ITFX 009875 JEROME          ID 08 07 1650 E Arrive In-Transit           EUDORA          AR
EIRR
ITFX 009826 JEROME          ID 08 07 1650 E Arrive In-Transit           EUDORA          AR
EIRR
ITFX 009851 JEROME          ID 08 05 1357 E Release from Cust           EUDORA          AR
EIRR
ITFX 009899 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009887 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009892 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009825 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009850 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009883 LAKE PROVIDENC  LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009870 GRANGER         WA 07 20 1501 L Placed Actual               GRANGER         WA
UP
ITFX 009879 OFALLONS        NE 08 08 0631 L Departure          MNPPD0   JEROME          ID
UP
ITFX 009871 POCATELLO       ID 08 07 0939 L Arrive In-Transit  LCF500   JEROME          ID
UP
ITFX 009890 Not authorized to view shipment
ITFX 009854 Not authorized to view shipment
ITFX 009823 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
```

Thanks,

Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Monday, August 7, 2023 8:22 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/7

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event          BO/HLD                St
SCAC
```

```
ITFX 009803 MOUNTAIN HOME  ID 08 04 1631 E Release from
Cust                            UP
ITFX 009857 DOLES          ID 08 05 1844 E Release from Cust          EUDORA          AR
BVRR
ITFX 009806 DOLES          ID 08 05 1844 E Release from Cust          EUDORA          AR
BVRR
ITFX 009871 MINIDOKA       ID 08 06 2001 E Junction
Delivery   UP                           EIRR
ITFX 009882 WEST YARD      KS 08 07 0648 E Departure           MNPNL0 EUDORA          AR
UP
ITFX 009813 MCGEHEE        AR 08 01 1600 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009810 MCGEHEE        AR 07 28 1951 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009833 MCGEHEE        AR 08 03 0531 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009855 MCGEHEE        AR 08 03 0531 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009845 MCGEHEE        AR 08 01 1600 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009819 JEROME         ID 08 04 1819 E Release from Cust          EUDORA          AR
EIRR
ITFX 009875 WENDELL        ID 08 04 0726 E Release from Cust          EUDORA          AR
EIRR
ITFX 009826 WENDELL        ID 08 04 0726 E Release from Cust          EUDORA          AR
EIRR
ITFX 009851 JEROME         ID 08 05 1357 E Release from Cust          EUDORA          AR
EIRR
ITFX 009899 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009887 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009825 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009850 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009883 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA          AR
NLA
ITFX 009870 GRANGER        WA 07 20 1501 L Placed Actual              GRANGER         WA
UP
ITFX 009879 NORTH PLATTE W NE 08 06 1413 L Arrive In-Transit   MNLNPB JEROME          ID
UP
ITFX 009890 Not authorized to view shipment
ITFX 009854 Not authorized to view shipment
ITFX 009823 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
```

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9870 Load LID40 16	Eudora, AR Apex		Granger, WA Placed at Industry (BNSF) 07/20/2023 15:01 PDT		Granger, WA Agricultural Products Extensio
ITFX9879 Load MNLNPB 04	Eudora, AR Apex		North Platte West, NE Train arrival 08/06/2023 14:13 CDT	Minidoka, ID Estimated Time of Interchange 08/10/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9890 Load MNLNP 06	Eudora, AR Apex		Lenapah, OK Train departure 08/07/2023 07:01 CDT	Gooding, ID Estimated Time of Arrival 08/15/2023 10:01 MDT	Gooding, ID Agricultural Products Extensio
ITFX9854 Load YNL38R 04	Eudora, AR Apex		North Little Rock, AR Bad Order Placement 08/05/2023 15:23 CDT		Gooding, ID Agricultural Products Extensio
ITFX9823 Load MNLNPB 04	Eudora, AR Apex		North Platte West, NE Train arrival 08/06/2023 14:13 CDT	Minidoka, ID Estimated Time of Interchange 08/10/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9885 Load YNL38R 04	Eudora, AR Apex		North Little Rock, AR Bad Order Placement 08/05/2023 15:23 CDT	North Little Rock, AR Scheduled Departure 08/05/2023 15:23 CDT	Wendell, ID Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Friday, August 4, 2023 8:39 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/4

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                  St MM DD HHMM E Event              BO/HLD                    St
SCAC
ITFX 009882 GREEN RIVER      WY 08 04 0614 E Departure            MHKNP0 EUDORA           AR
UP
ITFX 009813 MCGEHEE          AR 08 01 1600 E Junction Received    AKMD   EUDORA           AR
NLA
```

```
ITFX 009810 MCGEHEE        AR 07 28 1951 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009883 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009833 MCGEHEE        AR 08 03 0531 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009855 MCGEHEE        AR 08 03 0531 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009850 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009845 MCGEHEE        AR 08 01 1600 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009870 GRANGER        WA 07 20 1501 L Placed Actual               GRANGER         WA
UP
ITFX 009890 Not authorized to view shipment
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 JEROME         ID 08 03 1754 E Release from
Cust                            EIRR
ITFX 009854 Not authorized to view shipment
ITFX 009803 Not authorized to view shipment
ITFX 009826 Not authorized to view shipment
ITFX 009879 ALIX           AR 08 04 0511 L Departure           MNLNPB JEROME          ID
UP
ITFX 009823 Not authorized to view shipment
ITFX 009851 Not authorized to view shipment
ITFX 009857 Not authorized to view shipment
ITFX 009806 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment
ITFX 009899 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009887 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009892 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009825 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
```

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9890 ✓Load YPB02R 02 ⚠	**Eudora, AR** Apex	→•	**Pine Bluff Ssw, AR** Bad Order Placement 08/03/2023 06:38 CDT	**Pine Bluff Ssw, AR** Scheduled Departure 08/03/2023 06:38 CDT	**Gooding, ID** Agricultural Products Extensio
ITFX9819 ✓Load LCF50 25	**Eudora, AR** Apex	→•	**Jerome, ID** Placed at Industry (EIRR) 08/01/2023 14:23 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓Load LCF50 25	**Eudora, AR** Apex	→•	**Wendell, ID** Placed at Industry (EIRR) 08/02/2023 08:55 MDT	**Eudora, AR** Placed at Industry (NLA) 06/06/2023 15:36 CDT	**Wendell, ID** Agricultural Products Extensio
ITFX9854 ✓Load YNL33R 03 ⚠	**Eudora, AR** Apex	→•	**North Little Rock, AR** Bad Order 08/03/2023 06:31 CDT	**North Little Rock, AR** Scheduled Departure 08/03/2023 05:38 CDT	**Gooding, ID** Agricultural Products Extensio
ITFX9803 ✓Load LCA40 31	**Eudora, AR** Apex	📍	**Mountain Home, ID** Actual Placement 07/31/2023 18:01 MDT		**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓Load LCF50 25	**Eudora, AR** Apex	→•	**Wendell, ID** Placed at Industry (EIRR) 08/02/2023 08:55 MDT	**Weldon, NC** Placed at Industry (CSXT) 06/08/2023 20:03 EDT	**Wendell, ID** Agricultural Products Extensio
ITFX9823 ✓Load MNLNPB 04	**Eudora, AR** Apex	→•	**North Little Rock, AR** Train departure 08/04/2023 00:41 CDT	**Minidoka, ID** Estimated Time of Interchange 08/09/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9851 ✓Load LCF50 25	**Eudora, AR** Apex	→•	**Jerome, ID** Placed at Industry (EIRR) 08/01/2023 14:23 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓Load YNA49 25	**Eudora, AR** Apex	→•	**Doles, ID** Placed at Industry (BVRR) 08/02/2023 11:36 MDT		**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓Load YNA49 25	**Eudora, AR** Apex	→•	**Doles, ID** Placed at Industry (BVRR) 08/02/2023 11:36 MDT		**Doles, ID** Agricultural Products Extensio
ITFX9885 ✓Load YNL33R 03 ⚠	**Eudora, AR** Apex	→•	**North Little Rock, AR** Bad Order 08/03/2023 06:48 CDT	**North Little Rock, AR** Scheduled Departure 08/03/2023 06:48 CDT	**Wendell, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Thursday, August 3, 2023 8:21 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/3

Equipment Init	Number	Location	St	MM	DD	HHMM	E	Event	BO/HLD		St
ITFX	009882	NAMPA	ID	08	01	1927	E	Pulled from Cust	YNA530	EUDORA	AR
ITFX	009813	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
ITFX	009810	MCGEHEE	AR	07	28	1951	E	Junction Delivery	AKMD	EUDORA	AR
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
ITFX	009833	MCGEHEE	AR	08	03	0531	E	Junction Delivery	NLA	EUDORA	AR
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
ITFX	009855	MCGEHEE	AR	08	03	0531	E	Junction Delivery	NLA	EUDORA	AR
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
ITFX	009845	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
ITFX	009890	Not authorized to view shipment									
ITFX	009819	Not authorized to view shipment									
ITFX	009875	Not authorized to view shipment									
ITFX	009871	Not authorized to view shipment									
ITFX	009854	Not authorized to view shipment									
ITFX	009803	Not authorized to view shipment									
ITFX	009826	Not authorized to view shipment									
ITFX	009879	NORTH LITTLE R	AR	08	03	0630	L	Arrive In-Transit	MPBNL0	JEROME	ID
ITFX	009823	Not authorized to view shipment									
ITFX	009851	Not authorized to view shipment									
ITFX	009857	Not authorized to view shipment									
ITFX	009806	Not authorized to view shipment									
ITFX	009885	Not authorized to view shipment									
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9890 ✓Load YPB02R 02 ⚠ ⌛	Eudora, AR Apex	→·	Pine Bluff Ssw, AR Bad Order Placement 08/03/2023 06:38 CDT	Pine Bluff Ssw, AR Scheduled Departure 08/03/2023 06:38 CDT	Gooding, ID Agricultural Products Extensio
ITFX9819 ✓Load LCF50 25	Eudora, AR Apex	→·	Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9875 ✓Load LCF50 25	Eudora, AR Apex	→·	Wendell, ID Placed at Industry (EIRR) 08/02/2023 08:55 MDT	Eudora, AR Placed at Industry (NLA) 06/06/2023 15:36 CDT	Wendell, ID Agricultural Products Extensio
ITFX9871 ✓Load LCF50 25	Eudora, AR Apex	→·	Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9854 ✓Load MPBNL 02 ⚠ ⌛	Eudora, AR Apex	→·	North Little Rock, AR Bad Order 08/03/2023 06:31 CDT	North Little Rock, AR Scheduled Departure 08/03/2023 05:38 CDT	Gooding, ID Agricultural Products Extensio
ITFX9803 ✓Load LCA40 31 ⌛	Eudora, AR Apex	📍	Mountain Home, ID Actual Placement 07/31/2023 18:01 MDT		Mountain Home, ID Agricultural Products Extensio
ITFX9826 ✓Load LCF50 25	Eudora, AR Apex	→·	Wendell, ID Placed at Industry (EIRR) 08/02/2023 08:55 MDT	Weldon, NC Placed at Industry (CSXT) 06/08/2023 20:03 EDT	Wendell, ID Agricultural Products Extensio
ITFX9823 ✓Load MPBNL 02	Eudora, AR Apex	→·	North Little Rock, AR Train arrival 08/03/2023 06:30 CDT	Minidoka, ID Estimated Time of Interchange 08/09/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9851 ✓Load LCF50 25	Eudora, AR Apex	→·	Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9857 ✓Load YNA49 25	Eudora, AR Apex	→·	Doles, ID Placed at Industry (BVRR) 08/02/2023 11:36 MDT		Doles, ID Agricultural Products Extensio
ITFX9806 ✓Load YNA49 25	Eudora, AR Apex	→·	Doles, ID Placed at Industry (BVRR) 08/02/2023 11:36 MDT		Doles, ID Agricultural Products Extensio
ITFX9885 ✓Load MPBNL 02 ⚠ ⌛	Eudora, AR Apex	→·	North Little Rock, AR Bad Order 08/03/2023 06:48 CDT	North Little Rock, AR Scheduled Departure 08/03/2023 06:48 CDT	Wendell, ID Agricultural Products Extensio

Thanks,

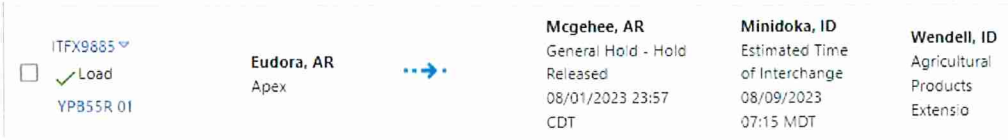
Nick Mazzi
Logistics Manager
APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, August 2, 2023 8:36 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/2

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination	Pr	RR							
SCAC											
ITFX	009882	NAMPA	ID	08	01	1927	E	Pulled from Cust	YNA530	EUDORA	AR
UP											
ITFX	009813	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009810	MCGEHEE	AR	07	28	1951	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009833	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD											
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009855	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD											
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009845	MCGEHEE	AR	08	01	1600	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP											
ITFX	009890	Not authorized to view shipment									
ITFX	009819	Not authorized to view shipment									
ITFX	009875	Not authorized to view shipment									
ITFX	009871	Not authorized to view shipment									
ITFX	009854	Not authorized to view shipment									
ITFX	009803	Not authorized to view shipment									
ITFX	009826	Not authorized to view shipment									
ITFX	009879	Not authorized to view shipment									
ITFX	009823	Not authorized to view shipment									
ITFX	009851	Not authorized to view shipment									
ITFX	009857	Not authorized to view shipment									

ITFX 009806 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9890 Load YPB55R 01	Eudora, AR Apex		Pine Bluff Ssw, AR Bad Order 08/01/2023 23:58 CDT	Pine Bluff Ssw, AR Scheduled Departure 08/01/2023 23:59 CDT	Gooding, ID Agricultural Products Extensio
ITFX9819 Load LCF50 25	Eudora, AR Apex		Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9875 Load UP	Eudora, AR Apex		Wendell, ID Train Arrival (EIRR) 08/01/2023 14:24 MDT	Eudora, AR Placed at Industry (NLA) 06/06/2023 15:36 CDT	Wendell, ID Agricultural Products Extensio
ITFX9871 Load LCF50 25	Eudora, AR Apex		Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9854 Load YPB55R 01	Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 08/01/2023 23:56 CDT	Gooding, ID Estimated Time of Arrival 08/11/2023 10:01 MDT	Gooding, ID Agricultural Products Extensio
ITFX9803 Load LCA40 31	Eudora, AR Apex		Mountain Home, ID Actual Placement 07/31/2023 18:01 MDT		Mountain Home, ID Agricultural Products Extensio
ITFX9826 Load UP	Eudora, AR Apex		Wendell, ID Train Arrival (EIRR) 08/01/2023 14:24 MDT	Weldon, NC Placed at Industry (CSXT) 06/08/2023 20:03 EDT	Wendell, ID Agricultural Products Extensio
ITFX9879 Load			Pine Bluff, AR General Hold 08/01/2023 19:49 CDT		
ITFX9823 Load YPB55R 01	Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 08/01/2023 23:57 CDT	Minidoka, ID Estimated Time of Interchange 08/09/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9851 Load LCF50 25	Eudora, AR Apex		Jerome, ID Placed at Industry (EIRR) 08/01/2023 14:23 MDT		Jerome, ID Agricultural Products Extensio
ITFX9857 Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		Doles, ID Agricultural Products Extensio
ITFX9806 Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		Doles, ID Agricultural Products Extensio



Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Tuesday, August 1, 2023 8:32 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 8/1

Equipment Init Number	Location	St	Pr Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
L Train/ Destination Pr RR SCAC									
ITFX 009882	NAMPA	ID	07 31	1518	E	Release from Cust		EUDORA	AR
UP									
ITFX 009813	MCGEHEE	AR	07 27	0711	E	Junction Delivery	NLA	EUDORA	AR
AKMD									
ITFX 009810	MCGEHEE	AR	07 28	1951	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009892	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009883	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009833	MCGEHEE	AR	07 21	1210	E	Junction Received	UP	EUDORA	AR
AKMD									
ITFX 009825	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009855	MCGEHEE	AR	07 21	1210	E	Junction Received	UP	EUDORA	AR
AKMD									
ITFX 009899	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009887	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009850	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009890	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009845	MCGEHEE	AR	07 25	0711	E	Junction Delivery	NLA	EUDORA	AR
AKMD									
ITFX 009870	GRANGER	WA	07 20	1501	L	Placed Actual		GRANGER	WA
UP									
ITFX 009819	Not authorized to view shipment								
ITFX 009875	Not authorized to view shipment								
ITFX 009871	Not authorized to view shipment								

ITFX 009854 Not authorized to view shipment
ITFX 009803 Not authorized to view shipment
ITFX 009826 Not authorized to view shipment
ITFX 009879 Not authorized to view shipment
ITFX 009823 Not authorized to view shipment
ITFX 009851 Not authorized to view shipment
ITFX 009857 Not authorized to view shipment
ITFX 009806 Not authorized to view shipment
ITFX 009885 Not authorized to view shipment



Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9819 Load UP	**Eudora, AR** Apex		**Jerome, ID** Train Arrival (EIRR) 07/31/2023 19:02 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9875 Load UP	**Eudora, AR** Apex		**Jerome, ID** Train Arrival (EIRR) 07/31/2023 18:57 MDT	**Eudora, AR** Placed at Industry (NLA) 06/06/2023 15:36 CDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 Load UP	**Eudora, AR** Apex		**Jerome, ID** Train Arrival (EIRR) 07/31/2023 19:02 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9854 Load	**Eudora, AR** Apex				**Gooding, ID** Agricultural Products Extensio
ITFX9803 Load LCA40 31	**Eudora, AR** Apex		**Mountain Home, ID** Actual Placement 07/31/2023 18:01 MDT		**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 Load UP	**Eudora, AR** Apex		**Jerome, ID** Train Arrival (EIRR) 07/31/2023 18:57 MDT	**Weldon, NC** Placed at Industry (CSXT) 06/08/2023 20:03 EDT	**Wendell, ID** Agricultural Products Extensio

☐	ITFX9879 ✓ Load	**Eudora, AR** Apex	···→·	**Lake Providence, LA** Release From Industry (NLA) 07/28/2023 14:00 CDT	**Jerome, ID** Agricultural Products Extensio
☐	ITFX9823 ✓ Load	Agricultural Products Extensio	···→·	**Lake Providence, LA** Release From Industry (NLA) 07/28/2023 14:00 CDT	Apex
☐	ITFX9851 ✓ Load UP	**Eudora, AR** Apex	···→·	**Jerome, ID** Train Arrival (EIRR) 07/31/2023 19:02 MDT	**Jerome, ID** Agricultural Products Extensio
☐	ITFX9857 ✓ Load YNA49 25	**Eudora, AR** Apex	···→·	**Nampa, ID** Interchange Receipt (BVRR) 07/26/2023 11:06 MDT	**Doles, ID** Agricultural Products Extensio
☐	ITFX9806 ✓ Load YNA49 25	**Eudora, AR** Apex	···→·	**Nampa, ID** Interchange Receipt (BVRR) 07/26/2023 11:06 MDT	**Doles, ID** Agricultural Products Extensio
☐	ITFX9885 ✓ Empty ⚠	**Eudora, AR** Apex	···→·	**Lake Providence, LA** Placed at Industry (NLA) 06/23/2023 09:20 CDT	**Wendell, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Monday, July 31, 2023 8:42 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/31

```
Equipment   Location      Pr Date  Time(EST)
L                  Train/  Destination   Pr  RR
Init Number                 St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009885 Not authorized to view shipment
ITFX 009882 Not authorized to view shipment
ITFX 009813 MCGEHEE         AR 07 27 0711 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009870 GRANGER         WA 07 20 1501 L Placed Actual               GRANGER         WA
UP
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
```

```
ITFX 009871 Not authorized to view shipment
ITFX 009854 Not authorized to view shipment
ITFX 009803 Not authorized to view shipment
ITFX 009810 MCGEHEE        AR 07 28 1951 E Junction Delivery   AKMD   EUDORA          AR
UP
ITFX 009826 Not authorized to view shipment
ITFX 009879 Not authorized to view shipment
ITFX 009892 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009883 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009823 Not authorized to view shipment
ITFX 009833 MCGEHEE        AR 07 21 1210 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009825 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009855 MCGEHEE        AR 07 21 1210 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009899 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009887 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009850 LAKE PROVIDENC LA 07 18 1000 E Placed Actual               EUDORA          AR
NLA
ITFX 009851 Not authorized to view shipment
ITFX 009857 Not authorized to view shipment
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual               EUDORA          AR
NLA
ITFX 009845 MCGEHEE        AR 07 25 0711 E Junction Delivery   NLA    EUDORA          AR
AKMD
```

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9885 ✓Empty	**Eudora, AR** Apex		**Lake Providence, LA** Placed at Industry (NLA) 06/23/2023 09:20 CDT		**Wendell, ID** Agricultural Products Extensio
ITFX9882 ✓Load YNA53 30 8	**Eudora, AR** Apex		**Nampa, ID** Actual Placement 07/30/2023 20:31 MDT		**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 07/30/2023 14:52 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 07/30/2023 14:52 MDT	**Eudora, AR** Placed at Industry (NLA) 06/06/2023 15:36 CDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓Load UP	**Eudora, AR** Apex		**Hazelton, ID** Train Arrival (EIRR) 07/30/2023 14:52 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9854 Load	**Eudora, AR** Apex				**Gooding, ID** Agricultural Products Extensio

ITFX9803 ✓Load LCA40 31	Eudora, AR Apex		Nampa, ID Picked Up 07/31/2023 05:07 MDT	Mountain Home, ID Estimated Time of Arrival 07/31/2023 13:31 MDT	Mountain Home, ID Agricultural Products Extensio
ITFX9826 ✓Load UP	Eudora, AR Apex		Hazelton, ID Train Arrival (EIRR) 07/30/2023 14:52 MDT	Weldon, NC Placed at Industry (CSXT) 06/08/2023 20:03 EDT	Wendell, ID Agricultural Products Extensio
ITFX9879 ✓Load	Eudora, AR Apex		Lake Providence, LA Release From Industry (NLA) 07/28/2023 14:00 CDT		Jerome, ID Agricultural Products Extensio
ITFX9823 ✓Load	Agricultural Products Extensio		Lake Providence, LA Release From Industry (NLA) 07/28/2023 14:00 CDT		Apex
ITFX9851 ✓Load UP	Eudora, AR Apex		Hazelton, ID Train Arrival (EIRR) 07/30/2023 14:52 MDT		Jerome, ID Agricultural Products Extensio
ITFX9857 ✓Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		Doles, ID Agricultural Products Extensio
ITFX9806 ✓Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		Doles, ID Agricultural Products Extensio

Thanks,

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From: Nicholas Mazzi
Sent: Friday, July 28, 2023 8:34 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/28

```
Equipment    Location       Pr Date  Time(EST)
L                    Train/  Destination    Pr  RR
Init Number                   St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual                 EUDORA          AR
NLA
ITFX 009882 Not authorized to view shipment
ITFX 009813 MCGEHEE        AR 07 27 0711 E Junction Delivery    NLA     EUDORA          AR
AKMD
```

```
ITFX 009870 GRANGER        WA 07 20 1501 L Placed Actual              GRANGER        WA
UP
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 Not authorized to view shipment
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA         AR
NLA
ITFX 009803 Not authorized to view shipment
ITFX 009810 PINE BLUFF SSW AR 07 27 1402 E Arrive In-Transit   MNLPBB EUDORA         AR
UP
ITFX 009826 Not authorized to view shipment
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA         AR
NLA
ITFX 009892 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009883 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA         AR
NLA
ITFX 009833 MCGEHEE        AR 07 21 1210 E Junction Received   UP     EUDORA         AR
AKMD
ITFX 009825 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009855 MCGEHEE        AR 07 21 1210 E Junction Received   UP     EUDORA         AR
AKMD
ITFX 009899 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009887 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009850 LAKE PROVIDENC LA 07 18 1000 E Placed Actual              EUDORA         AR
NLA
ITFX 009851 Not authorized to view shipment
ITFX 009857 Not authorized to view shipment
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA         AR
NLA
ITFX 009845 MCGEHEE        AR 07 25 0711 E Junction Delivery   NLA    EUDORA         AR
AKMD
```

Equipment ID*	Origin*	Status	Last Accomplished*	Las
ITFX9882 ✓ Load YNA53 26 ⚠	Eudora, AR Apex		Nampa, ID Hold Awaiting Placement 07/25/2023 03:32 MDT	
ITFX9819 ✓ Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	
ITFX9875 ✓ Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	
ITFX9871 ✓ Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	
ITFX9803 ✓ Load LCA40B 26	Eudora, AR Apex		Nampa, ID Train arrival 07/26/2023 09:42 MDT	
ITFX9826 ✓ Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	
ITFX9851 ✓ Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	
ITFX9857 ✓ Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT	
ITFX9806 ✓ Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Receipt (BVRR) 07/26/2023 11:06 MDT	

Thanks,

Nick Mazzi
Logistics Manager
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AGRICULTURAL PRODUCTS EXTENSION, LLC
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Phone: 716-926-1000
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From: Nicholas Mazzi
Sent: Thursday, July 27, 2023 8:16 AM

To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/27

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L		Train/ Destination	Pr	RR							
SCAC											
ITFX	009885	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009882	Not authorized to view shipment									
ITFX	009813	MCGEHEE	AR	07	24	1321	E	Junction Received	UP	EUDORA	AR
AKMD											
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA
UP											
ITFX	009819	Not authorized to view shipment									
ITFX	009875	Not authorized to view shipment									
ITFX	009871	Not authorized to view shipment									
ITFX	009854	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009803	Not authorized to view shipment									
ITFX	009810	NORTH LITTLE R	AR	07	26	1032	E	Arrive In-Transit	MNPNL2	EUDORA	AR
UP											
ITFX	009826	Not authorized to view shipment									
ITFX	009879	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009823	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009833	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD											
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009855	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD											
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009851	Not authorized to view shipment									
ITFX	009857	Not authorized to view shipment									
ITFX	009806	Not authorized to view shipment									
ITFX	009890	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009845	MCGEHEE	AR	07	25	0711	E	Junction Delivery	NLA	EUDORA	AR
AKMD											

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load YNA53 26 ⚠	**Eudora, AR** Apex		**Nampa, ID** Hold Awaiting Placement 07/25/2023 03:32 MDT		**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓ Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 07/26/2023 05:12 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓ Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 07/26/2023 05:12 MDT	**Eudora, AR** Placed at Industry (NLA) 06/06/2023 15:36 CDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓ Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 07/26/2023 05:12 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9803 ✓ Load LCA40B 26	**Eudora, AR** Apex		**Nampa, ID** Train arrival 07/26/2023 09:42 MDT	**Mountain Home, ID** Estimated Time of Arrival 07/28/2023 13:31 MDT	**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓ Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 07/26/2023 05:12 MDT	**Weldon, NC** Placed at Industry (CSXT) 06/08/2023 20:03 EDT	**Wendell, ID** Agricultural Products Extensio
ITFX9851 ✓ Load UP	**Eudora, AR** Apex		**Rupert, ID** Train Arrival (EIRR) 07/26/2023 05:12 MDT		**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓ Load YNA49 25	**Eudora, AR** Apex		**Nampa, ID** Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓ Load YNA49 25	**Eudora, AR** Apex		**Nampa, ID** Interchange Receipt (BVRR) 07/26/2023 11:06 MDT		**Doles, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, July 26, 2023 8:23 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/26

Equipment Init	Number	Location Train/	Pr Date Time(EST) Destination St	MM	DD	HHMM	E	Event	BO/HLD		St	SCAC
ITFX	009885	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009882	Not authorized to view shipment										
ITFX	009813	MCGEHEE	AR	07	24	1321	E	Junction Received	UP	EUDORA	AR	AKMD
ITFX	009870	GRANGER	WA	07	20	1501	L	Placed Actual		GRANGER	WA	UP
ITFX	009819	Not authorized to view shipment										
ITFX	009875	Not authorized to view shipment										
ITFX	009871	Not authorized to view shipment										
ITFX	009854	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009803	Not authorized to view shipment										
ITFX	009810	ALIX	AR	07	26	0249	E	Departure	MNPNL2	EUDORA	AR	UP
ITFX	009826	Not authorized to view shipment										
ITFX	009879	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009823	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009833	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR	AKMD
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009855	MCGEHEE	AR	07	21	1210	E	Junction Received	UP	EUDORA	AR	AKMD
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009851	Not authorized to view shipment										
ITFX	009857	Not authorized to view shipment										
ITFX	009806	Not authorized to view shipment										
ITFX	009890	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009845	MCGEHEE	AR	07	25	0711	E	Junction Delivery	NLA	EUDORA	AR	AKMD

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓Load YNA12 25 ⚠	Eudora, AR Apex		Nampa, ID Hold Awaiting Placement 07/25/2023 03:32 MDT		Nampa, ID Agricultural Products Extensio
ITFX9819 ✓Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT		Jerome, ID Agricultural Products Extensio
ITFX9875 ✓Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	Eudora, AR Placed at Industry (NLA) 06/06/2023 15:36 CDT	Wendell, ID Agricultural Products Extensio
ITFX9871 ✓Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT		Jerome, ID Agricultural Products Extensio
ITFX9803 ✓Load LCA40B 26	Eudora, AR Apex		Nampa, ID Picked Up 07/26/2023 04:48 MDT	Mountain Home, ID Estimated Time of Arrival 07/26/2023 10:31 MDT	Mountain Home, ID Agricultural Products Extensio
ITFX9826 ✓Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT	Weldon, NC Placed at Industry (CSXT) 06/08/2023 20:03 EDT	Wendell, ID Agricultural Products Extensio
ITFX9851 ✓Load UP	Eudora, AR Apex		Rupert, ID Train Arrival (EIRR) 07/26/2023 05:12 MDT		Jerome, ID Agricultural Products Extensio
ITFX9857 ✓Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 07/26/2023 02:33 MDT		Doles, ID Agricultural Products Extensio
ITFX9806 ✓Load YNA49 25	Eudora, AR Apex		Nampa, ID Interchange Delivery (BVRR) 07/26/2023 02:33 MDT		Doles, ID Agricultural Products Extensio

Thanks,

Nick Mazzi
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From: Nicholas Mazzi
Sent: Tuesday, July 25, 2023 8:58 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com

Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/25

Equipment Init Number	Location	Train/	Pr Date St MM DD HHMM	E	Event	BO/HLD		St
ITFX 009885	LAKE PROVIDENC		LA 06 23 0920	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009882	Not authorized to view shipment							
ITFX 009813	MCGEHEE		AR 07 24 1321	E	Junction Received	UP	EUDORA	AR
AKMD								
ITFX 009870	GRANGER		WA 07 20 1501	L	Placed Actual		GRANGER	WA
UP								
ITFX 009819	Not authorized to view shipment							
ITFX 009875	Not authorized to view shipment							
ITFX 009871	Not authorized to view shipment							
ITFX 009854	LAKE PROVIDENC		LA 06 23 0920	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009803	Not authorized to view shipment							
ITFX 009810	TERMINAL JCT		KS 07 25 0708	E	Departure	MNPNL2	EUDORA	AR
UP								
ITFX 009826	Not authorized to view shipment							
ITFX 009879	LAKE PROVIDENC		LA 06 23 0920	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009892	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009883	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009823	LAKE PROVIDENC		LA 06 23 0920	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009833	MCGEHEE		AR 07 21 1210	E	Junction Received	UP	EUDORA	AR
AKMD								
ITFX 009825	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009855	MCGEHEE		AR 07 21 1210	E	Junction Received	UP	EUDORA	AR
AKMD								
ITFX 009899	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009887	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009850	LAKE PROVIDENC		LA 07 18 1000	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009851	Not authorized to view shipment							
ITFX 009857	Not authorized to view shipment							
ITFX 009806	Not authorized to view shipment							
ITFX 009890	LAKE PROVIDENC		LA 06 23 0920	E	Placed Actual		EUDORA	AR
NLA								
ITFX 009845	MCGEHEE		AR 07 25 0711	E	Junction Delivery	NLA	EUDORA	AR
AKMD								

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load MNPHK 22 ⚠ ⌛	**Eudora, AR** Apex		**Nampa, ID** Hold Awaiting Placement 07/25/2023 03:32 MDT		**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓ Load LCF50 25	**Eudora, AR** Apex		**Pocatello, ID** Train departure 07/25/2023 04:52 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 06:47 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓ Load LCF50 25	**Eudora, AR** Apex		**Pocatello, ID** Train departure 07/25/2023 04:52 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 06:47 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓ Load LCF50 25	**Eudora, AR** Apex		**Pocatello, ID** Train departure 07/25/2023 04:52 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 06:47 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9803 ✓ Load MNPHK 22 ⚠ ⌛	**Eudora, AR** Apex		**Nampa, ID** Hold Awaiting Placement 07/25/2023 03:32 MDT		**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓ Load LCF50 25	**Eudora, AR** Apex		**Pocatello, ID** Train departure 07/25/2023 04:52 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 06:47 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9851 ✓ Load LCF50 25	**Eudora, AR** Apex		**Pocatello, ID** Train departure 07/25/2023 04:52 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 06:47 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓ Load MNPHK 22	**Eudora, AR** Apex		**Nampa, ID** Train arrival 07/25/2023 03:30 MDT	**Nampa, ID** Estimated Time of Interchange 07/26/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓ Load MNPHK 22	**Eudora, AR** Apex		**Nampa, ID** Train arrival 07/25/2023 03:30 MDT	**Nampa, ID** Estimated Time of Interchange 07/26/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Manager
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
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From: Nicholas Mazzi
Sent: Monday, July 24, 2023 8:29 AM

To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/24

Equipment Init	Number	Location	St	Train/ Destination	Pr Date MM	DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
SCAC												
ITFX	009885	LAKE PROVIDENC	LA		06	23	0920	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009882	Not authorized to view shipment										
ITFX	009813	MCGEHEE	AR		07	22	1830	E	Junction Delivery	AKMD	EUDORA	AR
UP												
ITFX	009870	GRANGER	WA		07	20	1501	L	Placed Actual		GRANGER	WA
UP												
ITFX	009819	Not authorized to view shipment										
ITFX	009875	Not authorized to view shipment										
ITFX	009871	Not authorized to view shipment										
ITFX	009854	LAKE PROVIDENC	LA		06	23	0920	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009803	Not authorized to view shipment										
ITFX	009810	NORTH PLATTE E	NE		07	23	1957	E	Arrive In-Transit	MPCNPX	EUDORA	AR
UP												
ITFX	009826	Not authorized to view shipment										
ITFX	009879	LAKE PROVIDENC	LA		06	23	0920	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009892	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009883	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009823	LAKE PROVIDENC	LA		06	23	0920	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009833	MCGEHEE	AR		07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD												
ITFX	009825	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009855	MCGEHEE	AR		07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD												
ITFX	009899	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009887	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009850	LAKE PROVIDENC	LA		07	18	1000	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009851	Not authorized to view shipment										
ITFX	009857	Not authorized to view shipment										
ITFX	009806	Not authorized to view shipment										
ITFX	009890	LAKE PROVIDENC	LA		06	23	0920	E	Placed Actual		EUDORA	AR
NLA												
ITFX	009845	MCGEHEE	AR		07	21	1210	E	Junction Received	UP	EUDORA	AR
AKMD												

Equipment ID*	Car Order*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load MNPHK 22		**Eudora, AR** Apex		**Granger, WY** Train departure 07/24/2023 05:33 MDT	**Nampa, ID** Estimated Time of Arrival 07/25/2023 00:35 MDT	**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓ Load MNPPD 22		**Eudora, AR** Apex		**Rawlins, WY** Train departure 07/23/2023 21:53 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓ Load MNPPD 22		**Eudora, AR** Apex		**Rawlins, WY** Train departure 07/23/2023 21:53 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓ Load MNPPD 22		**Eudora, AR** Apex		**Rawlins, WY** Train departure 07/23/2023 21:53 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9803 ✓ Load MNPHK 22		**Eudora, AR** Apex		**Granger, WY** Train departure 07/24/2023 05:33 MDT	**Nampa, ID** Estimated Time of Arrival 07/25/2023 00:35 MDT	**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓ Load MNPPD 22		**Eudora, AR** Apex		**Rawlins, WY** Train departure 07/23/2023 21:53 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9851 ✓ Load MNPPD 22		**Eudora, AR** Apex		**Rawlins, WY** Train departure 07/23/2023 21:53 MDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓ Load MNPHK 22		**Eudora, AR** Apex		**Granger, WY** Train departure 07/24/2023 05:33 MDT	**Nampa, ID** Estimated Time of Interchange 07/26/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓ Load MNPHK 22		**Eudora, AR** Apex		**Granger, WY** Train departure 07/24/2023 05:33 MDT	**Nampa, ID** Estimated Time of Interchange 07/26/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
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From: Nicholas Mazzi
Sent: Friday, July 21, 2023 8:27 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman

<BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>

Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>

Subject: Lake providence trace 7/21

Equipment Init	Number	Location	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St	L SCAC
ITFX	009885	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009882	Not authorized to view shipment											
ITFX	009813	HIGGINS		AR	07	21	0711	E	Departure	MNLPBB	EUDORA	AR	UP
ITFX	009870	GRANGER		WA	07	20	1501	L	Placed Actual		GRANGER	WA	UP
ITFX	009819	Not authorized to view shipment											
ITFX	009875	Not authorized to view shipment											
ITFX	009871	Not authorized to view shipment											
ITFX	009854	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009803	Not authorized to view shipment											
ITFX	009810	RUPERT		ID	07	19	1928	E	Arrive In-Transit		EUDORA	AR	EIRR
ITFX	009826	Not authorized to view shipment											
ITFX	009879	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009892	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009883	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009823	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009833	MCGEHEE		AR	07	18	1803	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009825	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009855	MCGEHEE		AR	07	18	1803	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009899	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009887	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009850	LAKE PROVIDENC		LA	07	18	1000	E	Placed Actual		EUDORA	AR	NLA
ITFX	009851	Not authorized to view shipment											
ITFX	009857	Not authorized to view shipment											
ITFX	009806	Not authorized to view shipment											
ITFX	009890	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009845	MCGEHEE		AR	07	20	1903	E	Junction Delivery	AKMD	EUDORA	AR	UP

Equipment ID*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Nampa, ID** Estimated Time of Arrival 07/24/2023 03:25 MDT	**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9803 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Nampa, ID** Estimated Time of Arrival 07/24/2023 03:25 MDT	**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9851 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Nampa, ID** Estimated Time of Interchange 07/25/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓ Load MNLNP 19	**Eudora, AR** Apex		**Marysville, KS** Train departure 07/20/2023 23:35 CDT	**Nampa, ID** Estimated Time of Interchange 07/25/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio

Thanks,

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From: Nicholas Mazzi
Sent: Thursday, July 20, 2023 8:38 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com

Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/20

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
L SCAC		Train/ Destination	Pr RR								
ITFX	009885	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009882	Not authorized to view shipment									
ITFX	009813	GREENWOOD JCT	OK	07	19	2349	E	Departure	MNPNL1	EUDORA	AR
UP											
ITFX	009870	GIBBON	WA	07	18	2231	L	Departure		GRANGER	WA
UP											
ITFX	009819	Not authorized to view shipment									
ITFX	009875	Not authorized to view shipment									
ITFX	009871	Not authorized to view shipment									
ITFX	009854	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009803	Not authorized to view shipment									
ITFX	009810	RUPERT	ID	07	19	1928	E	Arrive In-Transit		EUDORA	AR
EIRR											
ITFX	009826	Not authorized to view shipment									
ITFX	009879	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009892	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009883	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009823	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009833	MCGEHEE	AR	07	18	1803	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009825	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009855	MCGEHEE	AR	07	18	1803	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009899	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009887	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009850	LAKE PROVIDENC	LA	07	18	1000	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009851	Not authorized to view shipment									
ITFX	009857	Not authorized to view shipment									
ITFX	009806	Not authorized to view shipment									
ITFX	009890	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009845	PINE BLUFF SSW	AR	07	19	0910	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP											

Equipment ID*	Car Order*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Nampa, ID** Estimated Time of Arrival 07/24/2023 03:25 MDT	**Nampa, ID** Agricultural Products Extensio
ITFX9819 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9875 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9871 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9803 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Nampa, ID** Estimated Time of Arrival 07/24/2023 03:25 MDT	**Mountain Home, ID** Agricultural Products Extensio
ITFX9826 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Wendell, ID** Agricultural Products Extensio
ITFX9851 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Minidoka, ID** Estimated Time of Interchange 07/25/2023 07:15 MDT	**Jerome, ID** Agricultural Products Extensio
ITFX9857 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Nampa, ID** Estimated Time of Interchange 07/25/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio
ITFX9806 ✓ Load MNLNP 19		**Eudora, AR** Apex		**Coffeyville, KS** Train departure 07/20/2023 07:16 CDT	**Nampa, ID** Estimated Time of Interchange 07/25/2023 18:00 MDT	**Doles, ID** Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Coordinator
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
Hamburg, NY Office
Phone: 716-926-1000
Email: nmazzi@apexllc.net

From: Nicholas Mazzi
Sent: Wednesday, July 19, 2023 8:17 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com'

<clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: Lake providence trace 7/19

Equipment Init Number	Location Train/	St	Pr Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC									
ITFX 009885	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009882	Not authorized to view shipment								
ITFX 009813	TERMINAL JCT	KS	07 19	0343	E	Departure	MNPNL1	EUDORA	AR
UP									
ITFX 009870	GIBBON	WA	07 18	2231	L	Junction Delivery	CWA	GRANGER	WA
UP									
ITFX 009819	Not authorized to view shipment								
ITFX 009875	Not authorized to view shipment								
ITFX 009871	Not authorized to view shipment								
ITFX 009854	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009803	Not authorized to view shipment								
ITFX 009810	JEROME	ID	07 18	1755	E	Arrive In-Transit		EUDORA	AR
EIRR									
ITFX 009826	Not authorized to view shipment								
ITFX 009879	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009892	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009883	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009823	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009833	MCGEHEE	AR	07 18	1803	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009825	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009855	MCGEHEE	AR	07 18	1803	E	Junction Delivery	AKMD	EUDORA	AR
UP									
ITFX 009899	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009887	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009850	LAKE PROVIDENC	LA	07 18	1000	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009851	Not authorized to view shipment								
ITFX 009857	Not authorized to view shipment								
ITFX 009806	Not authorized to view shipment								
ITFX 009890	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009845	EAST LITTLE RO	AR	07 19	0644	E	Departure	MNLPBB	EUDORA	AR
UP									

Equipment ID*	Car Order*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9882 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Nampa, ID Estimated Time of Arrival 07/25/2023 03:25 MDT	Nampa, ID Agricultural Products Extensio
ITFX9819 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9875 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Wendell, ID Agricultural Products Extensio
ITFX9871 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9803 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Nampa, ID Estimated Time of Arrival 07/25/2023 03:25 MDT	Mountain Home, ID Agricultural Products Extensio
ITFX9826 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Wendell, ID Agricultural Products Extensio
ITFX9851 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9857 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Nampa, ID Estimated Time of Interchange 07/26/2023 18:00 MDT	Doles, ID Agricultural Products Extensio
ITFX9806 ✓ Load MPBNLB 18		Eudora, AR Apex		North Little Rock, AR Train arrival 07/18/2023 17:50 CDT	Nampa, ID Estimated Time of Interchange 07/26/2023 18:00 MDT	Doles, ID Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Coordinator
APEX AGRICULTURAL PRODUCTS EXTENSION, LLC
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From: Nicholas Mazzi
Sent: Tuesday, July 18, 2023 8:26 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman

<BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/18

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St	Pr RR SCAC
ITFX	009885	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009882	Not authorized to view shipment										
ITFX	009813	NORTH PLATTE E	NE	07	16	2326	E	Arrive In-Transit	MHKNP1	EUDORA	AR	UP
ITFX	009870	PASCO	WA	07	16	1957	L	Arrive In-Transit	LNWE41	GRANGER	WA	UP
ITFX	009819	Not authorized to view shipment										
ITFX	009875	Not authorized to view shipment										
ITFX	009871	Not authorized to view shipment										
ITFX	009854	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009803	Not authorized to view shipment										
ITFX	009810	WENDELL	ID	07	12	1617	L	Placed Actual		WENDELL	ID	EIRR
ITFX	009826	Not authorized to view shipment										
ITFX	009879	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009892	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009883	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009823	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009833	PINE BLUFF	AR	07	18	0012	E	Arrive In-Transit	LWB711	EUDORA	AR	UP
ITFX	009825	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009855	PINE BLUFF	AR	07	18	0012	E	Arrive In-Transit	LWB711	EUDORA	AR	UP
ITFX	009899	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009887	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009850	MCGEHEE	AR	07	17	0800	E	Junction Received	AKMD	EUDORA	AR	NLA
ITFX	009851	Not authorized to view shipment										
ITFX	009857	Not authorized to view shipment										
ITFX	009806	Not authorized to view shipment										
ITFX	009890	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009845	GREENWOOD JCT	OK	07	18	0356	E	Departure	MNPNL1	EUDORA	AR	UP

Equipment ID*	Car Order*	Origin*	Status	Last Accomplished*	Last Scheduled*	Destination*
ITFX9819 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:27 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9882 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:29 CDT	Nampa, ID Estimated Time of Arrival 07/25/2023 03:25 MDT	Nampa, ID Agricultural Products Extensio
ITFX9875 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:34 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Wendell, ID Agricultural Products Extensio
ITFX9871 ✓ Load LWB71 17		Eudora, AR Apex		Pine Bluff Ssw, AR Train arrival 07/17/2023 22:41 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9803 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:31 CDT	Nampa, ID Estimated Time of Arrival 07/25/2023 03:25 MDT	Mountain Home, ID Agricultural Products Extensio
ITFX9826 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:34 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Wendell, ID Agricultural Products Extensio
ITFX9851 ✓ Load LWB71 17		Eudora, AR Apex		Pine Bluff Ssw, AR Train arrival 07/17/2023 22:41 CDT	Minidoka, ID Estimated Time of Interchange 07/25/2023 07:15 MDT	Jerome, ID Agricultural Products Extensio
ITFX9857 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:25 CDT	Nampa, ID Estimated Time of Interchange 07/26/2023 18:00 MDT	Doles, ID Agricultural Products Extensio
ITFX9806 ✓ Load LWB71 17		Eudora, AR Apex		Mcgehee, AR General Hold - Hold Released 07/17/2023 23:25 CDT	Nampa, ID Estimated Time of Interchange 07/26/2023 18:00 MDT	Doles, ID Agricultural Products Extensio

Thanks,

Nick Mazzi
Logistics Coordinator
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Phone: 716-926-1000
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From: Nicholas Mazzi
Sent: Monday, July 17, 2023 11:10 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman

<BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 7/17

Equipment Init Number	Location	St	Pr Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
L Train/ Destination Pr RR SCAC									
ITFX 009885	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009882	Not authorized to view shipment								
ITFX 009813	NORTH PLATTE E	NE	07 16	2326	E	Arrive In-Transit	MHKNP1	EUDORA	AR
UP									
ITFX 009870	PASCO	WA	07 16	1957	L	Arrive In-Transit	LNWE41	GRANGER	WA
UP									
ITFX 009819	Not authorized to view shipment								
ITFX 009875	Not authorized to view shipment								
ITFX 009871	Not authorized to view shipment								
ITFX 009854	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009803	Not authorized to view shipment								
ITFX 009810	WENDELL	ID	07 12	1617	L	Placed Actual		WENDELL	ID
EIRR									
ITFX 009826	Not authorized to view shipment								
ITFX 009879	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009892	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009883	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009823	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009833	PINE BLUFF SSW	AR	07 16	1035	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP									
ITFX 009825	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009855	PINE BLUFF SSW	AR	07 16	1035	E	Arrive In-Transit	MNLPBB	EUDORA	AR
UP									
ITFX 009899	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009887	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009850	MCGEHEE	AR	07 17	0800	E	Junction Received	AKMD	EUDORA	AR
NLA									
ITFX 009851	Not authorized to view shipment								
ITFX 009857	Not authorized to view shipment								
ITFX 009806	Not authorized to view shipment								
ITFX 009890	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009845	KANSAS CITY	MO	07 17	0942	E	Departure	MNPNL1	EUDORA	AR
UP									

Thanks,

Nick Mazzi
Logistics Coordinator

Hamburg, NY Office
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Email: nmazzi@apexllc.net

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Friday, July 14, 2023 9:52 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>; Nicholas Mazzi <NMazzi@apexllc.net>
Subject: RE: Lake providence trace 7/14

Equipment Init	Number	Location	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC											
ITFX	009885	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009882	LAKE PROVIDENC	LA	06	13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009813	NAMPA	ID	07	13	1746	E	Pulled from Cust	YNA531	EUDORA	AR
UP											
ITFX	009870	HINKLE	OR	07	13	1143	L	Arrive In-Transit	LID481	GRANGER	WA
UP											
ITFX	009819	Not authorized to view shipment									
ITFX	009875	Not authorized to view shipment									
ITFX	009871	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009854	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009803	LAKE PROVIDENC	LA	06	13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009810	WENDELL	ID	07	12	1617	L	Placed Actual		WENDELL	ID
EIRR											
ITFX	009888	POCATELLO	ID	07	14	0631	E	Departure	MPDNP1	EUDORA	AR
UP											
ITFX	009826	Not authorized to view shipment									
ITFX	009879	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009892	MCGEHEE	AR	07	12	1509	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009883	MCGEHEE	AR	07	12	1509	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009823	LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009833	LEEDS	MO	07	14	0841	E	Departure	MNPNL1	EUDORA	AR
UP											
ITFX	009825	MCGEHEE	AR	07	12	1509	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009855	LEEDS	MO	07	14	0841	E	Departure	MNPNL1	EUDORA	AR
UP											
ITFX	009899	MCGEHEE	AR	07	12	1509	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009887	MCGEHEE	AR	07	12	1509	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009850	MCGEHEE	AR	06	22	1436	E	Junction Delivery	NLA	EUDORA	AR
AKMD											
ITFX	009851	Not authorized to view shipment									

```
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 WAMSUTTER      WY 07 14 0720 E Departure          MHKNP1 EUDORA          AR
UP
```

Thanks,

Jon Lewandowski

APEX

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From: Jonathan Lewandowski
Sent: Thursday, July 13, 2023 9:57 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 7/13

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                St
SCAC
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009813 NAMPA          ID 07 12 1358 E Release from Cust          EUDORA          AR
UP
ITFX 009870 WALLULA        WA 07 12 2132 L Arrive In-Transit   LID521 GRANGER         WA
UP
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 WENDELL        ID 07 12 1617 L Placed Actual              WENDELL         ID
EIRR
ITFX 009888 MINIDOKA       ID 07 13 0716 E Junction Delivery   UP     EUDORA          AR
EIRR
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ITFX 009826 Not authorized to view shipment
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 MCGEHEE        AR 07 12 1509 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009883 MCGEHEE        AR 07 12 1509 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 NORTH PLATTE E NE 07 12 0209 E Arrive In-Transit   MHKNP0 EUDORA          AR
UP
ITFX 009825 MCGEHEE        AR 07 12 1509 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009855 NORTH PLATTE E NE 07 11 1955 E Arrive In-Transit   MHKNP0 EUDORA          AR
UP
ITFX 009899 MCGEHEE        AR 07 12 1509 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009887 MCGEHEE        AR 07 12 1509 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009850 MCGEHEE        AR 06 22 1436 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 Not authorized to view shipment
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 BANCROFT       ID 07 13 0641 E Departure          MHKNP1 EUDORA          AR
UP
```

Thanks,

Jon Lewandowski



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From: Jonathan Lewandowski
Sent: Monday, July 10, 2023 8:15 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 7/10

```
Equipment    Location       Pr Date  Time(EST)
L                  Train/   Destination    Pr  RR
```

Init	Number	St	MM	DD	HHMM	E	Event	BO/HLD		St	SCAC
ITFX	009885 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009882 LAKE PROVIDENC	LA	06	13	0800	E	Placed Actual		EUDORA	AR	NLA
ITFX	009813 Not authorized to view shipment										
ITFX	009870 Not authorized to view shipment										
ITFX	009819 Not authorized to view shipment										
ITFX	009875 Not authorized to view shipment										
ITFX	009871 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009854 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009803 LAKE PROVIDENC	LA	06	13	0800	E	Placed Actual		EUDORA	AR	NLA
ITFX	009810 MINIDOKA	ID	07	09	1030	L	Junction Received	UP	WENDELL	ID	EIRR
ITFX	009824 MINIDOKA	ID	07	09	1931	E	Junction Delivery	UP	EUDORA	AR	EIRR
ITFX	009869 POCATELLO	ID	07	09	1323	E	Arrive In-Transit	LCF500	EUDORA	AR	UP
ITFX	009866 Not authorized to view shipment										
ITFX	009888 RUPERT	ID	07	09	1418	E	Arrive In-Transit		EIRR		
ITFX	009826 Not authorized to view shipment										
ITFX	009879 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009892 MCGEHEE	AR	07	07	2058	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009883 MCGEHEE	AR	07	07	2058	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009823 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009833 MINIDOKA	ID	07	09	1931	E	Junction Delivery	UP	EUDORA	AR	EIRR
ITFX	009825 MCGEHEE	AR	07	07	2058	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009855 COKEVILLE	WY	07	09	2311	E	Departure	MHKNP0	EUDORA	AR	UP
ITFX	009899 MCGEHEE	AR	07	07	2058	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009887 MCGEHEE	AR	07	07	2058	E	Junction Delivery	AKMD	EUDORA	AR	UP
ITFX	009850 MCGEHEE	AR	06	22	1436	E	Junction Delivery	NLA	EUDORA	AR	AKMD
ITFX	009851 Not authorized to view shipment										
ITFX	009857 LAKE PROVIDENC	LA	06	13	0800	E	Placed Actual		EUDORA	AR	NLA
ITFX	009806 Not authorized to view shipment										
ITFX	009890 LAKE PROVIDENC	LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009845 Not authorized to view shipment										

Thanks,

Jon Lewandowski

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From: Jonathan Lewandowski
Sent: Friday, July 7, 2023 8:36 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 7/7

Equipment Init	Number	Location	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC												
ITFX	009881	BAXTER		CO	07	07	0628	L	Departure	HKCKDE	LOVELAND	CO
BNSF												
AEX	017667	ABERDEEN		MS	07	05	1455	E	Placed Actual		ABERDEEN	MS
BNSF												
ITFX	009809	HEREFORD		TX	07	04	1409	E	Arrive In-Transit	RKAN00	ABERDEEN	MS
BNSF												
ITFX	009856	Not authorized to view shipment										
ITFX	009815	GLASGOW		MT	07	07	0037	L	Arrive In-Transit	HMINPA	GRANGER	WA
BNSF												
AEX	009764	BUNYAN		CO	07	06	1510	E	Release from			
Cust					GWR							
ITFX	009802	ABERDEEN		MS	07	05	1455	E	Placed Actual		ABERDEEN	MS
BNSF												
ITFX	009880	NORTHPORT		NE	07	07	0535	E	Departure	HCASLI	ABERDEEN	MS
BNSF												
AEX	017676	ABERDEEN		MS	07	05	1455	E	Placed Actual		ABERDEEN	MS
BNSF												
ITFX	009804	ABERDEEN		MS	07	03	1533	E	Placed Actual		ABERDEEN	MS
BNSF												
AEX	017674	ABERDEEN		MS	07	05	1455	E	Placed Actual		ABERDEEN	MS
BNSF												
ITFX	009860	ABERDEEN		MS	07	04	1438	E	Placed Actual		ABERDEEN	MS
BNSF												
ITFX	009827	WAYNOKA		OK	07	07	0716	E	Departure	HAMSTU	ABERDEEN	MS
BNSF												
ITFX	009889	BAXTER		CO	07	07	0628	L	Departure	HKCKDE	FT COLLINS	CO
BNSF												
ITFX	009811	RUDYARD		MT	07	05	2258	E	Departure	HPASGA	ABERDEEN	MS
BNSF												
ITFX	009896	PASCO		WA	06	30	0352	E	Bad Order	J 000	ABERDEEN	MS
BNSF												
ITFX	009842	FRIONA		TX	07	04	0142	L	Placed Actual		FRIONA	TX
BNSF												
ITFX	009872	GALESBURG		IL	07	05	1623	L	Bad Order Release		GRANGER	WA
BNSF												

```
AEX  009710 PUEBLO          CO 07 06 1431 E Arrive In-
Transit   HDENAM                    BNSF
ITFX 009822 GLASGOW         MT 07 07 0037 L Arrive In-Transit   HMINPA GRANGER        WA
BNSF
ITFX 009817 MEMPHIS         TN 07 06 2225 L Arrive In-Transit   HAMOME GRANGER        WA
BNSF
```

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Thursday, July 6, 2023 9:27 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 7/6

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                St
SCAC
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual            EUDORA        AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual            EUDORA        AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009870 Not authorized to view shipment
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 LAKE PROVIDENC LA 06 23 0920 E Placed Actual            EUDORA        AR
NLA
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual            EUDORA        AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual            EUDORA        AR
NLA
ITFX 009810 BARNETT         WY 07 06 0526 L Departure          MNPPCX WENDELL        ID
UP
ITFX 009824 Not authorized to view shipment
ITFX 009869 Not authorized to view shipment
ITFX 009866 Not authorized to view shipment
ITFX 009888 WENDELL         ID 07 06 0721 E Release from
Cust                             EIRR
```

```
ITFX 009826 Not authorized to view shipment
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 PINE BLUFF SSW AR 07 06 0155 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009883 PINE BLUFF SSW AR 07 06 0155 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 Not authorized to view shipment
ITFX 009825 PINE BLUFF SSW AR 07 06 0155 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009855 Not authorized to view shipment
ITFX 009899 PINE BLUFF SSW AR 07 06 0155 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009887 PINE BLUFF SSW AR 07 06 0155 E Arrive In-Transit   MNLPB0 EUDORA          AR
UP
ITFX 009850 MCGEHEE        AR 06 22 1436 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 Not authorized to view shipment
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 Not authorized to view shipment
```

Thanks,

Jon Lewandowski

APEX

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Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
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Main Office: 716-926-1000
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www.apexllc.net

From: Jonathan Lewandowski
Sent: Wednesday, July 5, 2023 8:15 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 7/5

```
Equipment   Location      Pr Date  Time(EST)
L                  Train/  Destination   Pr  RR
Init Number                 St MM DD HHMM E Event            BO/HLD                  St
SCAC
```

```
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009870 Not authorized to view shipment
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 NORTH PLATTE W NE 07 04 1128 L Arrive In-Transit  MNLNP0 WENDELL        ID
UP
ITFX 009824 Not authorized to view shipment
ITFX 009869 Not authorized to view shipment
ITFX 009866 Not authorized to view shipment
ITFX 009888 Not authorized to view shipment
ITFX 009826 Not authorized to view shipment
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 NORTH LITTLE R AR 07 05 0503 E Arrive In-Transit  MNPNL0 EUDORA          AR
UP
ITFX 009883 NORTH LITTLE R AR 07 05 0503 E Arrive In-Transit  MNPNL0 EUDORA          AR
UP
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 Not authorized to view shipment
ITFX 009825 NORTH LITTLE R AR 07 05 0503 E Arrive In-Transit  MNPNL0 EUDORA          AR
UP
ITFX 009855 Not authorized to view shipment
ITFX 009899 NORTH LITTLE R AR 07 05 0503 E Arrive In-Transit  MNPNL0 EUDORA          AR
UP
ITFX 009887 NORTH LITTLE R AR 07 05 0503 E Arrive In-Transit  MNPNL0 EUDORA          AR
UP
ITFX 009850 MCGEHEE        AR 06 22 1436 E Junction Delivery  NLA     EUDORA          AR
AKMD
ITFX 009851 Not authorized to view shipment
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 Not authorized to view shipment
```

Thanks,

Jon Lewandowski

APEX

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Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565

Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Friday, June 30, 2023 8:22 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; 'clerk@drrailroad.com' <clerk@drrailroad.com>
Cc: 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>; 'danielf@terralriverservice.com' <danielf@terralriverservice.com>; 'Neil Martin - Terral River Service' <nmartin@terralriverservice.com>; 'Danny Robbins' <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/30

Equipment Init	Number	Location	Train/	St	Pr Date MM	DD	Time(EST) HHMM	E	Event	BO/HLD		St	SCAC
ITFX	009885	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009882	LAKE PROVIDENC		LA	06	13	0800	E	Placed Actual		EUDORA	AR	NLA
ITFX	009813	Not authorized to view shipment											
ITFX	009870	Not authorized to view shipment											
ITFX	009819	Not authorized to view shipment											
ITFX	009875	Not authorized to view shipment											
ITFX	009871	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009854	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009803	LAKE PROVIDENC		LA	06	13	0800	E	Placed Actual		EUDORA	AR	NLA
ITFX	009810	MCGEHEE		AR	06	29	0555	L	Junction Delivery	UP	WENDELL	ID	AKMD
ITFX	009824	Not authorized to view shipment											
ITFX	009869	Not authorized to view shipment											
ITFX	009866	Not authorized to view shipment											
ITFX	009888	Not authorized to view shipment											
ITFX	009826	Not authorized to view shipment											
ITFX	009879	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009892	RUPERT		ID	06	30	0402	E	Arrive In-Transit		EUDORA	AR	EIRR
ITFX	009883	RUPERT		ID	06	30	0402	E	Arrive In-Transit		EUDORA	AR	EIRR
ITFX	009823	LAKE PROVIDENC		LA	06	23	0920	E	Placed Actual		EUDORA	AR	NLA
ITFX	009833	Not authorized to view shipment											
ITFX	009825	RUPERT		ID	06	30	0402	E	Arrive In-Transit		EUDORA	AR	EIRR
ITFX	009855	Not authorized to view shipment											
ITFX	009899	BANCROFT		ID	06	30	0530	E	Departure	MHKNP2	EUDORA	AR	UP
ITFX	009887	BANCROFT		ID	06	30	0530	E	Departure	MHKNP2	EUDORA	AR	UP
ITFX	009850	MCGEHEE		AR	06	22	1436	E	Junction Delivery	NLA	EUDORA	AR	AKMD
ITFX	009851	Not authorized to view shipment											

```
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 Not authorized to view shipment
```

Thanks,

Jon Lewandowski



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Hamburg, NY 14075
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From: Jonathan Lewandowski
Sent: Wednesday, June 28, 2023 9:15 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/28

```
Equipment   Location      Pr Date  Time(EST)
L                Train/  Destination   Pr  RR
Init Number               St MM DD HHMM E Event            BO/HLD                  St
SCAC
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009813 Not authorized to view shipment
ITFX 009845 Not authorized to view shipment
ITFX 009870 Not authorized to view shipment
ITFX 009819 Not authorized to view shipment
ITFX 009875 Not authorized to view shipment
ITFX 009871 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 Not authorized to view shipment
ITFX 009824 Not authorized to view shipment
ITFX 009869 Not authorized to view shipment
ITFX 009866 Not authorized to view shipment
```

```
ITFX 009888 Not authorized to view shipment
ITFX 009826 Not authorized to view shipment
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 WENDELL        ID 06 26 0737 E Release from Cust          EUDORA          AR
EIRR
ITFX 009883 WENDELL        ID 06 27 0652 E Release from Cust          EUDORA          AR
EIRR
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 Not authorized to view shipment
ITFX 009825 WENDELL        ID 06 26 0737 E Release from Cust          EUDORA          AR
EIRR
ITFX 009855 Not authorized to view shipment
ITFX 009899 DOLES          ID 06 26 1303 E Release from Cust          EUDORA          AR
BVRR
ITFX 009887 DOLES          ID 06 26 1303 E Release from Cust          EUDORA          AR
BVRR
ITFX 009850 MCGEHEE        AR 06 22 1436 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 Not authorized to view shipment
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 Not authorized to view shipment
```

Thanks,

Jon Lewandowski

APEX

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Hamburg, NY 14075
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From: Jonathan Lewandowski
Sent: Tuesday, June 27, 2023 8:41 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/27

Any updates today? Still haven't seen any response…

```
Equipment   Location      Pr Date  Time(EST)
L                 Train/  Destination   Pr  RR
Init Number                St MM DD HHMM E Event            BO/HLD                  St
SCAC
```

```
ITFX 009885 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009890 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009813 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009870 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009819 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009875 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009871 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009854 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009824 Not authorized to view shipment
ITFX 009869 Not authorized to view shipment
ITFX 009866 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009888 Not authorized to view shipment
ITFX 009826 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009879 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009892 WENDELL        ID 06 26 0737 E Release from Cust          EUDORA          AR
EIRR
ITFX 009883 Not authorized to view shipment
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual              EUDORA          AR
NLA
ITFX 009833 Not authorized to view shipment
ITFX 009825 WENDELL        ID 06 26 0737 E Release from Cust          EUDORA          AR
EIRR
ITFX 009855 Not authorized to view shipment
ITFX 009899 DOLES          ID 06 26 1303 E Release from Cust          EUDORA          AR
BVRR
ITFX 009887 DOLES          ID 06 26 1303 E Release from Cust          EUDORA          AR
BVRR
ITFX 009850 MCGEHEE        AR 06 22 1436 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009851 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009806 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
```

Thanks,

Jon Lewandowski

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From: Jonathan Lewandowski
Sent: Monday, June 26, 2023 8:41 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/26

Equipment Init Number	Location Train/	St	Pr Date MM DD	Time(EST) HHMM	E	Event	BO/HLD		St
SCAC									
ITFX 009885	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009882	LAKE PROVIDENC	LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009890	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009813	LAKE PROVIDENC	LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009845	LAKE PROVIDENC	LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009870	LAKE PROVIDENC	LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009819	LAKE PROVIDENC	LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009875	LAKE PROVIDENC	LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009871	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009854	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009803	LAKE PROVIDENC	LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009810	LAKE PROVIDENC	LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009824	Not authorized to view shipment								
ITFX 009869	Not authorized to view shipment								
ITFX 009866	LAKE PROVIDENC	LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009888	Not authorized to view shipment								
ITFX 009826	LAKE PROVIDENC	LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA									
ITFX 009879	LAKE PROVIDENC	LA	06 23	0920	E	Placed Actual		EUDORA	AR
NLA									

```
ITFX 009892 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
ITFX 009823 LAKE PROVIDENC LA 06 23 0920 E Placed Actual                EUDORA          AR
NLA
ITFX 009833 Not authorized to view shipment
ITFX 009825 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009899 Not authorized to view shipment
ITFX 009887 Not authorized to view shipment
ITFX 009850 MCGEHEE         AR 06 22 1436 E Junction Delivery   NLA     EUDORA          AR
AKMD
ITFX 009851 LAKE PROVIDENC LA 06 13 0800 E Placed Actual                EUDORA          AR
NLA
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual                EUDORA          AR
NLA
ITFX 009806 LAKE PROVIDENC LA 06 13 0800 E Placed Actual                EUDORA          AR
NLA
```

Thanks,

Jon Lewandowski

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From: Jonathan Lewandowski
Sent: Thursday, June 22, 2023 8:53 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/22

```
Equipment   Location      Pr Date  Time(EST)
L                  Train/  Destination   Pr  RR
Init Number                 St MM DD HHMM E Event              BO/HLD                  St
SCAC
ITFX 009885 MCGEHEE         AR 06 12 1309 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual                EUDORA          AR
NLA
ITFX 009890 MCGEHEE         AR 06 12 1309 E Junction Received   AKMD   EUDORA          AR
NLA
ITFX 009813 LAKE PROVIDENC LA 05 30 1130 E Placed Actual                EUDORA          AR
NLA
ITFX 009845 LAKE PROVIDENC LA 05 30 1130 E Placed Actual                EUDORA          AR
NLA
```

```
ITFX 009870 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009819 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009875 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009871 MCGEHEE        AR 05 30 2240 E Junction Delivery  AKMD    EUDORA          AR
UP
ITFX 009854 MCGEHEE        AR 06 12 1309 E Junction Received  AKMD    EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009824 Not authorized to view shipment
ITFX 009869 Not authorized to view shipment
ITFX 009866 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009888 Not authorized to view shipment
ITFX 009826 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009879 MCGEHEE        AR 06 20 1600 E Junction Received  UP      EUDORA          AR
AKMD
ITFX 009892 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
ITFX 009806 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009823 MCGEHEE        AR 06 14 0537 E Junction Delivery  NLA     EUDORA          AR
AKMD
ITFX 009833 Not authorized to view shipment
ITFX 009825 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009899 Not authorized to view shipment
ITFX 009887 Not authorized to view shipment
ITFX 009850 MCGEHEE        AR 06 15 1235 E Junction Received  UP      EUDORA          AR
AKMD
ITFX 009851 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
```

Thanks,

Jon Lewandowski

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Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Tuesday, June 20, 2023 7:51 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/20

Equipment Init Number SCAC	Location Train/ Destination	Pr	Date St MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
ITFX 009885 NLA	MCGEHEE	AR	06	12 1309	E	Junction Received	AKMD	EUDORA	AR
ITFX 009882 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
ITFX 009890 NLA	MCGEHEE	AR	06	12 1309	E	Junction Received	AKMD	EUDORA	AR
ITFX 009813 NLA	LAKE PROVIDENC	LA	05	30 1130	E	Placed Actual		EUDORA	AR
ITFX 009845 NLA	LAKE PROVIDENC	LA	05	30 1130	E	Placed Actual		EUDORA	AR
ITFX 009870 NLA	LAKE PROVIDENC	LA	05	30 1130	E	Placed Actual		EUDORA	AR
ITFX 009819 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
ITFX 009875 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
ITFX 009871 UP	MCGEHEE	AR	05	30 2240	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009854 NLA	MCGEHEE	AR	06	12 1309	E	Junction Received	AKMD	EUDORA	AR
ITFX 009803 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
ITFX 009810 NLA	LAKE PROVIDENC	LA	05	30 1130	E	Placed Actual		EUDORA	AR
ITFX 009824	Not authorized to view shipment								
ITFX 009869	Not authorized to view shipment								
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ITFX 009888	Not authorized to view shipment								
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ITFX 009879 UP	MCGEHEE	AR	06	20 0205	E	Junction Delivery	AKMD	EUDORA	AR
ITFX 009892	Not authorized to view shipment								
ITFX 009883	Not authorized to view shipment								
ITFX 009806 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
ITFX 009857 NLA	LAKE PROVIDENC	LA	06	13 0800	E	Placed Actual		EUDORA	AR
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ITFX 009833	Not authorized to view shipment								
ITFX 009825	Not authorized to view shipment								
ITFX 009855	Not authorized to view shipment								
ITFX 009899	Not authorized to view shipment								
ITFX 009887	Not authorized to view shipment								
ITFX 009850 AKMD	MCGEHEE	AR	06	15 1235	E	Junction Received	UP	EUDORA	AR

ITFX 009851 LAKE PROVIDENC LA 06 13 0800 E Placed Actual EUDORA AR
NLA

Thanks,

Jon Lewandowski

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Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

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From: Jonathan Lewandowski
Sent: Monday, June 19, 2023 8:38 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/19

Equipment Init	Number	Location	Train/ Destination	St	Pr Date MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St
L SCAC											
ITFX	009885	MCGEHEE		AR	06 12	1309	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009882	LAKE PROVIDENC		LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009890	MCGEHEE		AR	06 12	1309	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009813	LAKE PROVIDENC		LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009845	LAKE PROVIDENC		LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009870	LAKE PROVIDENC		LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009819	LAKE PROVIDENC		LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009875	LAKE PROVIDENC		LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009871	MCGEHEE		AR	05 30	2240	E	Junction Delivery	AKMD	EUDORA	AR
UP											
ITFX	009854	MCGEHEE		AR	06 12	1309	E	Junction Received	AKMD	EUDORA	AR
NLA											
ITFX	009803	LAKE PROVIDENC		LA	06 13	0800	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009810	LAKE PROVIDENC		LA	05 30	1130	E	Placed Actual		EUDORA	AR
NLA											
ITFX	009824	Not authorized to view shipment									

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ITFX 009869 Not authorized to view shipment
ITFX 009866 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009888 Not authorized to view shipment
ITFX 009826 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009879 PINE BLUFF SSW AR 06 18 0125 E Arrive In-Transit   MNLPB1 EUDORA          AR
UP
ITFX 009892 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
ITFX 009806 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009823 MCGEHEE        AR 06 14 0537 E Junction Delivery   NLA    EUDORA          AR
AKMD
ITFX 009833 Not authorized to view shipment
ITFX 009825 Not authorized to view shipment
ITFX 009855 Not authorized to view shipment
ITFX 009899 Not authorized to view shipment
ITFX 009887 Not authorized to view shipment
ITFX 009850 MCGEHEE        AR 06 15 1235 E Junction Received   UP     EUDORA          AR
AKMD
ITFX 009851 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
```

Thanks,

Jon Lewandowski

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From: Jonathan Lewandowski
Sent: Thursday, June 15, 2023 9:40 AM
To: James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 6/15

```
Equipment   Location      Pr Date  Time(EST)
L                  Train/  Destination   Pr  RR
Init Number                 St MM DD HHMM E Event            BO/HLD                St
SCAC
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NLA
```

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ITFX 009882 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009890 MCGEHEE        AR 06 12 1309 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009813 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009845 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009870 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009819 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009875 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009871 MCGEHEE        AR 05 30 2240 E Junction Delivery  AKMD   EUDORA          AR
UP
ITFX 009854 MCGEHEE        AR 06 12 1309 E Junction Received  AKMD   EUDORA          AR
NLA
ITFX 009803 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009810 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009824 LAKE PROVIDENC LA 05 18 1300 E Placed Actual              EUDORA          AR
NLA
ITFX 009869 LAKE PROVIDENC LA 05 18 1300 E Placed Actual              EUDORA          AR
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NLA
ITFX 009888 LAKE PROVIDENC LA 05 30 1130 E Placed Actual              EUDORA          AR
NLA
ITFX 009826 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009879 NORTH PLATTE E NE 06 14 0315 E Arrive In-Transit  MPCNPX EUDORA          AR
UP
ITFX 009892 Not authorized to view shipment
ITFX 009883 Not authorized to view shipment
ITFX 009806 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009857 LAKE PROVIDENC LA 06 13 0800 E Placed Actual              EUDORA          AR
NLA
ITFX 009823 MCGEHEE        AR 06 14 0537 E Junction Delivery  NLA    EUDORA          AR
AKMD
ITFX 009833 LAKE PROVIDENC LA 05 18 1300 E Placed Actual              EUDORA          AR
NLA
ITFX 009825 Not authorized to view shipment
ITFX 009855 LAKE PROVIDENC LA 05 18 1300 E Placed Actual              EUDORA          AR
NLA
ITFX 009899 Not authorized to view shipment
ITFX 009887 Not authorized to view shipment
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UP
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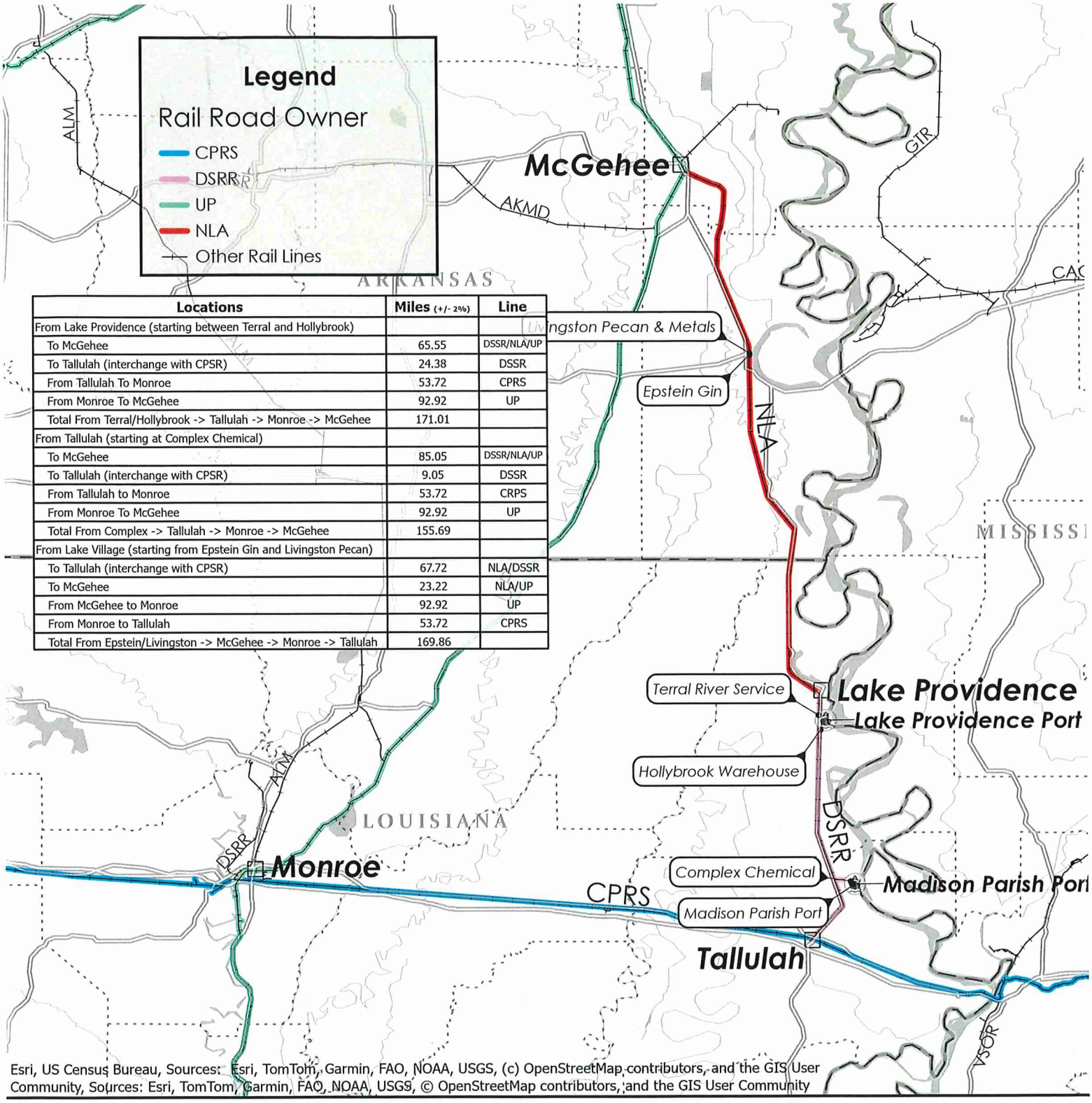
Thanks,

Jon Lewandowski

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Locations	Miles (+/- 2%)	Line
From Lake Providence (starting between Terral and Hollybrook)		
To McGehee	65.55	DSSR/NLA/UP
To Tallulah (interchange with CPSR)	24.38	DSSR
From Tallulah To Monroe	53.72	CPRS
From Monroe To McGehee	92.92	UP
Total From Terral/Hollybrook -> Tallulah -> Monroe -> McGehee	171.01	
From Tallulah (starting at Complex Chemical)		
To McGehee	85.05	DSSR/NLA/UP
To Tallulah (interchange with CPSR)	9.05	DSSR
From Tallulah to Monroe	53.72	CRPS
From Monroe To McGehee	92.92	UP
Total From Complex -> Tallulah -> Monroe -> McGehee	155.69	
From Lake Village (starting from Epstein Gin and Livingston Pecan)		
To Tallulah (interchange with CPSR)	67.72	NLA/DSSR
To McGehee	23.22	NLA/UP
From McGehee to Monroe	92.92	UP
From Monroe to Tallulah	53.72	CPRS
Total From Epstein/Livingston -> McGehee -> Monroe -> Tallulah	169.86	

EXHIBIT
6
Martin

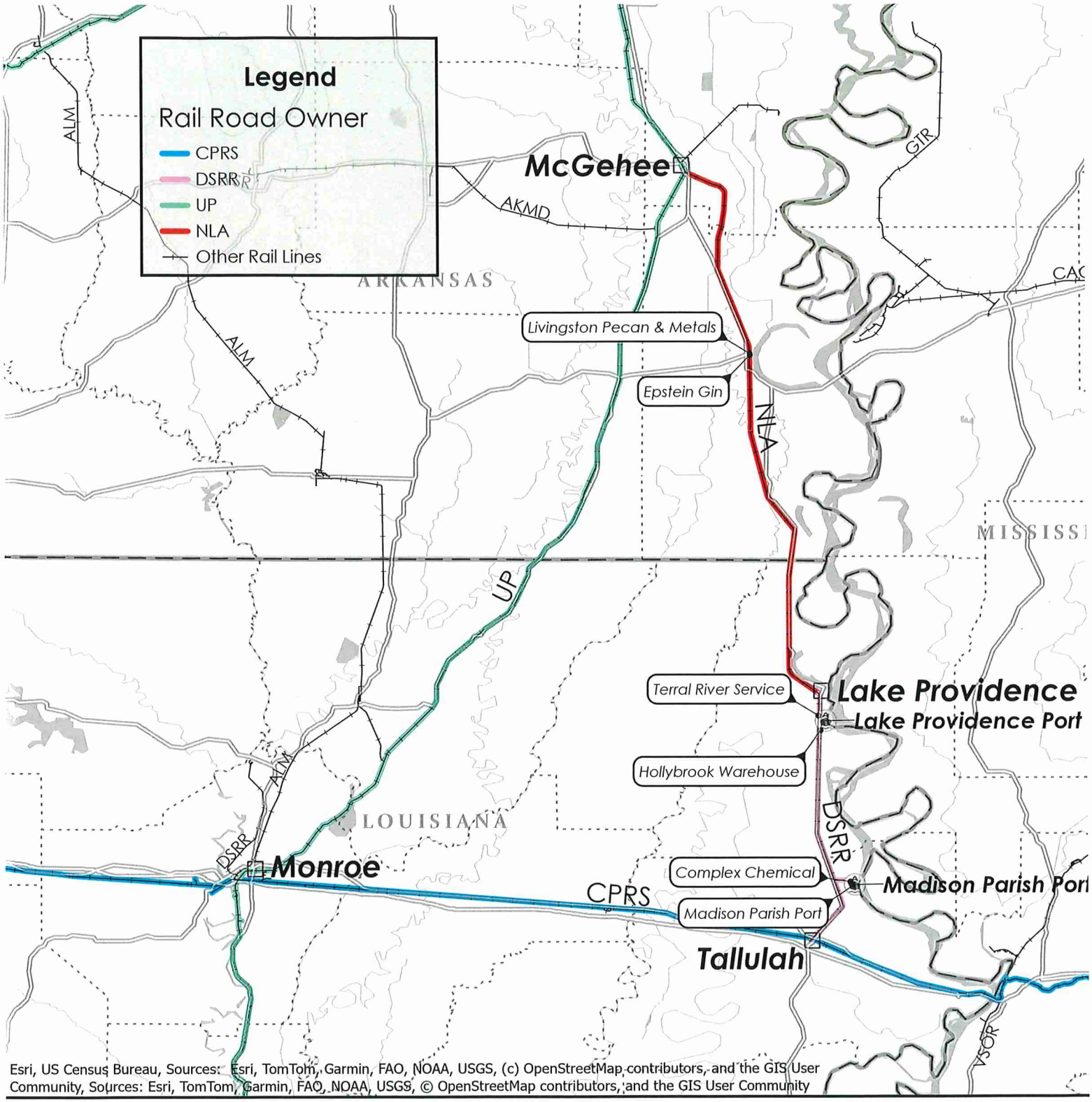


EXHIBIT
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7
Martin

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

LAKE PROVIDENCE PORT COMMISSION—FEEDER LINE APPLICATION--LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF NEIL MARTIN

---

1. My name is Neil Martin. I am the Vice President of Terral RiverService, Inc. Our address is 10100 Hwy. 65 South, Lake Providence, LA 71254. My telephone number is 318-559-1500. I have personal knowledge of the facts stated herein and am duly authorized to present this Verified Statement on behalf of Terral RiverService, Inc. ("Terral").

2. As its name reflects, Terral River Service, Inc. is a river transportation service company specializing in the bulk storage and handling of dry and liquid materials along the Mississippi River system, including the inland waterways of Louisiana and southern Arkansas. Services offered include terminal dock operations, custom barge operations, bulk storage, and bulk material handling. Given our activities, we are heavily involved with the efforts of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project ("Project"). That project was intended to modernize and improve rail infrastructure along the very important freight corridor that provides shippers the potential ability to reach both the Union



Pacific Railroad Company ("UP") at McGehee and the Kansas City Southern Railroad ("KCS") at Tallulah.

3. Because we strongly believe that the Project will have a significant impact to the region's economic development and will expand the effectiveness and cost savings to the regional shippers, Terral supported the INFRA Grant Application that was filed in 2019 that resulted in a significant grant. It is my understanding that Terral's letter of support is included in the INFRA Grant Application that was approved by DOT. Our support stemmed from the strong support that was offered by the two short line railroads that were operating over the rail corridor between McGehee and Tallulah which, until 1988, was operated by the Missouri Pacific Railroad as part of its Lake Providence Branch Line. Although the Interstate Commerce Commission approved the abandonment of the Line, over the objection of many shippers who were located along the Line, the Line was never physically abandoned until later when William Wainwright, after acquiring the Line, allowed it to deteriorate. Fortunately, the Lake Providence Port Authority ("LPPC"), the Southeast Arkansas Economic Development District ("SEAEDD") and the North Louisiana & Arkansas Railroad ("NLA") jointly acquired the track between McGehee and the entrance to the Lake Providence Port from Wainwright. Had they not acquired it, the region would have suffered a devastating economic impact.

4. Because Wainwright continued to hold ownership of the last 28+ miles of the Lake Providence Branch, that segment continued to deteriorate. The deterioration in service adversely impacted Terral's operations at both the

Lake Providence Port and the Madison Parish Port. As a result, news of Continental Rail's acquisition of the last segment of the Lake Providence Branch Line was well received. According to the public statements from Continental Rail's new management team, they intended to rebuild the Line and eliminate storage of railcars on DSRR's mainline that continuously adversely impacted Terral's operations at the Madison Parish Port. For a while, the new team took steps to rebuild the track that extends between the Madison Parish Port and the intersection with KCS. However, little was done to restore the track that is located between the two ports. When DSRR joined with the other owners of the Lake Providence Branch Line in applying for the INFRA Grant Application, it appeared that the entire Line would be rebuilt. When the United States Department of Transportation ("DOT") announced the Grant in 2019 that required funds to be used to rehabilitate the twenty miles of track between the Ports, it seemed certain that the primary goals that prompted DOT to fund the rehabilitation of the entire corridor would be achieved.

5. As I belatedly learned, DSRR is actually owned by a private equity firm that did not support the efforts that were made by Continental Rail and by every other party that worked with the Applicants to obtain the INFRA Grant. Furthermore, I am aware that DSRR's new management team has stated on the record that it has concluded that there is no reason to rehabilitate the track. Given that attitude, Terral fully supports the sale of the DSRR's assets to LPPC. That sale will be consistent with the public convenience and necessity

and the public interest. Furthermore, that result will satisfy the goals that DOT has sought to promote.

6. I have advised NLA that Terral has interest in shipping cottonseed from the Madison Parish Port to UP when the track is in good enough condition to move the 100 ton gondola railcars that are used to transport cottonseed. Terral will not take a chance on risking an expensive derailment until it can be proven that the track that is located between mileposts 471.0 and 491.0 can handle such cars. Moreover, as I have previously advised NLA, Terral will also consider moving inbound aggregate that originates on UP points that would move to the Madison Parish Port. Because the additional costs associated with movements from McGehee to Monroe and then to KCS and DSRR are much higher than direct rail service between McGehee and Madison Parish Port, Terral will not consider that alternative.

7. I urge the Board to find that the forced sale of the track to LPPC is consistent with the public convenience and necessity as it will eliminate unnecessary and expensive multiple interchanges over a short line of railroad. Moreover, local ownership will help to guarantee the economic development of the region. The many environmental and financial benefits that will follow the shift back to rail from trucks that have been recognized by DOT should not be ignored.

VERIFICATION

I, Neil Martin, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed this 14th day of December, 2022.

Neil D. Martin
V.P. of Services

Delta Southern Railroad (DSRR)

Monroe, LA

Request Freight Rate Quote

Request Railcar Storage Quote

View Real Estate & Track Access Information

Tariffs

Fuel Surcharge

Credit (/wp-Applicationcontent/uploads/2022/03/PatriotRailCr

Contact Us

Interchanges

Tallulah, LA (CPKC)
Monroe, LA (CPKC/UP)

Track Miles

39 miles of mainline track, Sterlington, 12 miles and Tallulah: 27 miles

Railcar Storage

Empty Clean; Empty Non-Hazardous Residue; Empty Hazardous Residue; Loaded Non-Hazardous; Loaded Hazardous

See Railcar Storage Across All Railroads (/services/patriot-rail-service/railcar-storage/)

Real Estate

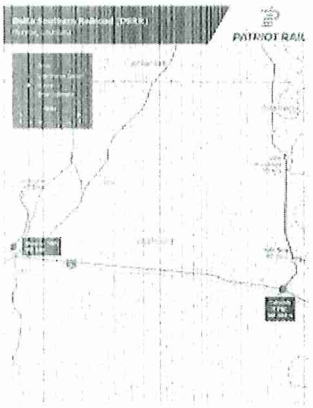
Flagging (/services/patriot-rail-services/real-estate-and-track-access/)
Track Access (/services/patriot-rail-services/real-estate/right-of-entry-access/)
Industrial Development (/industrial-development/)

Primary Commodities

Chemicals, Agricultural Products, Forest Products

Weight Restrictions

286,000 lbs



https://patriotrail.com/wp-content/uploads/2023/05/DSRR-scaled.jpg)

Download Rail Map (https://patriotrail.com/wp-content/uploads/2023/05/DSRR.pdf)

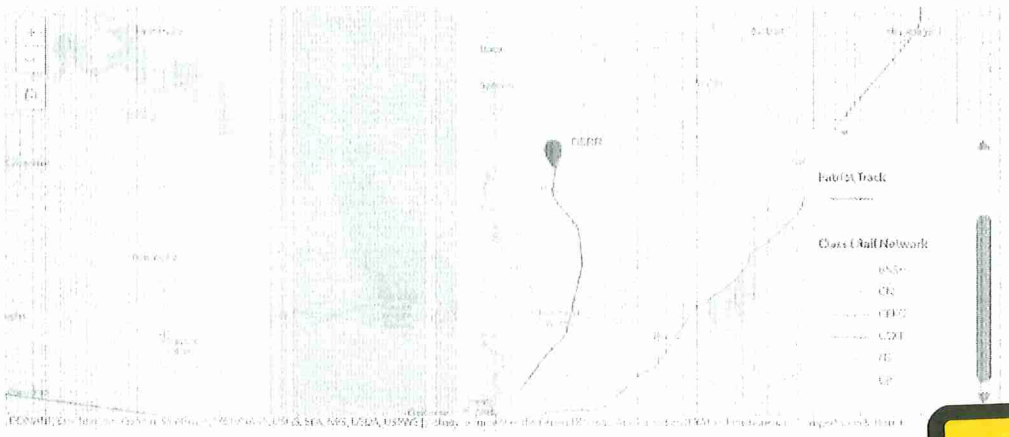


EXHIBIT
tabbies
9
Martin

Railroad Real Estate & Track Access

Learn More
(/services/patriot-rail-services/real-estate-and-track-access/)

Contact Us

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This content is from the eCFR and is authoritative but unofficial.

Title 49 —Transportation
Subtitle B —Other Regulations Relating to Transportation
Chapter II —Federal Railroad Administration, Department of Transportation
Part 213 —Track Safety Standards
Subpart A —General

Authority: 49 U.S.C. 20102-20114 and 20142; 28 U.S.C. 2461 note; and 49 CFR 1.89.
Source: 63 FR 34029, June 22, 1998, unless otherwise noted.

§ 213.9 Classes of track: operating speed limits.

(a) Except as provided in paragraph (b) of this section and §§ 213.57(b), 213.59(a), 213.113(a), and 213.137(b) and (c), the following maximum allowable operating speeds apply—

[IN MILES PER HOUR]

Over track that meets all of the requirements prescribed in this part for—	The maximum allowable operating speed for freight trains is—	The maximum allowable operating speed for passenger trains is—
Excepted track	10	N/A
Class 1 track	10	15
Class 2 track	25	30
Class 3 track	40	60
Class 4 track	60	80
Class 5 track	80	90

(b) If a segment of track does not meet all of the requirements of its intended class, it is reclassified to the next lowest class of track for which it does meet all of the requirements of this part. However, if the segment of track does not at least meet the requirements of Class 1 track, operations may continue at Class 1 speeds for a period of not more than 30 days without bringing the track into compliance, under the authority of a person designated under § 213.7(a), after that person determines that operations may safely continue and subject to any limiting conditions specified by such person.

[63 FR 34029, June 22, 1998, as amended at 85 FR 63388, Oct. 7, 2020]



BEFORE THE

SURFACE TRANSPORTATION BOARD

* *

FINANCE DOCKET NO. 36447

* *

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION

LINE OF DELTA SOUTHERN RAILROAD

LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

* *

HIGHLY CONFIDENTIAL DEPOSITION OF

WILLIAM WYLY GILFOIL, SR.

February 24, 2026

* *

Taken At:

Lake Providence Municipal Courtroom
201 Sparrow Street
Lake Providence, Louisiana 71254

* *

Reported By:

MARGARET ANN COPELAND
CERTIFIED COURT REPORTER
CERTIFICATE NO. 92160
PARISH OF OUACHITA
STATE OF LOUISIANA

APPEARANCES:

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appearing herein by and through
Mr. Michael McBride

FOR DELTA SOUTHERN RAILROAD, INC.:

GENTRY LOCKE
919 E. Main Street, Suite 1130
Richmond, Virginia 23219
appearing herein by and through
Mr. Noah Patrick Sullivan and
Mr. William L. Spotswood

INDEX OF EXHIBITS

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STIPULATIONS

It is stipulated and agreed among counsel that this deposition of WILLIAM WYLY GILFOIL, SR. is taken pursuant to subpoena by counsel for Delta Southern Railroad, Inc., and may be used for all purposes permitted by the Code of Federal Regulations. All objections, except as to the form of the question and the responsiveness of the answer, are reserved until such time as the deposition is offered and introduced into evidence.

* *

The witness, WILLIAM WYLY GILFOIL, SR., was advised of his right to read and sign this deposition, and he elected to exercise that right.

WILLIAM WYLY GILFOIL, SR., being first duly sworn, testified as follows:

MR. SULLIVAN: Good morning, Mr. Gilfoil. I introduced myself earlier, but I'll introduce myself for the record. My name is Noah Sullivan. I'm an attorney with the law firm Gentry Locke, and I represent Delta Southern Railroad in the pending proceeding before the Surface Transportation Board regarding the application filed by the Lake Providence Port Commission. I'm going to go over today some ground rules--

MR. MCBRIDE: If I may, just one second, for appearances, just to make it clear to you that today I'm appearing on behalf of Lake Providence Port Commission and the witness. Okay. Go ahead. Sorry.

MR. SULLIVAN: So I was going to go over some ground rules for today's deposition, and then we can kind of jump into the question and answer part.

WITNESS: Okay.

MR. SULLIVAN: Have you ever been deposed before, Mr. Gilfoil?

WITNESS: I don't think so. I don't remember

so.

MR. SULLIVAN: Sure. So basically, a deposition is a proceeding that occurs generally outside of an official proceeding conducted as we are today without any presiding officer, but it's done pursuant to rules or regulations that allow the taking of testimony. The purpose of it is to obtain testimony that can then be used at later points in the proceeding. So you just took an oath, and I want to make sure you understand that the oath that you took is one that is enforced by the legal requirements of perjury, that you tell the truth and nothing but the truth, and that that is under the laws of the United States as this is a proceeding before the Surface Transportation Board. Do you understand that?

WITNESS: Yes.

MR. SULLIVAN: And it's an oath that's--it would be the same type of oath that you would take if you were to appear officially before the board and provide sworn testimony. Make sense?

WITNESS: Yes.

MR. SULLIVAN: Okay. So you understand-- I think you had a chance to meet our court reporter, who's going to be recording the deposition and will be creating a transcript of the deposition. So once we're done today, she's going to essentially write up a transcript that reflects everything that is testified to today--

WITNESS: Okay.

MR. SULLIVAN: --including the questions I ask and the answers you give, objections that may be made, and what I'm saying right now. So the reason I alert you to that is not only so that--to make sure you're aware of that's what's going to be, but that is the official record of the proceeding. So this is not being videotaped, it's not going to be shown visually. The thing that's going to be used in the proceeding is that transcript, so we've got to do a couple things today to make sure that that transcript is accurate. One thing is to not talk over each other. So when I'm asking a question, even if you think you know what my question is, wait for me to finish before you start to answer. That way-- And

when you answer, I will wait for you to finish answering before I do a follow-up question. Now, we might start to move fast or something and start talking over each other. We just need to be mindful of that so that we can try to slow down because the court reporter needs to be able to hear what's being said and who's talking. So we don't want to talk over each, so that's just something to keep in mind. Okay? Another thing is you've got to give oral answers. You've got to say it out loud for it to be reflected in the transcript. So if I ask you, you know, "Are you doing okay?" and you shake your head yes, that's not going to show up. You've got to say, "Yes. Doing fine." Right?

WITNESS: Okay.

MR. SULLIVAN: So just make sure that you're giving oral answers throughout today so that the record is clear. Throughout today I'm going to be asking you a number of questions, and it's important that you understand what I'm asking. So you need to understand the questions in order to provide accurate testimony. Right? So if you ever don't

understand a question that I'm asking, you should feel free to ask for clarification, ask me for an explanation as to what I'm asking, or to rephrase. It's your right to understand the questions that I'm asking so that you can answer them accurately. And the same token, I need to be able to assume that you're understanding the questions I'm asking so that I understand your answers to be the answers to those questions. So if I ask you a question and you don't--and you answer, then I'm going to assume that you understood the question. Is that fair enough?

WITNESS: Fair enough.

MR. SULLIVAN: Okay. Throughout today we can take breaks as you would want them or as others need them. You know, we've reserved this space for the day, so we should be able to get through the testimony. But if you've got to take a bathroom break, stretch your legs, get some water, anything that you need, we're happy to accommodate breaks. The only rule that I would have is that if there's a pending question, you answer the question and then we can break so that we're not breaking

in the middle of a question and answer. Is there any reason based on any physical condition or mental, any drugs or medications that you may be on that would impair your ability to provide accurate testimony today?

WITNESS: No.

MR. SULLIVAN: Okay. So we'll start. And we'll throughout today be looking at some documents. I brought a box of them here, so we'll be going through some of these today. And we'll mark our first exhibit, which will be "Gilfoil 1."

EXAMINATION BY MR. SULLIVAN:

Q Mr. Gilfoil, do you recognize this document?

A It seems to be the subpoena that was sent. I don't know the date, but, you know, telling me I need to appear here at this time.

Q Okay. So this appears to you to be a copy of the subpoena pursuant to which you're testifying here today?

A It appears to be.

Q Okay. So that is really just for identification purposes so that we're clear that you are the person that's being subpoenaed that's appearing here today so that we know we have the right person that we're deposing. I wanted to ask you, what did you do to prepare for today's deposition?

A Not a whole lot.

Q Okay. Well, can you tell me what you did do?

A I read some emails from my attorney, read some documents that he sent. That's--that's it.

Q Did you have any conversations with your counsel? And I'm not asking for you to reveal any substance of those communications. I'm just asking whether you did have conversations about your deposition today.

A I had a short conversation.

Q How long was it?

A Approximately ten minutes.

Q Did you discuss your deposition with anyone else?

A No. Excuse me. My wife.

Q Okay. How long of a discussion did you have with her about your deposition?

A She--she right now is out of town at Grits for Grands, so it was a conflict that we had, so I told her I had to--I was being deposed in this case, and--but she went ahead and went to be with her grandkid for the Grits with Grands.

Q I see; I see. Okay. Got you.

A There were no standard issues discussed.

Q Okay. Well, I wonder if you could tell me a little bit about your own personal background before we dive into the substance of the issues in the case. Where were you born and raised?

A Born in Vicksburg, raised in Lake Providence. I attended school mostly in Lake Providence. Went to the University of Colorado my freshman year, transferred to LSU and finished there in agronomy. Farmed on my own and with my dad since 1976, and then terminated the farm in 1996. My dad died in '91. Was employed by the port commission in December of '94, and worked there for thirty years.

Q Okay. Where was the farm, your family farm?

A The property that we owned in part with my aunt that I would say would be the homeplace is basically right across from the port. And then we rent--we were mostly--most of our land was rented. We rented a piece of land up on the lake known as the Hider Place. Then we had another piece of family-owned property out on Highway 134. And then we had some property in West Carroll, and that's actually where I started; it was family-owned. We, you know, through the years rented land from other people, rented land from my mother-in-law, and others.

Q What did you grow or produce on the farm?

A Cotton, soybeans, wheat, corn.

Q Any particular focus?

A I guess cotton was our focus.

Q Okay. About how much--

A Cotton, and then kind of transitioned to grain, you know, corn-soybean rotation, but that was in conjunction with

the cotton as well because you were, you know, trying to keep from being in a monoculture.

Q What do you mean by that?

A A monoculture is where you plant one crop almost continuously year after year after year, which is agronomically not the best situation because you tend to increase the amount of diseases in the soil, and it's good to have a grass crop like corn, which has a different root system than cotton, which is a taproot system, so that you increase the tilth of your soil. We were seeing in soil tests that we were losing our organic matter, so we tried various cover cropping schemes and--but the best rotation was the cotton and corn.

Q Okay. What's the volume that your farm was producing when you started in, you said, 1976.

A We were probably at about fifteen hundred acres then. Got up to about twenty--well, close to four thousand acres, and then dropped back down.

Q When was the peak?

A Mid-80s. Mid-80s on it was a survival situation.

Q Why was that?

A Prices and production, low yields. Daddy had never had two bad back-to-back crops. He started farming in '45 and he never had two bad years back to back. In the 80s we had four out of five years in the period from 80 to 85 that

were bad. And that, combined with double-digit interest rates, because we were having to roll crop loans--what they call rollover and take a crop loan that wasn't fully paid off, and then roll it into the land, and then pay interest on top of that, so the interest really became a big problem. So ultimately, we ended up getting--or I got out. Daddy died in '91. So I got out, had to sell all the land, but I didn't take bankruptcy.

Q I'm sorry. What was the last--

A I didn't take bankruptcy.

Q Okay. Who were you selling the cotton to that you were producing at that time.

A Pretty much sold it through Staplcotn, which was a producer cooperative headquartered out of Greenwood, Mississippi.

Q Did you use Hollybrook Warehouse or Hollybrook Gin for any services?

A We did. We ginned at Hollybrook my whole career, and most of my dad's career.

Q Do you know how you would ship to Staplcotn the cotton you produced?

A Well, we didn't ship to Staplcotn. Staplcotn took possession of it in the warehouse, as far as I know, and then they would arrange shipping either by rail or truck, you know, from there.

Q From where?

A From the warehouse.

Q Which warehouse?

A It'd be Hollybrook Warehouse.

Q Hollybrook Warehouse. Okay.

A Well, they had Hollybrook and then they had--later it was Hollybrook--it was a consortium of warehouses; Hollybrook, H&W, I think Raley had at one time some warehouse space, but I'm not dead positive on that.

Q Okay. So you decided in 1996 to get out of the farming business. Correct?

A Correct.

Q And what brought you to the Lake Providence Port Commission at that time?

A Well, I had actually been hired December '94, so I had basically a year. Got out in February '96, so it wasn't-- '95 was the last crop. So I worked at the port and still had a farming operation through '95. A friend of mine, Randy Walters, was the port director, and I had indicated to him--I don't know exactly when, but maybe in the last few years prior to that that, you know, if he decided to leave to let me know, I'd like to apply for the job.

Q And is that the-- Were you hired as the port director?

A Yes. There were no other employees.

Q Okay. And when was the port commission started, established?

A By statute, 1958.

Q So by 1994 had it always just had one employee over that period, if you know?

A To my knowledge that's all they ever had.

Q Compared to today in terms of the number--how many employees-- Well, let me ask you this: When did you-- You're no longer employed by the Lake Providence Port Commission. Correct?

A No, sir.

Q When did you retire?

A January of 2025, end of January.

Q And at the time you retired, how many employees did the port commission have?

A Two.

Q Doubled in size over the course of that period.

A Absolutely. Growth.

Q What about kind of operationally? How does the port commission measure its operations in terms of--well, one might be revenue?

A Most ports are kind of measured--I mean, kind of the standard measurement of ports across all different types is tonnage.

Q Tonnage. Okay.

A The amount of tonnage that they move.

Q Okay.

A Of course, revenue, you know, is tied to tonnage, typically.

Q Sure.

A But, you know, and is obviously a big part of any business. But kind of comparison, where they have breakage for small port, large port, that type thing is based on tonnage.

Q Okay. So when you started in 1994, what was the annual tonnage, if you know, of Lake Providence Port Commission?

A Probably three hundred thousand, two fifty, three hundred thousand. I'd have to look back. The corps, you know, publishes a tonnage report annually, so I'd have to look back at that. Now what they don't get is like if you have cotton seed come in by truck and then go out by rail, the corps doesn't give you credit for that tonnage, but, you know, the port itself would report that tonnage.

Q Yeah. And I understand that you don't specifically recall the tonnage amount from thirty years ago with precision, but I'm just trying to get a sense of scale.

A Yeah; yeah. I think that's--that'd be a good guess, but that's all it is, is a guess.

Q Okay. So what about when you retired? What was

the annual tonnage at the port?

A About a million three.

Q So there had been substantial growth in the amount of tonnage over the time that you were--

A Tonnage and revenue. That's correct.

Q Okay. What's driven the growth in tonnage?

A I guess the bulk of it has been the transition in the delta or the arrival of planting corn would be-- Corn produces by acre a volume close to three times to four times what you do in beans. All the elevators in this area were either built in the late '60s, mid to late '60s and early '70s, and then you had corn--you had big change in the farm law, the farm bill, which I think is adopted every four years. It seemed like the '96 bill finally broke-- What you used to have is allotments. So to keep your allotments-- Let's say you had a hundred-acre cotton allotment. To keep that hundred-acre cotton allotment-- And you had payments that were based on that allotment, based on yield history. So to keep that allotment, you had to plant X amount of cotton per year. And at one time you could actually grow the allotment. In other words, you could increase it, and then over time your five-year average would go up and you'd get a bigger allotment. But then I think they stopped allowing you to increase it except through special means. And then in the '96 farm bill they got away from allotments and allowed you

to plant--or they called it the freedom to farm so that you had the ability to grow any crop without damaging your historical allotment. And that may not be the precise language of it, but it's a general idea what was accomplished by the '96 farm bill. So that we saw an increase in corn acres because corn was coming in at the time and the price of it was very advantageous versus soybeans. And then cotton-- It allowed you to break that monoculture, because beans were grown on the heavier dirt year after year after year, and our yields were going down. The '80s were a disaster for beans. And then the cotton was kind of doing the same.

Q Okay. So did you regret getting out of the farming business right before this law changed?

A No. I mean, you know, when you're--the business you're in is a failure, it's not something you look back on with fond memories.

Q Sure. What were the-- So big picture, over the course of what I'm understanding from when you started in '94 at the port commission to kind of present day, that one of the big drivers of the growth in tonnage at the port was that as the region moved towards more corn production and moved away from beans and cotton, that that drove increase tonnage to the port. Is that correct?

A That's pretty safe bet, yeah.

Q Okay. And where-- Who's buying the corn over this

period?

A It differs. The corn we produce in the delta is the first corn produced in the northern hemisphere, so it hits the feed market at an advantageous time for export or the MRGO, which is Mississippi River Gulf Outlet. So the barge market is usually pretty good for corn. And then corn is used as a feed for livestock, particularly poultry and cows in feed lots, so there's a good basis to deliver-- We live in a grain storage deficit area. In other words, we've not built the storage like the Midwest has done because typically you don't store Mid-South corn; you move it. You move it either to the gulf or you move it to Mexico by the speedway, KCS speedway, well, KCSCP.

MR. MCBRIDE: Yeah. CPKC it's called now.

WITNESS: Okay. Whatever they call it.

MR. MCBRIDE: Yeah.

A Speedway is all--what I call it. So anyway, they move it by the speedway to Mexico. In fact, the Terrals transitioned from a basically largely river-born commerce to an inland commerce by their corn, you know, moving it to Mexico by the speedway through their Delhi facility.

Q So I guess just trying to understand the corn that's-- So for the port, is the tonnage of corn mostly going out or coming in?

A It's out, out. Pretty much all our grain goes out.

The only time that we had a significant amount of grain coming in was years before I was there when they were bringing it in for feed for the livestock market, but the livestock market around--in the delta has, you know, dwindled to almost nothing.

Q Okay. When you started in 1994, how did the corn get to the port?

A From area farmers. They would bring it directly from the field to the port.

Q Did they--by truck, vehicle?

A Truck.

Q And from the port, how was it primarily shipped out?

A By barge.

Q And at that time was Terral RiverServices--were they operating the barge activity out of the port?

A Yes.

Q So for the port-- And I guess have those points changed since 1994 in terms of the corn that's moving tonnage through the port, is it coming to the port by truck and leaving by barge?

A I'm not sure I understand the question. You say points. What are the-- You mean the origination point of the corn?

Q Yeah. Well, so let me try to re-ask it and see if

it makes more sense. At the time you retired in 2025, over that period--

A Uh-huh (yes). Yeah.

Q --from when you started and when you retired, is the corn arriving at the port through the same mode of transport from the corn producer, which I believe you testified earlier was by truck.

A Yeah, the corn--

Q Does it remain by truck?

A The corn producer is pretty much, yeah, still a truck mode, absolutely, yeah. Now we do handle corn from elevators, inland elevators, comes in. That's typically after the harvest is completed, then the commercial--then we start seeing the commercial market involved in like a December delivery or a January delivery, you know, something like that. Some of the inland elevators and some of the farmer--the farmers have increased their storage as the years have gone on so that not only are commercials bringing product, but farmers are bringing product after the typical harvest period. But if you're in the harvest, they're bringing it from the field by truck.

Q What about the inland elevators, are they--

A It's typically by truck.

Q Okay. And what about-- Kind of the same-- Any change in the way that things are moved from the port out?

Still mostly barge?

A No, it's pretty much all barge.

Q And is there a major storage component of the port for storing corn to be transported, or is it mostly directly loaded onto barges to be sent out?

A They typically move the corn mostly out, and the storage, as I understand it, is used-- Well, they-- It depends on the year. They'll store some and keep some, and then some they actually truck to chicken houses, which is located more in the locally Ruston, Dubach, that kind of area, or down--or over in Mississippi they will ship, you know, some corn by truck out of the elevators. But we do have one point two million storage in the old elevator--the original elevator that was built at the port, and then I think they've got an additional, I'm going to say, seven hundred thousand bushel capacity that was constructed originally by Raley. Viserion operates is now. So Viserion's got both elevators now.

Q How does the-- And do you know where the movement by barge out of Lake Providence Port, do you know primarily where they're moving to from there?

A MRGO, Mississippi River Gulf Outlet. That'd be the elevators basically from Baton Rouge to New Orleans. They move to those elevators, and they can either be transloaded directly from barge to ship or they'll go from barge to their

container storage, their storage facilities, and then moved to ship for export.

Q Okay. And you mentioned the speedway.

A Uh-huh (yes).

Q Does any of the tonnage coming out of Lake Providence Port go to the speedway?

A Yep.

Q How does it get there?

A It gets there by truck. It gets to the elevator at Delhi, and they have a unit car train load out facility there, and they load unit trains to go to Mexico, is their market.

Q I see. So that traffic is not coming to the port.

A It may. I mean, it may come to the elevator and then the elevator-- I mean, these marketers will--you know, they might sell a truck two or three times, it might be on the way and the sell it. But typically the elevators on the river go to the river, but in some cases they go to the inland elevators, you know, if the market's good or better than what they're offering on the river.

Q Do you have to be a-- Well, let me step back. Could you describe kind of in general the operation of the port in terms of the functions that the--business functions that the port conducts?

A Well, it's a landlord port. In other words, we

don't operate any facilities. That's why we have such a low employee basis, because I'm not out there loading a barge or unloading a truck or doing any of that. So we and the landlord we lease the land itself and others build the facilities on them, or we can lease the land and the facility where we build the facility, and then it's leased, you know, to another operator. I mean, the typical management functions are planning, organizing, staffing, directing, and controlling, and that's what we do, you know, at the port within the function of providing transportation nexus where you have different modes coming together like road and rail, rail and truck, river and rail, river and road, providing those different modes to the region to promote economic development of the region.

Q So let me-- I guess I'm trying to just-- So there's the landlord port, you described it, the leasing function. Do you have to be a tenant of the port in order to use the port facilities?

A No. I mean, individual growers use the port facility to--and sell their beans to the elevator, but they're not--they're not tenants of the port.

Q Sure.

A It's just those facilities and that land that's at the port is leased to tenants, and then they operate some sort of commercial business, like an elevator. What else do

we have down there? We've got the fertilizers. They have the dry fertilizers, the liquid fertilizer. We've got the succinic acid plant is being re-ginned up, and we actually have the welding facility where they weld components for the oil and gas industry. Those are the type businesses that we have currently. And we've got a public dock which can handle, you know, project cargos. The public dock also ships grain out. They're actually pro- --the only facility that handles rice I think currently. They handle rice and cotton seed because we still do send some barges of cotton seed out. So not all the cotton seed goes by rail.

Q So is the-- So in trying to understand the revenue streams for the port, one is from the leases. Correct?

A Yeah.

Q Okay. And then is there a-- What other sources of revenue are there for the--

A We have an ad valorem tax, which brings in about I think--the last I checked would've been in the one forty, one fifty--a hundred and fifty thousand range.

Q And just to make sure I understand that, what is the ad valorem tax? How is that assessed?

A Well, that's an assessed value on property within the parish. If you own a house, if you own real property, or if you own personal property, if you have store and you have property in it, I think you're assessed ad valorem at value

tax on that property.

Q So it's a property tax on--locally on residents of East Carroll Parish?

A Correct.

Q Okay. What other sources of revenue?

A Well, occasionally we'll, you know, declare surplus property and sell some pieces of equipment that we may have, something like that, that's very minor. We have state revenue sharing. I think that amounts to usually three checks of fifteen hundred ($1,500) apiece, so not a whole lot of money, but it comes from the state. Now, that's just on the revenue side. Now I'm not calling grants, you know, that you get revenue, but these are just the revenues from operation.

Q Right. Operating revenues.

A Yeah.

Q Sure. So is there-- So is there any charge, for instance, use of the public dock?

A Yes. That's usually on a per ton basis. We lease that out--or they were leasing it out to Terral RiverService.

Q Okay. So that's not a revenue stream that the port gets other than through the lease?

A Yeah, they get a percentage of whatever--whatever Terral charges, and I think the figure--the old figure was ten percent. I don't know if it's changed any since I left,

but it was ten per- -- If they charge-- Let's say they were loading a barge of rice and they were charging two fifty a ton, then we would get twenty-five cents per ton, because it's basically done on tonnage.

Q So the rent is essentially--

A But that's included in the rents and lease that you have at the port.

Q I see. So the rent includes a percentage of the revenue from that--

A Most of the rental arrangements we have--and DOTD has really pushed us to do this--we have a throughp- --what they call a throughput. So in other words, we don't want you leasing the property and just sitting there on it.

Q Right.

A So we have a throughput, and usually that throughput has a minimum, and then, you know, it may change, the higher you go, the throughput charge may decrease per unit.

Q So the idea for that is to create an incentive for productive use of the tenancy?

A Well, what happened in a lot of ports, we'd have like an old, old lease. I think the original lease at the port is--the oldest one is 1963, so that thing's getting a little age on it.

Q Yeah.

A And this was prior to the constitution providing that you could have no longer than a forty-year lease.

Q I see.

A So that's our--we cannot go beyond forty years now, but that original lease, you know, we're stuck with that--

Q Right.

A --you know, price from 1963. Well, you know, it's been a little bit of inflation since then. And so what we're trying to do is to--you know, is to add increments or changes based on CPI, you know, every so often. You know, a review at least every five years, if not every year.

Q Got it. So from the standpoint of the changeover time from when you started and when you retired, significant growth in the tonnage, what is the operating revenue picture look like over that time?

A Well, we've averaged probably close to a dollar a ton, so you can see what the annual revenues when I first started we're in that two hundred and fifty, three hundred thousand range, and then it ended up they were, you know, about a million three.

Q Okay. What about operational costs of the port? What are the big categories of operational costs at the port?

A Salary and benefits.

Q Okay.

A Professional fees lately have swamped everything.

Q Any other categories of operating expenses?

A Well, I mean, there's many other categories, but--I mean, utilities, you know, kind of the typical stuff you would see in running a business or office, but, you know, when you take salaries and benefits, that's running close to eighty percent of it right there.

Q Okay. So the vast majority of operating expenses, generally speaking, are in that category?

A Yes.

Q Okay.

A Well, like I say, until recently where professional fees have greatly exceeded that.

Q I see.

A Well, another big non-cash charge is depreciation. Used to in governmental accounting you didn't have to account for depreciation, but they changed that probably not too long after I started, so that's--that's the biggest charge, if you're growing.

Q Right; right. So what about capital assets? What are the port's main capital assets that it has?

A Well, the land. The facilities, if you drive in, the ones to the left were basically built with private funds. If you go to the right, then a lot of those were built either with the EDA or port priority or a combination thereof. Also the governor's office of rural development was in there, USDA

was in there. So we have, you know, substantial facilities going from the grain bins going south, and then the new grain facility was built with private money, and then we have the big succinic acid complex that was built with government money, but not by the port. Then we've got the railroad that we acquired in 2011, and then it's substantially rehabbed. I think they've either just completed that or finalizing that rehabilitation. I think that was about ten million dollar project. So the port assets have grown from about I'm going to say about four million to about forty plus million.

Q In the time that you've been there?

A In my thirty years. Right.

Q Okay. So I guess we talked about sort of the business side of the port. I think you had mentioned some other functions that are more geared towards-- Well, let me ask this: Is the port involved in--or at least from the time that you were there, were they involved in developing business opportunities at the port for new companies or businesses to use the port?

A Uh-huh (yes).

Q How did you go about doing that?

A I guess typically the--you know, a potential client would come to you and ask you--or ask what facilities you had, you know, if they were trying to come into the market producing whatever. I mean, it just happened in various--

various ways. You know, sometimes they've made contact with us. The succinic acid plant actually started out as an ethanol. We did an ethanol feasability study, and then the client came to us because we had that ethanol feasability study. They were looking to do it outside the typical corn belt. And then it transitioned from ethanol to succinic acid and got built. You know, of course, that was the biggest project. Probably about a hundred and twenty million dollar plant was built down there. They operated for three years and then they shuttered because the price of oil-- They were producing succinic acid, you know, from bio-based material, and the price of oil, which was producing the largest part of succinic acid, went--you know, just bottomed out. And so, you know, they couldn't compete with the cost of succinic acid produced, you know, with oil derivatives.

Q What about promoting the kind of--call it business development, economic development, but trying to promote generally cheerily for the region to try to attract business to locate in East Carroll Parish, is that something that the port is involved in?

A Yeah. Yeah, I was a long time board member of the Northeast Louisiana Economic Alliance. It was started off originally as the Macon Ridge-- I can't remember the-- Macon Ridge Economic Development Region, but then tran- --I mean, through various changes it became Northeast Economic--

Louisiana Economic Alliance. Member of that, member of the Port Association of Louisiana, which promotes, you know, ports in the state. Participated in various economic studies by UNO, Ports and Waterways Institute, measuring the economic impact, measuring or outlining industries to possibly go after. Governor Foster produced a big economic statewide plan that, you know, listed key industries to pursue. The Delta Regional Authority has produced plans along that lines. There was the original Mississippi River Commission--not commission--Mississippi River--ah, dang. Anyway, it was the predecessor to the Delta Regional Authority. I remember Governors Clinton, governor for Louisiana at the time, I can't remember who it was, and then the governor from Mississippi, they kind of provided an overview of an economic plan. The EDA does that, updates their economic--excuse me--I know I--Economic Development Administration, which is a federal department, produces plans. And then, you know, those plans are basically continuous. They produce new varieties of them every few years.

Q Okay.

A You have-- Louisiana's divided up into eight planning districts. Ours is out of Monroe, North Louisiana Regional Planning and Development District out of Monroe. They are part of producing that economic plan for the ten or eleven parish region in Northeast Louisiana, and that's

updated if not annually, you know, every couple years. So all those things, you know, various entities produce economic plans. We've been part of them in terms of corresponding or, you know, people would ask us what are we seeing or what contacts we've had, that type thing. They ask our tenants, you know, what do you see in terms of growth market, that whole, you know, nine yards.

Q Got it. And you were mentioning earlier kind of a coordinating role between various different modes of transportation. What did you-- Could you explain a little bit more about what that function is for the port?

A Well, the port functions--I mean, you've got--a port obviously is going to have--typically has a water component.

Q Yeah.

A In our case, the Mississippi River. Then we have the highway component of, you know, Highway 65, which is a major route through the area. Ports typically draw from--they call it the hinterland, of anywhere from fifty to seventy-five miles. So they draw from that area or that's typically their marketing area. In fact, I think in Louisiana we looked and there's no town that's more than seventy-five miles, you know, from a port. So we're the most maritime state in the nation, so, you know, it's a major activity, you know, within the state of Louisiana.

Q Well, I guess what I'm just-- Earlier you were testifying about the different business functions, and I thought you said something about coordinating specific transportation amongst the different modes of transportation. I could be misremembering, but I guess my question, is that something that the port does?

A Well, as the landlord, we don't typically, you know, tell others what mode to be in. We try to offer the modes that there's a demand for and try to grow those modes as the market dictates, I guess is the best way of putting it. DOTD puts out a big study, a tremendous study in terms of, you know, the highways, the rivers, and rail. You know, they have a statewide document, you know, for each component, and then they have an overall statewide transportation plan.

Q Okay.

A Does that line up with what you're asking?

Q Well, I guess I was wondering is there a component of XYZ person is trying to move their wares to--you know, from A to B--

A Well, oftentimes--

Q --does the port--

A Oftentimes they will contact the port to see if there's adequacy of components for them to load or unload their shipments, and then we tell them, you know, typically it's Terral RiverService handles our public dock. Or if

they're looking to move grain, you know, they move grain. If they're looking to move cotton seed, you know, we have a cotton seed plant on the port. Dry fertilizer, liquid fertilizer, that type thing. But we typically move them to the people that directly handle it in terms of the inquires that we get.

Q So the port is not directly interfacing--

A No, it's a landlord port. You know, we typically provide land and in some cases land and facilities for people to implement the transition of their goods. And usually a port, like I say, is a nexus point where several different modes are together and, you know, they're typically trying to move from one mode to anther for economic reasons.

Q Okay. And then the movements of the--like the actual physical movements within the port, you know, you've got various different tenants, are they--like does the port actually regulate kind of how movement within the port goes, or do the tenants kind of figure that out amongst themselves?

A The tenants pretty much do it, at least they do in, you know, Lake Providence. Now larger ports may have, you know, different means of operating. I mean, if we had traffic congestion-- I mean, we built-- What's happened there is we built--tried to build additional lanes, because we had grain storage trucks backed up actually all the way out to 65, so it becomes kind of a traffic nightmare.

Q Yeah.

A And I don't want to be down there Sunday morning, you know, directing traffic with angry truckers, so we tried to add parking--staging lanes so that, you know, they're not blocking the road. I mean, that's the extent to which we've, you know, participated in any kind of direct manage of the flow of traffic within the port.

Q Okay. So what about kind of the-- And I think you said for the--maybe more--one of the-- Going to what I think you were discussing about trying to offer modes of transport where there's demand, finding where that exists, where the growth is, and try to get--you know, kind of meet that, how does the port do that?

A Well, particularly we participate in these planning exercises with these various agencies and try to identify areas that we can move into, or the other side is that commercials come to us and say, "Can you move this way?" or "Can we do this?" So it's kind of a two-way street where you're trying to identify markets or the market is coming to you and saying we want to do this.

Q I see.

A If I'm understanding your question.

Q So would you put kind of-- Where would you put kind of the pursuit of grant funding in terms of the functions of the port, if that's-- It may be that there's

grant-- I know there's different buckets of funding for various different things, so it would depend on that. But kind of the pursuit of grant funding for infrastructure projects.

A Where would I put it?

Q I guess would that fall in this kind of area that you have been discussing of trying to identify areas of demand and growth and trying to meet it, or is that sort of something separate in terms of generally understand the port's function and what it's doing day to day?

A I mean, it's a large component, and the component is market driven that--or typically market driven. There are differences in the way each grant is operated in the sense that an EDA, Economic Development Administration, grant is jobs based. So the measurement of an EDA grant that you have to meet, the criteria you're measured on when you apply is you say X number of jobs would be created, and then you're monitored on that. And then you're successful in getting the grant or not based on the impact of your area. And if you're from an area like East Carroll, which is frankly very high in unemployment, very high in poverty, all the negatives, you know, you get extra points because you're trying to do something in a region that's so bad in those categories. Port Priority is a different situation, and then it's revenue based. It's based on a return to the state, and the minimum

rate of return for a successful grant I think is two point seven five percent measured in a--what do you call it? Golly--internal rate of return, internal rate of return, IRR.

MR. MCBRIDE: I was going to say something similar, but I didn't want to testify.

WITNESS: I knew you were. I could tell--

MR. MCBRIDE: I didn't want to testify.

WITNESS: I could tell it was on the tip of your tongue.

Q What is the Port Priority Program?

A I'm sorry. Would you repeat the question?

Q What is the Port Priority Program?

A It's a program established in the Louisiana Constitution using a portion of the fuel tax with funds going to ports, developing port infrastructure for benefit of the state, and that's where the two point seven five percent rate of return--internal rate of return comes in.

Q Okay.

A And it's handled through the Louisiana Department of Transportation and Development.

Q Is that the LDOT?

A Yes, sir.

Q I guess I'm trying to get a sense of-- It may not be an easy answer, but I'm trying to get a sense of in your day-to-day while you were at the port kind of how much time

was spent dealing with kind of operational issues at the port versus planning economic development versus grants or seeking grants. I'm just trying to get a sense of where is the--where was the bulk of your time spent, if you can categorize it as between kind of the different functions that we've been discussing?

A I wouldn't be able to give you a percentage. You know, some years we may not even have a grant application. Other years we've got multiple. Because of the economic position of the port, what we tried to do was to leverage a grant. By that I mean if we got a state grant, usually you can't leverage state funds with a state grant. In other words, you can't use one state funding source to match another state funding source, but you can use a federal. Now the one that's different at the federal level was the Delta Regional Authority where their grants didn't count against another federal authority. So if you were applying for EDA and DRA, you could do that because DRA has a--I don't know--a special waiver where you don't have to--you know, that prevents from matching. Otherwise, they typically don't allow you to match federal to federal and state to state. So what we would try to do is get a state and federal. Some of the larger ports handle it differently. Of course they've got more money, they can do it themselves. And we've done it, we've borrowed money, you know, on projects to build them

and to, you know, complete them. We've done that. But-- Or you can use self-generated funds to match a grant. And I say match because typically I think the EDA grants we got were 80/20, so they provided about eighty percent of the total project cost. DOTD, it's a 90/10 construction, but that usually works out to a 75/25, so the port has to provide that twenty-five or more because they may--to get their internal rate of return, they may have to, you know, provide more money than the state portion.

Q Okay.

A But there's just various different ways you can do it. You can borrow it, self-generate it, or you can have the tenant pre-pay rent, and then that pre-payment functions as the source of the funds. So there are numerous different ways to skin that cat. But what we would try to do is leverage the state and federal so that any other remaining funds to do the project would be minimized.

Q Okay. So what about the tenants in terms of-- Sounds like there are generally some longer term leases that have been around, but when you started in 1994 was there--how many tenants were there at the port?

A Okay. The Terrals had both--at that time they had both the fertilizer facility and the grain elevator. Cargill had the cotton seed facility. Cobra had the public dock. And they had the-- Well, Cargill had the one at that time

Muscogee warehouse, plus the general cargo warehouses for cotton seed. That's pretty much it.

Q I guess how many--how many leasable units exist at the port?

A Well, let's see. We doubled in size in 2001 and doubled again in 2005 in terms of acreage. Leasable units when I first started were as I described to you. We had the fertilizer warehouse facility; we had the Great River grain facility; we had the public dock; we had the general cargo warehouses, which there were two, still are two; we had one Muscogee warehouse. And that's what we had when I started.

Q Okay. So about five different spaces, places that could be leased?

A Well, we had--we've got a small farm acreage across the road, and then we had the facility where Terral RiverService has their headquarters. We had that when I started.

Q Okay. And when you retired in 2025, how many units of leasable space did the port have?

A Whew. Okay. We had those. Then we had added the additional cotton Muscogee warehouse. We added the liquid fertilizer tanks. Added the Raley grain facility--well, what started out as the Raley grain facility. Then we had the succinic acid facility. And then we had--Bunge had leased the lower ten acres of the two thousand and five landfill.

They had leased that. They were going to--at one time they were going to put another grain facility in there, but their lease expired without them doing that. And we had leased at various times a piece of property to Tubbs to put in an elevator, but Viserion took that over when they leased the Raley grain facility. That had come under the Raley facility. Tubbs and Raley had gotten combined in there somewhere. And then we had one--I think one small sliver of land that was not leased. Well, that was the Bunge portion, the ten acres that they had. I think they now have got a rock yard on it that's associated with Meta.

Q And I guess--

A Oh, oh. I'm sorry, sorry. We-- Other properties have been donated to us. Nutrien had donated to us the former Farmer Seed and Feed building in downtown Lake Providence. And the warehouse group had donated two facilities to us; the old Federal Compress or Lake Providence warehouse, which Superior Manufacturing had leased. And then we had the H&W warehouses out north of town were also donated to us. We leased two of those buildings to a guy for hay storage.

Q So is there a-- I guess what I'm trying to understand is--

A Oh. And then we had the railroad. We purchased the railroad in 2011, and so we were leasing that out.

Q To NLA?

A Yes.

Q Okay. So are the-- We don't need to go through each one specifically, but if you can give me a sense. What's the occupancy rate as of the time that you retired in terms of the spaces that are currently being leased versus any that are not?

A The occupancy rate? I mean, they're occupied.

Q So a hundred percent? So all the leasable space is being leased?

A No. I think that we had that ten acres from Bunge had been turned back, but it didn't get leased till after I left, so that was--that was available. The Farmer Seed and Feed building was available. We needed to do some repairs on it, but we had-- Various contractors had talked about storing equipment and supplies in there, but nothing had come to fruition on that building. We had the-- Not this ice storm, but the previous ice storm destroyed one of the buildings at H&W warehouses, so instead of having three warehouses, we had two, and the hay guy was out of there, but the Superior, they spent a million dollars on that building that they're in, and they're still in it, so-- Close to ninety percent.

Q Sure. And of the-- Are there any of the facilities that while they may be leased are not actively

being operated?

A The succinic acid plant was not being operated. It basically had been moth-balled for lack of a better term, or idle I think they called it, idle since--I don't know--2020. So that plant was not in operation, but they were paying the lease.

Q Okay. Any others?

A I don't think so.

Q Okay.

MR. SULLIVAN: So we've been going about an hour and a half. Do you want to take a quick break?

MR. MCBRIDE: How you doing?

WITNESS: I'm doing all right.

MR. MCBRIDE: All right. It's probably still good to stretch.

WITNESS: I haven't slept on you yet.

(OFF RECORD.)

EXAMINATION BY MR. SULLIVAN, continuing:

Q All right, Mr. Gilfoil. Just coming back from a break. And I want to start to focus on the--basically, the proceeding that we're here and your involvement in some of the more specific issues that have--are live in the case. But before we get into that, I wanted to kind of just--sort of similar to this line of trying to understand generally

what the port--what's its operations, what it does, that kind of thing. I guess what, if any, from the operating standpoint, interactions did you have over the course of your time at the port with the railroads operating around the port?

A Well, we probably spent more time in the boardroom discussing issues between Cargill at the time, later became Planters, and Delta Southern than any other single tenant. There were more issues that arose from that operation than anything.

Q When was that?

A Well, it would've been from 1995 till 2009. Well, 2006 was the last time they moved a train to the north across the tracks. So '95 to 2006. Well, then it would have continued because, you know, he was fixing the track.

Q So could you explain a little bit about what you're talking about?

A Typically, issues of track condition, track delivery--delivery of the cars in a timely fashion.

Q And I guess what-- You said those discussions were happening in the boardroom. What are you referring to?

A Well, they typically would have Wainwright come, who represented DSR, W-A-I-N-W-R-I-G-H-T, and at the time Cargill and it later became Planters, and I don't remember what year that was.

Q So you're referring to the board of the port commission?

A No; no. It was just-- That was a place for us to meet, you know, and try to mediate--you know, get Mr. Wainwright to deliver a plan of some kind to improve his service.

Q So that was something that you were involved in?

A Yes.

Q Okay. Who facilitated those meetings?

A Well, we did.

Q Meaning you?

A Yes.

Q Okay. You were the only employee. Right?

A Correct.

Q Okay. So this is from the time that you first started there?

A Yes.

Q What was the-- What can you tell me specifically about what the issue was that Cargill was raising with you?

A On time deliveries, condition of the track--

Q Well-- Sorry. Let me-- Before we get into that, let me ask you this: Tell me what Cargill--remind me, what were they--what was their operation? What were they shipping?

A They were shipping cotton seed.

Q Okay.

MR. MCBRIDE: Could I just interject? I think we're talking about Cargill. Is that right?

WITNESS: Correct.

MR. MCBRIDE: Yeah. You said Cargill and I just want to make sure it comes through on the record. C-A-R-G-I-L-L. Right?

WITNESS: Correct.

MR. MCBRIDE: Yeah. Okay. Keep going.

Q What were they shipping?

A Cotton seed.

Q Do you know where they were shipping it to?

A Most of the rail market was going PNW, Pacific Northwest. They became because of the river location, and they stayed because of the rail. That's a quote from Cargill officials. So their market over time changed. They had been there since about, well, the early '90s, and the original market was kind of barge market to the upper Midwest. But as time went on, they moved more of their product to PNW.

MR. SULLIVAN: Let's mark our next exhibit. This will be "Gilfoil 2."

Q Mr. Gilfoil, I'll represent to you that this is a--what's been marked as "Gilfoil 2" is a copy of a map that was produced by a certified planner in our office to try to give a visual of the locations that we're going to be

discussing today. So I'm going to talk through what the map is and what it represents, understanding that you've not seen this before, but you're probably familiar with the general geography that's presented there. So in the sort of southeast corner of the map we have Tallulah. Do you know what Tallulah, Louisiana, is?

A It's a town in the state of Louisiana.

Q Okay. And then west from there along a line that is colored in blue is what is listed on the map as CPRS, which is what the GIS refers to that rail line as, but that's what we may call today the KCS line. I think you called it the speedway earlier. Does that look correct to you?

A Yes, sir.

Q And that goes west from Tallulah to Monroe, Louisiana. Correct?

A Yes, sir.

Q So then we have going north--well, it looks like going south from there is a green line which represents the Union Pacific in Monroe, which also is going up to the northeast to McGehee, Arkansas. Do you see that?

A Yes, sir.

Q Okay. And then coming down-- And that line continues going in a northerly direction from McGehee on the UP. And then this shows the North Louisiana and Arkansas Railroad line coming from McGehee back down south. And

ultimately, if you trace that line down, back to Tallulah. So from the McGehee to the Tallulah, that I think is what you have referred to in the application as the Lake Providence branch line, what was previously part of a larger rail line that is the subject of the proceeding in part. So I will note one clarification correction that needs to be made, which is that the NLA portion of the line is in red, and you see down at the southern part the DSRR portion of line is a violet color. Unfortunately, we got--the GIS I think must have made some miscalculation or the color printing didn't work right, but the red should go to the Lake Providence Port approximately. Is that your understanding, that NLA operates over the portion from Lake Providence to Lake Providence Port?

A Yes. It says in the legend railroad owner, though. NLA is not an owner of portions of the track from Lake Village to the state line and from the state line--that's the Arkansas-Louisiana state line, and then the Arkansas-Louisiana state line to the Lake Providence Port, NLA is not the owner, but the operator.

Q So the railroad operator-- The owner of the line from the Lake Providence Port to the Arkansas state line is LPPC. Correct?

A With the exception of the piece of track where we had the trackage rights agreement that's out in front of the

port.

WITNESS: What is it, a mile thereabouts?

MR. MCBRIDE: Maybe. Whatever it is. It doesn't matter.

WITNESS: Right. Okay.

Q Who's the owner of that?

A Delta Southern.

Q Yeah. Okay.

A Well, that's my understanding.

COURT REPORTER: I'm sorry. Who was the owner?

WITNESS: Pardon me?

COURT REPORTER: What was the owner?

WITNESS: Delta Southern of that one mile where there's a, lack of a better term, a trackage rights agreement.

Q And then from the Arkansas state line north to Lake Village, which I believe is near and around the location of Livingston and Epstein?

A Uh-huh (yes). Correct.

Q Is that about right?

A Yeah.

Q That portion is owned by--

A SEAEDD.

Q --by SEAEDD.

A Southeast Arkansas Economic Development District.

Q And then north of that to McGehee is owned by NLA?

A Lake Providence Port has I think--I can't remember whether it's one or five percent ownership of that.

Q Of the portion between--

A McGehee and Lake Village.

Q But it is correct that the rail line is operated by NLA from McGehee to Lake Providence Port?

A Correct.

Q Okay. And it's at the Lake Providence Port that DSRR south of that mile point, which I believe is 471, owns and operates the track to Tallulah?

A Well, they own up to the highway barn, which is--golly, what's that mile--whatever that mile post is, and then there's a trackage rights agreement that allows NLA, you know, to operate on that as well into the port, but DSRR owns that track.

Q Sure.

A And then from that point all the way to the speedway.

Q Where there's interchange with KCS?

A Correct.

Q So--

A Well, actually, they got a little short piece I think that goes south of the speedway.

Q Right. But that's not operational track.

A Okay. But we were talking ownership, but--well, we're kind of mixing them going back and forth so--

Q Yeah, no, I understand. I'm just trying to-- This is a visual aid to try to help I think understand the movement that we're going to be discussing.

A Okay.

Q So from looking at the Lake Providence Port-- And I'll just say that there's a mileage chart on this map. These mileages are estimates using GIS estimates of the track mileage.

A Yeah.

Q They're not one hundred percent. Sometimes they pick up a spur, sometimes they do this. They don't necessarily tell you exactly the track mileage to get from one--one point to the other, but it's an estimate. So this is not intended to be scientific, but it's just for demonstrative illustrative purposes. Okay? But I can represent that they are based on GIS calculations, so they're within a certain confidence level of what the actual track mileage would be. Does that make sense?

A Close enough.

Q Yeah. So Cargill was shipping cotton seed, and the market had shifted. So previously they were able to use river transport to get to markets in the upper Midwest from

the Lake Providence Port. Is that correct?

A Well, that was kind of where their market started, and--

Q Yeah.

A --as I understood it from them, and then they developed a market out to the PNW, which required rail transport.

Q And so from the Lake Providence Port, how was Cargill shipping their cotton seed to the Pacific Northwest? By rail--

A By rail.

Q Yes, by rail. Which way? How?

A To the north, McGehee where they hit UP, and then I think it was UP all the way out to PNW. I don't know the exact routes.

Q Do you know when the market had kind of shifted in that direction, when they started to use that route?

A I do not.

Q Was it before the time that you arrived at the port?

A I think it was.

Q Do you know if it was after the 1988 abandonment proceeding?

A Well, it would have to be after because they didn't locate there until about '92.

Q Okay. So you were starting to describe the issues, and then I kind of wanted to orient us to the map here to have the discussion. What was the issue that--as you recall it, that Cargill was having with Delta Southern?

A Condition of the track, the on time deliveries. It was almost continuous.

Q And what specifically were the--

A They were having to derailments, is my understanding.

Q Do you know how much volume they were trying to ship at that time?

A They were-- And I can't remember exact time period, but they were up to like four thousand cars a year, I think. There was an Arkansas study that looked at the condition of the track. I can't remember the date of the study.

Q And so what do you recall about what you did in terms of-- You heard complaints from Cargill. What did you do?

A Well, essentially, we tried to-- I mean, you've got an unhappy port customer and an unhappy provider and trying to get to the--trying to understand the situation and say, you know, how can we resolve this, what's the best way. I mean, you know, can you put more money into your track. So that was what the conversations were about, well as I

remember.

Q So what did Delta Southern say?

A He said all sorts of things, but he never delivered.

Q What does that mean?

A He would say that he was going to improve the track conditions and make on time deliveries, and it just never did.

Q Okay. Did Cargill continue to use the service--

A Yes.

Q --notwithstanding its complaints?

A Yes.

Q How long did that go on?

A It went on from, like I say, '95 till 2006 when service was terminated to the north. I think it was in November of 2006. And then as far as I knew, they didn't run a train from 2006--latter part of 2006 till Cargill left in--not Cargill--they became Planters by then. I can't remember the date. But their leases expired in 2009. They chose not to renew them.

Q Were there any other tenants that--of the port prior to 2006 that were shipping on rail north from Lake Providence Port?

A Yes. There were coal shipments from Cobra to the paper plant at Mansfield, I think, and they went north.

Q To McGehee?

A Yes.

Q Did Cobra have-- Were there meetings involving Cobra and Delta Southern that you were a participant in?

A Cobra usually didn't come to the port. He--John Mongoven, he was headquartered in Florida, whereas Cargill had an office. But he had the same complaints against Wainwright that Cargill had.

Q Did you discuss with Mr. Wainwright the complaints from Cobra?

A Yes, sir.

Q And what did you hear from him?

A Well, bottom line was he would promise things were going to change and essentially they never did.

Q Did he give any explanation for why things were as they were?

A I don't remember what his explanations or excuses were.

Q Did you ever raise issues with others in the community or business community about the rail line north of Lake Providence Port?

A Raise issues? I mean, what--what are you--

Q Did you discuss it, for instance, at a board of commissioners meeting of the port?

A Oh, absolutely. Yeah, I think you would see--check

back in the minutes and see that.

Q Well, I mean, my question is what do you recall?

A Well, I remember at one point Wainwright was wanting to sell the track to us, and he appeared--he came to some board meetings or he sent--he sent representatives to the board meetings. They're public meetings. Somewhere along the point, you know, he was wanting to sell the track and wanting us to lease it back to him. And the board, I think, decided they were willing to purchase the track, but did not want a lease or any kind of contract with Mr. Wainwright whatsoever. I think the last offer was to sell it and he would operate it for five--you know, on a five-year term.

Q Do you recall what the price was that--

A I don't think we got down to a price because the board was unwilling to consider those terms.

Q How would you describe Mr. Wainwright as a person?

A Horrible.

Q Why was he horrible?

A You couldn't believe a thing he said.

Q Did he live here locally?

A He lived in Tallulah. Excuse me. He lived in Richmond, which is a small town adjacent to Tallulah.

Q So other than his trustworthiness, was there anything else about him that you recall?

A That's basically it.

Q How long did you know him?

A Well, from the time I started at the port. I didn't know him prior to that, so it would've been there until we bought that track from him in 2011. I don't know when he sold the track that he had that's the--you know, later forms that DSR had. Golly, I just can't--I can't say with any-- I can't remember.

Q Okay.

A I think after he sold that track he left--left and I think went back to Kentucky where his wife was from. I mean--

Q So what about-- We talked about north--going north from Lake Providence with coal and cotton seed. Was there rail traffic when you began at the port going south from Lake Providence?

A I can't really remember any at this time.

Q Did that change over the course of your time at the port commission?

A Not that I can recall. Well, I mean, we had I guess coming from Madison Parish there may have been some brake fluid cars coming up at one point in time until the track got so bad.

Q When was that?

A It would've been-- I don't-- I can't put a date

on it.

Q Was there a point at which-- Well, you had said earlier that Wainwright shut down the track in 2006 north of Lake Providence. Was there a point at which traffic flowing between--or coming north or south from Lake Providence--let me say--going south from Lake Providence or going north to Lake Providence that that portion of the track was ever shut down?

A Wait. Which section of track are you asking me on?

Q Between the section south-- Basically, the portion of the track south of Lake Providence to Tallulah.

A That it was shut down?

Q Yes.

A Well, when they started parking the cars on it, you could no longer go--you know, have any traffic going to the south. I think ultimately we shipped that one--what do they call it?--a Schnabel-- Now don't ask me to spell that one. There was that one. Complex Chemical, Jerry Melton, had discontinued shipping anything to the north, but I don't know--I can't remember what time frame that was in. Because some of his product wants to go to the north.

Q Well, let me direct you back to my question, which is did Delta Southern ever say the traffic was shut down for the portion of the line between Tallulah and Lake Providence, in your recollection?

A Well, when they put the storage cars on there, I had a conversation with Matt Prince, and they weren't going to move the storage cars, so I mean that was in effect shutting it down.

Q I'm not asking you about what you think the effect of storing rail cars is. I'm asking you whether in the same way that you were testifying to Mr. Wainwright communicating very specifically that as of 2006 we're not operating any rail traffic north of Lake Providence Port, what you referred to as shutting it down. Was any similar communication given to you about the portion of the track from Lake Providence Port to Tallulah?

A I don't remember if there was a communication to that extent or not.

Q But you can't recall there being one. Correct?

A No.

Q Okay.

MR. SULLIVAN: Let's mark our next exhibit. This will be "Gilfoil 3."

Q Do you recognize the document that's been handed to you that's marked as "Gilfoil Exhibit 3"?

A Yes, sir.

Q What is that?

A A verified statement.

Q Does it appear to be a true and accurate copy of

the verified statement that you executed in support of Lake Providence Port Commission's amended application in this proceeding?

A It does.

Q Will you turn to the last page on page 28? It says under penalty of perjury that the foregoing statement is true and correct. It's dated the 3rd of January, 2023. Is that your signature?

A Yes, sir.

Q Okay. So we may walk through this and consult with it as we go through the rest of today, but I wanted to ask you-- So this was in 2023 when this verified statement was authorized, but the original application by the Lake Providence Port Commission was filed in 2020. Correct?

A I don't know.

Q Okay. But it was before-- There was a-- This was an amended application in 2023 that was not the original application filed by Lake Providence Port Commission. Correct?

A Yes, sir.

Q Okay. Do you know-- I guess let me ask you this: When do you first recall-- And this could be decades ago, it could be less than that. When do you first recall hearing about what's called a feeder line application whereby an applicant could seek a board-ordered sale of a rail line?

MR. MCBRIDE: When you answer this question--
I'm going to let you answer it, but if it
relates to conversations with counsel, don't
disclose the conversations.

A I don't remember when I first heard about it.

Q Okay. Do you remember how you first heard about it?

A No.

Q Do you remember when you first started considering or discussing potentially filing a feeder line application?

A No.

Q Had you ever been involved in proceedings before the Surface Transportation Board prior to the feeder line case?

A We had done something with Eric Hocky. I don't remember what exactly it was about, to tell you the truth.

Q Who is Eric Hocky?

A He was--or he may still be, a rail attorney. I think at the time he was--

WITNESS: Hell, was he in Philadelphia? Huh? Does that sound right?

MR. MCBRIDE: Yeah.

Q How did LPPC identify Mr. Hocky as potential counsel for its needs before the Surface Transportation Board?

A I mean, I can't even remember what the--the thing was about, so I don't-- I don't know.

Q Is there a-- Do you now or have you had a kind of functional understanding of what the regulatory purpose of the Surface Transportation Board and its predecessor, the Interstate Commerce Commission, was?

A You mean the general duties as to regulating railroads?

Q Well, let me just say, before I personally got involved in representing Delta Southern in the case, I would've had very little understanding of various proceedings before the Surface Transportation Board, how the whole regulatory system worked. I'm just curious about kind of your own experience and your own understanding. Before you got involved in this proceeding, what was kind of your level of understanding of the role of the Surface Transportation Board, which would've just come into existence at the time that you became the port director? What was that?

A I guess to, you know, regulate the commerce and traffic of the railroads in the sen- --function, like-- Well, I can't think of a river thing that would be similar. Like DOTD does with highways. I mean, that would've been general understanding of it. Or my understanding of it.

Q Sure. Did you-- Well, let's look at the verified statement, which I think may refresh your recollection some.

So if you look at-- Let me just see. So on page 4 starting in paragraph 7. Take a chance to read that paragraph.

A (Peruses document.) Section 7?

Q Yeah. Paragraph 7.

A Okay.

Q So is that-- Do you recall participating as a port commission in what is referred to in that as abandonment proceedings related to the portion of a line north of Lake Providence Port?

A What I remember is that somebody in the community told me they were taking up track, and I went out there and inspected the track, and the company that was taking it up was parking at a farm shed, and they were actually taking track up. So I remember we then filed or initiated expropriation proceedings to take that track to prevent him from taking up further track.

Q When was that?

A Well, it would've been-- Let's see. The sale was consummated August 2011 maybe or Janua- --somewhere in 2011, so it must have been about 2010 I'm guessing.

Q So you recall an expropriation filed in Louisiana state court?

A Yeah, that--I don't know the--I don't know if you call it district--I don't know the proper terminology for saying what court it was, but we filed in Louisiana using the

expropriation language in our statute against it to stop, you know, him taking up the track, which he had initiated.

Q Where was that?

A That was the very northern portion of the line in Louisiana. I guess they call it the Gas- --near Gassaway, G-A-S-S-A-W-A-Y.

Q What do you recall the results of that proceeding being?

A Well, ultimately we purchased the track through a negotiated settlement and paid-- I can't remember the name of the fella that was taking the track up. I can't remember all the details of the transaction, but we paid that guy because I guess he had purch- --I'm assuming that he had purchased some of the track, and so we paid him for that portion of the track, so he was reimbursed. And then we, you know, purchased the track from Wainwright in two transactions; one of eight miles and one of eight point two miles. I don't remember which occurred first.

Q What is the-- But you don't recall specifically participating in what's called an abandonment proceeding at the Surface Transportation Board?

A At the federal level?

Q That may have been why we had Hocky. I don't-- I mean, I just don't remember. Maybe that was it. I just-- I mean, I'd have to go back and review a file, if there is a

file. I mean, I know we got the closing book on the transaction with DSR, but I don't know about, you know, any STB part of it.

Q If you look at paragraph 8 on page 6. It says the abandonment proceedings were designed to eliminate rail service over Lake Providence branch line between miles post 408.9 and 471. You see that?

A Uh-huh (yes).

Q Do you have any basis and personal knowledge for that statement?

A Well, I'm assuming I was aware of the-- I don't know how I would have known about the abandonment. I think they publish those things in the paper, but I just don't remember.

Q You see the last two sentences of the paragraph 8--

A Beginning with--

Q "Because it was treated as an exemption, no investigation was made to determine DSRR's culpability in the disappearance of active shippers. If the track was incapable of supporting rail operations, why did the Wainwrights bother to acquire it from DSRC only four years earlier?"

A Well, I mean, he had operated the track. It wasn't a track that he had not--was not aware of the condition that it was in, because he had been there ever since the, to my knowledge, the purchase took place.

Q Do you know what it means when it says, "Because it was treated as an exemption," referring to the abandonment proceeding?

A I don't recall that.

Q Let's see in paragraph 9. It says, "Because abandonment of the segment in 2004 would have terminated the ability to move between Arkansas and Louisiana over the line, both LPPC and SEAEDD protested" You see that?

A Yep.

Q Do you recall that protest by LPPC and SEAEDD?

A I mean, through the years we've had conversations, but recalling a specific protest, I do not.

Q So if you continue reviewing paragraph 9, basically what these sections as I understand them of your verified statement detail what appear to be things that you were not personally involved with, but were filings made at the STB that they are pulling from. Does that seem correct to you?

A Well, I mean, some of this language in this paragraph I understand and, you know, it's now refreshing my memory, but when first asked I, you know, did not even recognize having--exactly what Mr. Ho- --we had Mr. Hocky for. But we were-- We did end up buying those segments of railroad, I remember that, so--

Q But you couldn't tell me what the abandonment proceeding process is. Is that fair?

A That's fair.

Q Okay. So, I will represent to you that in order to stop service over a rail line, to kind of essentially eliminate the common carrier obligation to provide rail service over a piece of tract, there's a process that has to be pursued before the Surface Transportation Board to get permission to do that, and there's a test for determining whether to permit an abandonment, which-- And this is not-- this is more just for context than anything. But the basic is, is it economical to balance the interest of the cost of operating that part of the line versus the public interest in having the available line. So it's a proceeding that gets into basically is this an economically viable rail line for this rail line to continue to operate. If you look at the next sentence in paragraph--second sentence in paragraph 9, it says, "After the board authorized abandonment, LPPC and SEAEDD filed offers of financial assistance." Do you know what that is?

A Well, I think that's a term related to buying the track, as I understand it.

Q Right. So in a proceeding where a rail line or a railroad is trying to abandon part of its track, one of the things that can happen is typically public entities or others would offer some type of subsidy or financial assistance to basically make the equation work.

A Right.

Q Right. That we can continue operations with this influx of money--

A Right.

Q --or to buy it--

A Right.

Q --or some other alternative. Is that your understanding, it's through those offers of financial assistance which ultimately became perhaps settlements that were agreed to outside of an official STB proceeding, that that's the process by which when we look at this map which is "Exhibit 2" the ownership of the portion of the line north of Lake Providence basically got divided up between NLA, SEAEDD, and LPPC?

A Yep.

Q Okay. In any of the abandonment proceedings that you reference in your verified statement between 2004 and 2011, did LPPC argue that it was actually Delta Southern's poor maintenance record that has caused the economics of the rail line essentially to get turned upside down?

A I would think that would be a part of it. Almost because-- I mean, every issue with Wainwright always came back to his, you know, maintenance of the track or the condition of the track and his inability to be able to deliver timely.

Q Well, but my question is, is that something that the LPPC--

A I mean, is that a part of this document? Is that what you're asking?

Q I'm asking you if you recall whether LPPC took that position in one of those abandonment proceedings, if you know.

A I don't remember the specific instance, but I just can't believe that there would be anything-- I mean, that would be a central point of the contention of Mr. Wainwright's operation is that he, you know, didn't maintain the track according to any kind of standard.

Q But you can't recall whether LPPC did or did not actually make that argument before the STB?

A Not specifically, no.

Q Okay. Do you remember discussing that with the board of LPPC in terms of opposing his abandonment of the line for the Delta Southern?

A I remember it was a board-approved issue, that, you know, we pursue and ultimately purchase that track. And I'm almost certain that would be, you know, reflected in the minutes.

Q Okay. Do you know whether minutes from the Lake Providence Port Commission are available?

A I can't speak to what the Lake Providence Port

Commission minutes are now. I mean, we used to always put them on that website that the Commission of Administration created. And there should be, or was when I left, minutes going back many years.

Q Got it. I just want to turn your attention to paragraph 11. It's on page 8. You can read over that.

A (Peruses document.) Okay.

Q So this is further recounting that from a regulatory process whereby the portions of the line north of the Lake Providence Port were sold off. It says at the end that LPPC spent one million one hundred twenty-three thousand five hundred dollars ($1,123,500) to acquire the eight point zero segment between mile post 463 and mile post 471, along with the twenty-four point one miles of track between mile post 408.9 and mile post 433. Then it says to acquire the eight point two miles of rail and other track materials between 454.8 to mile post 463, LPPC had to pay National Salvage and Service Corporation three hundred and three thousand four hundred dollars ($303,400). Do you recall those expenditures by the port commission?

A I remember, you know, in the closing book, you know, we had the purchases, you know, for those segments of rail. Correct. I'm, you know-- Do I remember the exact funds required? I sure do not.

Q Do you know who LPPC funded those expenditures?

Was it out of cash?

A I think we borrowed the money through a certificate of indebtedness. And then we sold a lot of the track from McGehee to Lake Village we sold a large interest of it to NLA, which reduced the amount of money that we had to come up with.

Q So is that how NLA obtained its significant ownership of the portion from McGehee to Lake Village?

A Yes. We turned around and sold them that portion of track. Now the time line when, you know, that was done, I don't--I can't remember what the time line was exactly.

Q Got you. Okay.

MR. SULLIVAN: Could we go off the record?

(OFF RECORD.)

EXAMINATION BY MR. SULLIVAN, continuing:

Q All right, Mr. Gilfoil. We're just coming back from lunch. I hope you had a good lunch.

A I did.

Q Good. So I think we were going through some of the historical time line on your verified statement, and we ended at page 9. You talked to me about some of the costs that LPPC paid to acquire portions of the line north of the port from DSRR. And I guess before kind of going and walking back through that, I wanted to take a step back and just go over I think trying to understand-- So sitting here today, we're in

a feeder line case as I was describing earlier. And I'd be curious as related to the decision to file this current proceeding. When do you recall discussions about pursuing this specific case?

A I just don't have a time line for it.

Q So accepting my representation that the original case was filed in 2020, do you have a sense of how long before that filing date LPPC began consideration of filing the case?

A No, I do not.

Q Any sense? Was it a year, ten years? You must have some sense.

A I mean, the railroad issues have been going on, you know, since I've been there, but how and when we got to the feeder line application, I just do not remember.

Q Do you remember what prompted-- Well, let me ask you this: Do you remember any discussions about filing a feeder line case prior to 2020?

A I just don't have a sense of the time line in my memory that's coming to me. I mean, I remember the sale in 2011, but how and when we got to the feeder line application, I cannot remember.

Q So my question was do you remember any discussions about the case before it was filed?

A Outside of attorney discussions?

Q Any discussions. Do you remember any of them?

MR. MCBRIDE: You can say yes or no if it was an attorney, but I'm going to direct you not to go into the substance of it with any conversation with an attorney.

A But I don't remember--I don't remember the time line. I sure don't. I mean--

Q Mr. Gilfoil, I'm not asking you to tell me the time line. I'm asking you whether you remember having discussions at all. Is there any specific discussion you remember?

A I remember discussing it with attorney.

Q Okay. Do you remember any discussions without an attorney before the case was filed?

A No.

Q Do you know-- Who was the attorney that you recall having discussions with regarding filing this case?

A It would have been Richard Streeter.

Q How did you know Richard Streeter?

A I don't remember how it came about. There was something to do with Mr. Hocky who had been our previous rail attorney, but I'm not clear on what happened there. I think he-- I think he changed firms and there may have been conflict in the new firm that he went to, and somehow I got referred to Richard, and I don't know if I got it from Mr. Hocky or from somebody else.

Q So did you reach out to Mr. Streeter regarding services related to rail issues at the port?

A At some point in time, yes.

Q Did LPPC have legal counsel that it regularly consulted on legal issues?

A Yes.

Q Who is the attorney for LPPC for kind of-- Is there like an outside general counsel?

A Yes.

Q Who is that?

A Jim Crigler, C-R-I-G-L-E-R.

Q And is that attorney based in Lake Providence?

A He's retired, but he was from Lake Providence, then they moved to Monroe, and then he retired. And then we kind of hopped around depending on the issue and got some other attorneys, one of them died, and we ended up I think with--I may not get the correct--the names right. It's Bishop, Paxton, Crigler & Moberley.

Q Okay.

A When I left, that's kind of who was handling our general counsel work. We've also used Andy Brister here locally on some issues.

Q Do you recall applying for what's called an INFRA grant?

A Yes.

Q Do you know when that was?

A I think we applied for one and were turned down, and then we applied for another one. The dates, no, I sure don't.

Q Do you recall whether your conversations with Mr. Streeter were before LPPC sought an INFRA grant?

A No, I do not.

Q Okay. Was the decision to file the feeder line case made by the board of LPPC?

A Yes. They would've had to authorize it.

Q Do you remember discussing it with the board?

A I'm sure it must have been discussed. Do I remember-- I mean, I don't remember the time line.

Q What do you recall telling the board-- Well, let me strike that. Did you report to the board in seeking authority to move forward with the feeder line case?

A Yes.

Q Did Mr. Streeter attend the meeting?

A No.

Q What did you-- What do you recall telling the board about the case?

A Basically that we'd reached an impasse and that Delta Southern was not willing to provide service, you know, on the line nor repair it nor sell it.

Q What else?

A I mean, that's the nut of it right there.
Q So because of that, LPPC should file an application to force it to sell to LPPC?
A Uh-huh (yes).
Q Is that a yes?
A Yes.
Q Did you have a sense at that time as to what the cost of pursuing a feeder line case would be?
A Heck no.
Q None at all?
A No. I mean, that was the most difficult issue to try to budget any particular year was, you know, what the cost was going to be, and then it's dragged out for so long.
Q Did you have a sense at the time that you sought approval from the board as to how much it would cost to purchase the line?
A We'd had I think various estimates of value had been made by various firms.
Q Were these firms hired by Mr. Streeter?
A No, they were hired by the port commission.
Q Who were the firms?
A There was a Pontiff out of South Louisiana.
Q Could you spell that?
A P-O-N-T-I-F-F. There was Graham. He was a master appraiser. I think he was out of Monroe. That's the two

that come to mind.

Q And they provided an estimate to the board as to what the value of the--

A Yes.

Q --remainder of the DSRR line would be?

A Yes.

Q Do you recall approximately what their findings were?

A I don't recall a specific number, I sure don't.

Q Was it more than five hundred dollars ($500)?

A Yes.

Q Was it more than a million dollars ($1,000,000)?

A I just don't remember what the exact figure they come up with was. It was a vast difference between that and I think what Wainwright had originally offered to sell it for.

Q How so?

A Well, I mean, it was just a big difference. I can remember that, but I don't remember what levels they were.

Q Was it higher or lower than the sales price?

A Well, it was much lower than what Mr. Wainwright was wanting.

Q Okay.

A As a state agency, we have to have an appraisal from a professional firm, you know, appraise the value of

things that we purchase. We just can't go out there and pay a price.

Q For immovable property?

A Correct.

Q Before filing for the-- Well, let me ask you this: In the original application for a feeder line case, it's the case that--and I'm looking at the map that's "Exhibit 2"-- that the portion of a line that LPPC was seeking to acquire was essentially the portion between the Lake Providence Port and the Madison Parish Port. Is that correct?

A That's correct.

Q And it was not seeking to acquire the portion south of the Madison Parish Port to Tallulah?

A I think that's correct.

Q And then in the amended application, LPPC determined that it wanted actually the whole segment from Lake Providence Port all the way to Tallulah?

A Correct.

Q Now, without going into-- Well, let me ask you this: Why did LPPC determine in the first application that it would seek only the portion between Lake Providence and Madison Parish Port?

A Well, we wanted to get service reconnected where our customers would be able to move materials north or south depending on, you know, their markets, and it was very

important to reconnect the railroad, and that twenty miles of line was the one that was in the worst condition. We thought we could work with Delta Southern, you know, on that last seven miles, but as the time proceeded, we determined that we could not work with Delta Southern and that, you know, rehabbing the line just was not possible with them as the operator.

Q So before proceeding-- So let me take a step back. Throughout the period of 20- --that you've been there at the port really, there has been rail service consistent from the Madison Parish Port south to Tallulah. Correct?

A Uh-huh (yes). Yes.

Q That part of the line has been active and in service?

A Yes.

Q Are you familiar with Complex Chemical?

A Yes.

Q It's located in Madison Parish Port?

A Correct.

Q And it has a significant--it's the largest customer for DSRR. Correct?

A I can't speak to what their customer base is.

Q Okay. But you understand that they are a customer of DSRR?

A Yes.

Q And they ship traffic south, they have consistently?

A Yes.

Q Did you have, as the director of the port at Lake Providence, did you have any concerns about the quality of service between Tallulah and Madison Parish Port by DSRR?

A Yes. There were some issues with cars blocking the crossing for long periods of time. That was the main issue that I was aware of.

Q When was that?

A It would've been while Terry Murphy was there. Let's see. He died, what, a couple of years ago, so preceding ten years, so looking at about 20- --and this is just approximate, just best guesstimate, somewhere between 2012, 20- --in there to 2023 or '22, whenever Terry died.

Q Okay. Anything else related to that service on that segment between Madison Parish Port and Tallulah?

A Nothing that comes to mind.

Q Okay. So the original thought was because things are functional between Madison Parish Port and Tallulah, we don't need to try to acquire that part, we can work with DSRR, but we're going to try to take the portion between Lake Providence Port and Madison Parish Port to rehab it because you had lost confidence in DSRR?

A Well, they were storing cars on it and said they

didn't have the money to fix it, was the way they put it to us. So they weren't going to fix it and they weren't going to remove the cars, and we wanted to reestablish service, so-- A lot of Mr. Melton's product wants to go to the north, and actually he goes down to KCS, over to Monroe, and gets on the UP, whereas he could go direct to UP, you know, from his site if that service was restored.

Q That's what you've heard from-- How do you-- What's the basis for your knowledge about that?

A Conversations with Mr. Melton.

Q Okay. So you don't know that for a fact. You know what he's told you.

A That's correct.

Q Okay. Do you know what volume of traffic he ships on the UP?

A No.

Q So you don't really know what volume of traffic he actually would consider moving north if he felt he could on the stretch--

A My understanding was somewhere around fifty percent of his traffic, but I mean, I don't know what his traffic is.

Q Sure. Okay. So then by 20- --you said between 2020 and 2023 LPPC determined that DSRR couldn't be relied upon for the last--the area between Madison Parish Port and Tallulah in terms of rehabilitating that track. Is that

correct?

A What was the period you mentioned?

Q Between when you filed the original feeder line application and then filed the amended one to take the full segment.

A That's correct.

Q Okay. And that's why LPPC decided to amend its application to seek the portion between Madison Parish Port and Tallulah?

A That's correct.

Q What specifically occurred during that period that indicated to LPPC that DSRR was not going to be willing to operate the southern part of the segment between Madison Parish Port and Tallulah to the level that LPPC wanted it to?

A Well, back in the INFRA grant we'd held that first meeting in the offices of Delta Southern in Tallulah, and they had, you know, dec- --they came in with the idea of rehabbing the twenty-mile section in between Madison Parish Port and Lake Providence Port. They had a, you know, design, the expenses, all the maintenance away that they would have to do to the track to get it up to standard. And then once we got the grant, they reneged and said, no, we want to just fix the southern portion of the track, which was track that they had already rehabbed and was operational. And to my knowledge, they never signed-- I think SEAEDD came up with a

consortium agreement that all had to sign, you know, because when you file for these grants you have to identify what you're going to do within the grant. And so the application had the rehab of the twenty miles, and we got awarded the grant, and prior to it being finalized, Delta Southern was saying we don't want to use the money for the rehab of that track, we want to put it on the seven miles of track, which they had already used their own funds to rehab and was operational. So that's when--that's pretty much the deal right there.

Q So looking at your verified statement on page 9, turning over to page 10. At the bottom of page 9 and the top of page 10, there's a number you say that NLA, LPPC, and SEAEDD spent ten million dollars ($10,000,000) to get the line north of Lake Providence prior to 2016?

MR. MCBRIDE: Objection. Misstates the testimony. It says in excess of ten million ($10,000,000).

Q What's the answer to my question.

A Well, what is the question?

Q So when he states an objection, that's just for the record, and so you should answer my question unless he's given you an instruction--

A Can you repeat the question?

Q So my question is-- I was directing you to the

portion of the paragraph I was referring to, but, yes, the portion that refers to an excess of ten million dollars ($10,000,000) that was spent collectively by LPPC, SEAEDD, and NLA to upgrade the portion of the line north of the Lake Providence Port prior to 2016 as part of its acquisition of those segments that we've been discussing previously in the abandonment proceedings. Do you see that?

A Yeah.

Q Okay. So my question is, how did that money--or where did that money come from to do that rehab?

A NLA provided some. SEAEDD and LPPC had a joint grant from EDA. And I think LPPC borrowed some funding to do it as well. I can't tell you what SEAEDD did, you know, again, because those EDA grants are like anywhere from 70/30 to 80/20.

Q How much funding had NLA put into that, if you recall?

A I don't recall.

Q In general, do you recall whether the grant and borrowing compromised the majority of the expenditures?

A Any number I'd give you would be a guess.

Q So you don't know?

A I don't remember.

Q Okay. But in 2016 there was a re-opening of that portion for interchange with DSRR. Is that right?

A That's correct.

Q Okay. You go on to describe in paragraph 13 and 14 a trackage rights agreement that had been entered into with DSRR to reopen an interchange between--at the Lake Providence Port between the portion operated by NLA and the portion operated by DSRR. Correct?

A Yes.

Q What about the trackage rights agreement limited what could be done in a way that made a difference to operations from LPPC's perspective?

A Well, the Wainwrights, you know, weren't going to maintain it. That's number one. So, you know, that was the big issue.

Q Well, you say here at the last sentence of paragraph 13, "As a result of the limitation on LPPC's operating rights, which was composed by the Wainwrights, LPPC cannot offer service to all of the shippers who are located within the port." I'm trying to understand what operational rights were limited for LPPC.

A I can't remember the context of the--that statement.

Q Well, this is your verified statement. Correct?

A I understand, but I just don't remember what that context was. Because referring to the Wainwrights, it gets back into that would've been 2011, 2012. So exactly what

those problems were other than maintenance, which was always a concern with the Wainwrights, I can't say what that other context would be.

Q Looking to paragraph 16 on page 11, you said, "It is my further understanding that DSRR recently spent several days repairing its track so that it could safely move one empty flat car between mile post 491 and 471." You see that?

A Yep.

Q And this refers to a period recent to when you executed this verified statement, which was the very beginning of 2023. Correct?

A Do what now?

Q When you say that, "DSRR recently spent several days repairing its track," the time period you're referring to as being recent relates to the date of the verified statement. Correct?

A "..recently spent several days repairing..." I reckon it is.

Q Do you understand that to refer to a Schnabel car movement that occurred?

A That's what it sounds like it's referring to, one empty flat car. That's the one I remember.

Q And that was interchanged with NLA at the Lake Providence Port?

A That's correct.

Q Okay. How do you know what DSRR did or did not do to maintain the line between the Lake Providence Port and the Madison Parish Port, the twenty-mile stretch of track?

A Just basically riding by it, talking to the employees. We had conversations fairly often with either Mr. Huff or Mr. Prince. When it sold--when Wainwright sold it, they came in and they did some bridge work and some minor work, so, I mean, I visually saw that, but that would be how.

Q So it's based on your own personal observations?

A Yes.

Q Okay. But you don't have actual personal knowledge of what DSRR's maintenance cost and expenses and operations are, do you?

A No, I do not.

Q Okay. Is it your contention that DSRR did nothing to maintain the portion of its track between the Lake Providence Port and the Madison Parish Port in this period?

A Define the period again for me, please.

Q The period that you seem to be referencing here is between 2016 and the date you wrote this verified statement in January 3rd, 2023.

A Well, whenever Wainwright sold it, the new DSR owners came in, like I said, and spent money on the bridges and some ties, and to my understanding, they used used ties. But that was the money that was spent on it, rehabbing that

portion of the track.

Q And that would be in the portion that's--

A In the mileage from the Lake Providence Port down to the interchange at Talla Bena, T-A-L-L-A B-E-N-A.

Q And is that the Madison Parish Port?

A Yeah. That's where the Madison Parish Port lead comes into the track, DSR track, is at Talla Bena.

Q Okay. So once Wainwright's out of the picture, DSRR is purchased by Continental Rail. Correct?

A I mean, I don't know who exactly purchased it, but my understanding Continental Rail was managing it.

Q Okay. Let me strike the question.

A I think somebody else actually purchased it, but I--

Q But you don't know?

A I don't know.

Q But you know who was operating it, and that was Continental Rail?

A Right. And I dealt with John Merino, M-E-R-I-N-O.

WITNESS: Do you remember if that's the right spelling of his name?

MR. MCBRIDE: That's the right spelling, yeah.

WITNESS: Okay.

Q Did you have discussions with folks at Continental Rail upon--in 2016 and before the INFRA grant about

maintenance or repair needs on the portion of the line between Lake Providence and the Madison Parish Port?

A Yeah. They were-- They were in that meeting I described earlier that was held at their place, their headquarters at the Madison Parish Port which they operated out of. They were at that meeting and came up with the figures-- I guess there had been some preparatory meetings-- or not meetings, but maybe phone calls or something prior to that, but then we had the meeting where we--you know, SEAEDD came in, NLA came in, we came in, and DSR came in. And there may have been-- But, I mean, that's all I can remember right now. And that's where we, you know, put together the figures for the INFRA application.

Q Okay. So I guess where I'm leading is trying to understand what led to the consortium that formally decided to actually pursue what was originally a nearly fifty-million-dollar grant from the INFRA program.

A What led to it?

Q Uh-huh (yes).

A Was trying to rehab the rail line, get it back in-- you know, where it could run from McGehee to Tallulah, you know, at a safe speed and safe conditions and do so to-- SEAEDD I think was working on possibly connecting Yellow Bend Port to the line or having--what do you call it--a transition place where you can move stuff from road to rail.

Q Transload?

A Transload facility, yeah. And if not, put a track out there, and there were some discussions about putting a track out to Yellow Bend. And then they had some--I think they had some, you know, possible users that they had identified that would be, you know, willing to come there if the track were rehabbed and put into, you know, safer condition.

Q Do you know what-- Prior to the Wainwrights when you-- Well, let me strike that because I don't think you were at the port commission before that.

A I was not.

Q Do you know what-- Are you familiar with the way that rail is classified under FRA classes?

A Broadly speaking. You're talking about the Class I, Class II, Class--

Q Yes.

A --III and IV?

Q And it kind of goes-- There's accepted track--

A Right.

Q --there's Class I--

A Right.

Q --there's Class II, Class III, and they have different speeds essentially that freight can move--

A Right; right.

Q --along that.
A Right.
Q So once you get to the last--now, confusingly, a Class I rail line, which is the largest rail lines--
A Right; right.
Q --UP and KCS--
A Right; right.
Q --they operate classes that are higher than III--
A Yeah.
Q --and they go pretty fast.
A Right.
Q More like highway speeds or faster.
A Right.
Q Below that, though, the traffic moves at a slower speed because they're dif- --they're lower classes and that's what the FRA says is safe.
A Yeah.
Q So you understand that the rail line as it exists is considered accepted track from the portion--it was at that time--
A Right.
Q --the entirety of it was accepted tract. Is that your understanding?
A That is my understanding.
Q Okay.

MR. SULLIVAN: Mark out next exhibit. This is "4," "Gilfoil 4." Actually, can I see that copy? I may have forgotten that I did this. This has got to be my copy. Can we remark this copy? I handed you my work product. I don't want to give away my questions.

WITNESS: You only had one or two, didn't you?

MR. SULLIVAN: That's right.

Q Okay. Do you recognize the document that's been marked as "Gilfoil 4"?

A I do.

Q And what is that document?

A It's an application to the INFRA-- I can't remember what INFRA stands for right off the top of my head. But anyway, that's where the consortium came together and applied for money to rehab the track.

Q And this is what is referred to as the INFRA grant in your verified statement?

A Correct.

Q Okay. And it was included as part of the amended application I believe as Attachment B is what is referenced in your verified statement, just for the record. So how long did you spend putting together the inputs leading to this application?

A I don't recall.

Q Was it a lot of time, small amount of time?

A It would have been episodic, so it would've been a lot of time in a short period of time, but as far as hours or anything like that, I have--there was never any--I mean, I didn't have a time sheet where I was saying grant work, minute work, or anything like that.

Q Okay. Was this a major focus of yours as port director to--

A It was for a short period of time, yes.

Q Okay. And the goal here was to obtain federal funds to complete the infrastructure upgrades. Correct?

A Yes.

Q Okay. So there were, broadly speaking, four segments in the project. Is that correct? Segment A, Segment B, Segment C, and Segment D.

A Yes.

Q So if we look at page 5, does Table 1 accurately reflect the--kind of the different segments with the four different owners of the portions of the line between McGehee and Tallulah?

A Yes.

Q Was Continental Rail-- Excuse me. Strike that. Was Delta Southern supportive of the efforts to obtain funding through the filing of the application?

A Through the filing, yes.

Q If you look on page 13, and Table 3.

A Yes.

Q There's a list of--in this section it's talking about previous incurred expenses--

A Yes.

Q --by the members of the consortium.

A Yes.

Q Which it's putting this out there because as it says in the first sentence under the previous incurred expenses it clearly conveys SEAEDD and its partners are committed to bringing the rail corridor closer to a state of good repair. Basically, we've put up some money.

A Right.

Q We're not just talking.

A Right.

Q Right?

A Right.

Q And it says here that Delta Southern had spent two point three million dollars ($2,300,000) on rail rehabilitation in furtherance of the project that you were seeking INFRA grant funding for. Correct?

A Yes.

Q So fair to say that Delta Southern had invested at least that amount in maintenance and repair towards the line segment that is the subject of this grant application?

A That was their statement.

Q Was it true?

A I didn't see a verified audited statement.

Q Do you have any reason to believe that the grant application was fraudulent?

A I do not.

Q Okay. Do you understand it to be true and accurate?

A I do.

Q Okay. If you look at page 15 there's a number of different components that are summarized. Rail infrastructure rehabilitation to Class II. That's one of the things that I believe you've argued was the main purpose of the whole project, was to make all of the line Class II rail, moving it from accepted track to Class II. Is that right?

A Correct.

Q So one of the other goals, if you see under bridge upgrades, two eighty-six thousand pound. One of the limitations of the rail was that while some of the rail may have supported certain weight, there were some bridges that were not up to grade to carry what is the industry standard for rail car, which is two hundred and eighty-six thousand pounds. Correct?

A Yes.

Q So bridges needed to be upgraded to bring a whole

line into kind of the modern era where they could handle the standard rail cars that would be using the track. Is that right?

A Yes.

Q Okay. And the estimate for that cost as part of the grant application in the southern segment, Segment D, which is DSRR--right?--was one million dollars ($1,000,000)?

A Yes.

Q Okay. What was your-- At the time that this was-- After you had spent the ten million dollars ($10,000,000) getting the-- You remember earlier in your verified statement you were discussing spending in excess of ten million dollars ($10,000,000) prior to 2016 to get the track rehabilitated?

A Yes.

Q Do you remember saying that?

A Yes.

Q What was your understanding at the time of the INFRA grant in 2019 on the quality of the track north of Lake Providence Port?

A It was passable but not--it wasn't where it needed--it wasn't Class II by any means.

Q But it was passable?

A Yes.

Q Do you recall whether traffic had started moving to

and from the Lake Providence Port from north of Lake Providence Port?

A In 2016?

Q Yes.

A I do not remember.

Q So even though significant monies had been spent to make the line passable, there were still problems with the track from the standpoint of it being able to handle up to the Class II standard. Correct?

A Yeah. That'd be a fair statement.

Q So if you flip to Appendix A, which start--the application's paged 1 through 25, and then Appendix A starts, so it's actually A6, starting on page A6. Do you see those pictures of a derailment?

A Sure do.

Q And it's entitled as NLA Rollover Derailment January 26, 2019, Ten Miles North of Lake Village.

A Uh-huh (yes).

Q So that's in the part of the line that's actually partially owned by LPPC.

A Correct.

Q Okay. Do you know what-- Do you recall this derailment?

A Not specifically, no.

Q If you look, the other pages there's some--another

derailment February 4th, 2019, four miles north of Lake Village, a portion primarily owned by NLA but also partially by LPPC?

A Yes, sir.

Q Do you remember hearing about that derailment?

A Yeah, I remember the--that the engine, you know, rolled over.

Q What happened?

A I mean, I don't remember what the date was.

Q Do you know what happened?

A I couldn't tell you what happened other than it derailed. I couldn't tell you what the cause was.

Q Okay. If you flip over to A13. I think I was saying out loud--and on A12--saying out loud what these maps demonstrate on the weight restrictions. You see on the figure A12?

A Right. That little bitty box?

Q Yeah. With the green--sort of the green blurry lines means it's not up to two eighty-six. And then on A13 is where it looks like you're looking, that box says Delta Southern Rail at that time was two sixty-three k weight restricted.

A Yeah.

Q Okay. And that was part of the project, was to get those bridges upgraded so that it could come up to the two

eighty-six standard?

A Right.

Q Right. Okay. And the grand total-- Let's see here. Where is the grand total. On page 15, the total project cost for everything totaled up to forty-five million dollars ($45,000,000).

A Yes, sir.

Q And the application was seeking, if you look on page 16, it sort of breaks down, they wanted twenty-five million ($25,000,000) of that to come from the federal government, and then a little under twenty million dollars ($20,000,000) to come from the consortium project and potentially other sources of funding. Is that right?

A That's right.

Q Okay. So what happened? What did the Department of Transportation decide to do?

A They cut--or they came back and offered to give us ten million ($10,000,000) rather than the twenty-five ($25,000,000) we were asking for.

Q And you describe in your verified statement this meeting, but--or discussions, but what happened after that, to your recollection?

A We decided to accept the ten million ($10,000,000).

Q But you had to, as part of that, come up with a new proposal. Right? Had to change the scope of work because

the scope of work was based on getting twenty-five million dollars ($25,000,000) of federal money, not ten ($10,000,000).

A Right; right. I think what some of it would be-- way I remember it was that, you know, some of it would be delayed or moved or subject to, you know, further grant requests, either from the state or feds.

Q So what do you recall happening kind of in terms of after you-- The decision was made that you were going to accept the money, but what was the process? And this is-- If it's helpful, feel free to review your verified statement on pages 15--starting at page 15 paragraph 22. You spent a significant amount of time in the verified statement talking about this period.

A (Perusing document.) Okay.

Q So basically, you get this, you know, less than half of what was requested.

A Right.

Q You've got to figure out how you're going to make that work.

A Right.

Q And there was discussion amongst the consortium about how to do that. Right?

A Right.

Q But everyone agreed that it would be better to take

some money than none?

A Absolutely.

Q So Delta Southern, for its portion, wanted to concentrate the grant funds in improvements in the part of the line between Madison Parish Port and Tallulah. Correct?

A Correct.

Q And there was an allocation it looks like-- Let's see. And you're critical of that because you thought it to not use funding to do rehabilitation work on the portion between Madison Parish Port and Lake Providence. Correct?

A Correct.

Q Okay. Do you have any idea what the amount of kind of what was DSRR's allocation that got--

A What the new allocation was?

Q Yeah.

A It says SEAEDD's adjusted budget reflects allocation of three point two million ($3,200,000) to cover Class II standards for the twenty-nine point two miles. So I mean, I guess that's what it was in terms of however that spreadsheet was designed to allocate the money in between the various owners and service providers.

Q So did the consortium essentially agree with the plan that was proposed by Delta Southern in order to get the ten million dollars ($10,000,000), that three point two ($3,200,000) of it was going to be spent as Delta Southern

had proposed?

A I don't remember ever agreeing to Delta Southern--you know, agreeing to Delta Southern using the three point two ($3,200,000) to work on the seven miles of track that was already in operation. I don't remember that. Because, I mean, the whole--the whole thing is with the grant, even though it's in reduced form, you've got to try to indicate or show to the grantor that, you know, you're maintaining that scope of work or how you're going to address it. And, you know, that twenty miles would not have been addressed using that proposed plan by Delta Southern or Continental Rail, whoever came up with it.

Q So if I'm reading this right in number 24 and 25, the paragraphs in your verified statement, you got this proposal from DSRR saying they want to spend it all in the already active portion of the line. In response you say that you worked with Ms. Hargrove in preparing the SEAEDD INFRA budget by reducing funds that had originally been intended to be used for a project in the Madison Parish Port, removing the UP interchange in Arkansas, and adding some rehab money to DSRR to replace the reduced MPP draw. DSRR did not voice any objections to the proposed allocations. You then say that you forwarded that letter--a detailed letter with the adjustments to the FRA. Is that right?

A Yes.

Q And so the allocation in that--that you-all had come up with was that--for essentially that Segment D, which I think if we look back here, Segment D was originally supposed to be twenty million dollars ($20,000,000), if you look at the INFRA grant application, page 15.

A Uh-huh (yes).

Q So Segment D was the most costly segment by far.

A Well, a couple of those items are Madison Parish Port deals. We could siphon that out and do-- And I think that's what ended up happening, was we were going to-- In fact, they did or have funds available to double the lead track through DOTD. And then the river transload dock, they just--they cut that out, and the lead extension back to the main. So those figures were cut out and the track to the river bank, so what you were looking at was the rail infrastructure rehab of eleven four and then the bridge upgrades of one million ($1,000,000).

Q Okay. So there was a twelve-- Putting that together, that's like a twelve million dollar ($12,000,000)--

A Yeah.

Q --request--

A Right.

Q --or budget--

A Right.

Q --that they were going to pay part of?

A Correct.

Q And the allocation that essentially you got was-- instead of getting sixty percent of that, you got twenty percent of that was allocated by the consortium to Segment D?

A Yes.

Q So is your belief that it would have been possible, based on that allocation, to actually do the work to rehabilitate the line between Lake Providence and the Madison Parish Port to a Class II standard?

A Not to a Class II, probably not.

Q So what was-- So if the idea was we've only got so much money, why don't we make the operational part that actually has customers using it, why don't we get that up to Class II rather than spend it on something that doesn't get the job done in the segment that has no active traffic?

A Well, I don't know what the class was on that seven miles, but significant rehab work had taken place on it. Now whether it was Class II or not I cannot tell you.

Q Well, I guess I'm just asking if you have something that's operational and could be made better for existing customers, why not do that versus something that is not operational that won't get it to a Class II standard or even potentially Class I standard to see if rail traffic actually will use it?

A The agreement all along had been to put the money

basically to repair that twenty miles of traffic because we felt like, you know, the seven was operational and doing okay, so we felt like the money should go into that twenty-mile section and make it where it was operational, even if it didn't bring it up completely to Class II. That was what we decided.

Q Okay. So was it because DSRR didn't object to the allocation as you drew it up and submitted it, did you believe that there was some commitment or agreement by DSRR to use that--

A Well, I mean, we felt kind of blindsided by their request to, you know, move the funds from the twenty miles section which had been the original conversation all along in getting the track back up to that point, to operational status. We felt blindsided by their offer to, you know, use it on the other. Plus, we had the-- When you apply for these things and say you're going to do these things on a federal grant or state grant, you're kind of limited to what your choices are within that. If you didn't use the funds to bring that twenty miles of track up to as high a standard as you could get, even though it might not be Class II, you're getting closer to what you committed to doing than you are taking that money completely away from that track and putting it, you know, into an already operational segment.

Q So my understanding of what-- Give me a second.

So if you look at page 8 of the application, it describes what was proposed in Segment D. Would you agree with me-- So number 1 is rail rehabilitation to Class II. That's what's reflected in that chart.

A Yes.

Q It says twenty-eight miles. Correct?

A Yes.

Q It does not say twenty miles.

A Correct.

Q So the proposal was for the entire twenty-eight mile stretch from the Lake Providence Port to Tallulah. Correct?

A Yes.

Q This application does not say anything--

MR. MCBRIDE: I'm sorry. I lost track of where you are here.

MR. SULLIVAN: Page 8, Mike.

MR. MCBRIDE: Thank you.

WITNESS: Back of page 8. Or excuse me. It's Segment D.

MR. MCBRIDE: Go ahead. Sorry.

Q What I was asking is that it wasn't--that part of this was not limited to the twenty mile stretch between the Lake Providence Port and the Madison Parish Port. Correct?

A That's correct. But if you go back to improving

the track and getting it operational, you would've put a limited amount of money in that that was least operational rather than putting it into a piece of track that had already been rehabbed with their own money and was included in the figures of the money that they spent to rehab the track.

Q But it wasn't-- Okay. So you don't know whether the money spent got it to Class II or not. Is that right?

A I sure don't. I don't. I mean, just from a visual standpoint, it was much better, it wasn't out of level. You couldn't ride beside the road and see it--you know, a rail standing six inches like that above the other. So, I mean, they had done a lot of work to smooth it and to, what, regulate it, you know, to get it in line, get the kinks out where it wasn't going up and down or certainly not doing the sideways.

Q And that's based on your personal observation?

A Yes.

Q Okay. So if we move on through the verified statement. We left off on page 17. So on June 1st, 2020, SEAEDD got a letter back from the FRA accepting the modified scope of work. It says on July 30th Ms. Hargrove emailed the initial draft of the consortium agreement to the stakeholders for their reviews and comments. You see that?

A Yes.

Q Okay. So what happened after that, to your

recollection?

A After the draft of the consortium agreement?

Q Yeah.

A I assume we signed it and went forward with it. Well, it says the goal was not achieved. I don't--

Q You don't know what that means?

A Well, I guess that means a consortium agreement was not signed within that time frame.

Q Do you know whether it was?

A No, because I didn't have the-- I mean, we signed our portion, as well as I recollect, but I can't testify as to whether or not the other parties signed theirs.

Q Well, what you say in your verified statement here is that you received on August 14th a comment on the proposed consortium agreement that would strike the twenty miles for upgrade and replace it with ten.

MR. MCBRIDE: I'm sorry. Where are you?

MR. SULLIVAN: This is in paragraph 27.

WITNESS: Page 18, 27.

MR. MCBRIDE: Yeah. Go on. Thank you.

Q So then on paragraph 28 you say you spoke with Mr. Merino, who was the head of Continental Rail's operations in DSR on August 17th, 2020.

A Uh-huh (yes).

Q Do you remember that conversation?

A I do.

Q What do you remember about it?

A We addressed some of those scope changes. He talked about selling the railroad, I think, and talked about, you know, we couldn't reduce the scope down to just that ten miles.

Q You say here that you informed him that you would push for reallocation of the three point two million ($3,200,000) plus engineering if he refused to agree to upgrade the twenty miles to Class II status consistent with the underlying goal of the project.

A Yes.

Q Well, the underlying goal of the project was to upgrade to Class II the entire portion between Tallulah and McGehee. Right?

A It was to get it operational and, as funds were available, get it up to the Class II. Correct.

Q Well, the project proposal was to rehabilitate the line to Class II standard. Correct?

A Correct.

Q Okay. Do you know how much it would cost to upgrade the track between-- Well, based on the proposal for Segment D, the rehab part was budgeted at around eleven million dollars ($11,000). Do you remember seeing that when we looked at it?

A Yes.

Q Okay. Three point two million ($3,200,000). Do you know--where did you expect about eight million dollars ($8,000,000) to come from?

A I think the goal was to get, you know, future funds to achieve the total amount of money. In other words, use the funds we had available through this INFRA grant, and then apply for additional grants to make up the difference.

Q So if I'm understanding this, you're kind of-- Do you know whether three point million dollars ($3,200,000) would be enough to-- Well, let me ask you this: Your understanding at the time was that the portion of the line between Madison Parish Port and Lake Providence Port could not operate, was not operational. Is that correct?

A That's correct.

Q Did you have a sense of what the cost would be to make the line operational kind of short of Class II but to some other standard?

A No.

Q So you don't know whether three point two million dollars ($3,200,000) would have done that?

A I don't know that it would have gotten it to Class II, no.

Q Well, we know it wouldn't have gotten it to Class II, Mr. Gilfoil, because that would cost eleven million

dollars ($11,000,000) based on the project budget.

MR. MCBRIDE: Objection to the form. There's no question.

Q Correct?

MR. MCBRIDE: There's no question--

A Can you restate the question?

Q We know the cost to upgrade Class II was budgeted at eleven million dollars ($11,000,000) as was stated in the grant application. Right?

A That was DSR's figure, yes.

Q Well, that was the figure that you also signed onto in joining in that grant application, isn't that right?

A That's true.

Q Okay. So how far-- I guess my question, Mr. Gilfoil, is given the substantial reduction in the amount of funding for the Segment D portion of this project overall, how far did you think three point two million dollars ($3,200,000) was going to go?

A I was hoping it would get us operational.

Q Did you have any basis for that hope or any estimate or understanding?

A I don't remember if I had conversations with professionals or not, but we were hopeful that would get us there, and if not, we could make up the difference with other grant applications.

Q Did you have other grant applications kind of in the works at this time?

A We were probably thinking about it for sure because, you know, we had received that reduction. And I think subsequent to that, we did apply for additional funds for railroad rehab and improvement.

Q So it says here that you, in your conversation with Mr. Merino--

A And I know that Madison Parish Port applied because I helped him get the grant writer, you know, to make up some of those deals in Section D that they had cut out, the doubling of the lead specifically. But when all that started, I'm going to say it was soon after, you know, we got that notice that we were cut back.

Q So I want to direct your attention to the middle of paragraph 28. You say in your conversation with Mr. Merino that you informed him that you would push for reallocation of the three point two million dollars ($3,200,000) plus engineering if he refused to agree to upgrade the twenty miles to Class II status consistent with the underlying goal of the project. Is that correct?

A Yes.

Q So that was a threat. Right?

A I don't know about it being a threat. I mean, it-- if he was not going to comply with the specifics of the

application, then, you know, we were going to try to get the money moved to other parts of it.

Q Well, what you told him is-- So basically what you were saying is that if you're not going to upgrade the portion between Lake Providence Port and Madison Parish Port, then you're not going to spend any of this money on any of the segments in Segment D. Right?

A Yes.

Q Did you talk with him about the possibility that, "Hey, let's not call this the--let's not make this a hard line. I just need--we know we don't have the money to get the full thing done. We need to find it. Just let's do that." Did you have that discussion with him?

A Yeah. I mean, that was, you know, part of the going and getting the additional funds. And as I've identified, we did that with Madison Parish Port shortly after this time. We helped them get a grant writer. They applied to DOTD and, you know, had a separate source to do their portion of the track. Mr. Merino was unwilling to use any of the money on the twenty miles as stated. He was going to put it on money that the track was already operational.

Q But did he say that if new funding sources came into place we would not under any circumstances--

A He refused to consider any other option other than to use that money on that seven miles of track that was

already done.

Q Did you consider saying, "Well, as long as you remain committed to getting the other part of it up to Class II standards when we find the funding to actually get that accomplished"?

A No.

Q So it sounds like you both took a pretty hard position.

A Well, I think he even offered to sell the track in this phone call. It was either that one or another one. But the price he was putting on it was a million a mile. I mean, that's crazy money. I mean, that's--you're saying you'll make an offer, but, you know, you're putting a stupid figure out there.

Q So you didn't take that as a serious offer?

A No. Absolutely not.

Q So if you look at paragraph 30 on the next page, it sounds like it recounts this--you and Mr. Bryant--is it Killen?

A Killen; Killen.

Q --Mr. Bryant Killen had a speaker phone conversation with Mr. Merino, and that was when he made the offer for the sale.

A That's correct.

Q Okay. Then you say, "Following our conversation, I

received an email from Mr. Merino thanking me for the call. He also included the following sentences: 'In an effort to work with you and the port, I think we can come up with a creative solution to sell a portion of the right-of-way to the port. This could be beneficial for a port customer for many reasons. One most important being access to two Class I railroads. Let me know the next steps needed to get this to a term sheet.'" And you say that you did not reply to that because you needed an appraisal to be able to consider that.

A Right. And knowing the appraisal wouldn't come anywhere close to thirteen to sixteen million, you know, it was pretty much a dead issue.

Q Well, it sounds like there's a different offer on the table in paragraph 31, that his email was for a different type of deal, that would be to sell a portion of the right-of-way. Or did you-- Is that-- Does that mean that there was--that that would be included as part of the-- I'll strike that. What did you understand Mr. Merino's email to mean?

A I thought he was referring to the, you know, million dollars a mile that he had quoted, and, you know, I just didn't see that as a bridgeable gap.

Q Okay. So did DSRR not ultimately sign the consortium agreement?

A I can't answer that. I don't know.

Q Okay.

A I'm assuming that they didn't.

Q Well, what happened after? I mean, if DS- -- If there's three point two million dollars ($3,200,000), nearly a third of the ten million dollars ($10,000,000) that was given to the consortium for Segment D and DSRR did not agree to what you and SEAEDD believed the money should be spent on, what happened to it?

A It was used to rehab sections of the track, the early--other sections, A, B, and C, and I don't know what the status of D is right now.

Q Do you know if there was a change to the scope of work to indicate that no part of Segment D was going to be going forward?

A I can't tell you what happened to it.

Q Well, isn't that-- Well, I guess, why not?

A Well, SEAEDD was the, you know, controlling entity over the grant, and they would've had to, I guess, submit a scope change, and I don't remember, you know, if we signed the thing or not, if there was a scope change the required our signature. I don't remember that.

Q So you had worked pretty closely with SEAEDD in putting this whole thing together. Correct?

A Yeah.

Q And you don't remember whether there was any

discussion about updating the FRA to say, "Oh, by the way, instead of doing Segment D which was the largest part of our entire program, we're actually going to not do it. Thanks"? That never happened? You don't recall that ever happening?

A Well, SEAEDD had the conversations with the FRA, and at some point it got approved to move the money to the other sections.

Q Do you recall seeing any documentation regarding--

A I do not.

Q --that?

A Uh-uh (no).

Q And just to finish out-- I mean, this was all around the summer of 2020 that these initial items were being discussed. Do you know what ultimately-- Like has the INFRA money been spent?

A The Sections A, B, and C, have been spent and closed out.

Q Does any money remain?

A I don't know. You'd have to ask Ms. Hargrove.

Q All right.

MR. SULLIVAN: Mark our next exhibit. Will be "Gilfoil 5."

Q So this is a difficult to read email, which I'll acknowledge up front, but it is a communication that we received in discovery between Ms. Hargrove and Mr. Dixon.

The latest in time, the top email, is dated December 5th, 2019. Do you see that?

A Yeah. December 5th, 2019.

Q Okay. And I'll just represent that this is--relates to that time period where the INFRA grant had been--the amount had been awarded, but this new scope of work had not been fully finalized, submitted to approval. I want to direct you to page 2, if you'll turn the page. Well, on the bottom part of that first page is an email sending information about basically where they were on the project scope and those tables reflect that proposal. Do you recognize this document at all?

A I mean, I remember there was some budgets passed back and forth, but, you know, this one, you know, I can't say definitively. I mean, that's discussing Yellow Bend.

Q Well, if you look at--on page 2, what I want to direct your attention to is Segment D. Do you see that--

A Yeah.

Q --portion of the chart?

A Yeah; yeah. Here about the middle of the page?

Q Yep. So this is change the scope. And if you see under the bridge upgrades-- Do you see that portion?

A Second line, two eighty-six--

Q Yes.

A --two hundred thousand-

Q Yes.

A Uh-huh (yes).

Q You see note 2?

A I see note 2, "DSR has completed bridge upgrade Section D using its own funds. And also it has rehabbed from Madison Parish to Tallulah." Okay.

Q So even when the INFRA grant was potentially going to cover part of the--if you recall from the application, million dollars of bridge upgrades--

A Yeah.

Q --DSRR had expended the money to get that number down to two hundred thousand ($200,000)--

A Yeah.

Q --from one million ($1,000,000).

A Uh-huh (yes).

Q Do you know where those bridge upgrades were?

A I can't tell you.

Q Okay.

MR. SULLIVAN: Mark our next exhibit.

"Gilfoil 6."

Q So take a look at what's been marked as "Gilfoil 6." This is an FRA Grant Cooperative Agreement Quarterly Progress Report. Do you recognize this document?

A No, I can't say that I do.

Q So I'll represent to you that one of the joys of

getting grants from the federal government, as you probably know, is to report on how you're spending the money. Have you ever filled out one of these types of quarterly reports for grant funding that LPPC--

A I've filled out quarterly reports, but not in this--not in this form.

Q Okay. Do you recall receiving copies of any of the quarterly reports that SEAEDD submitted to the FRA as part of the INFRA grant?

A No, I do not.

Q Were you kept informed as to progress of the INFRA grant project?

A Yes. We had periodic meetings, particularly the sections in Arkansas, in Lake Village usually, and the engineer and contractor would attend those meetings, and they would give a verbal report, and maybe that was--this is what they were essentially saying, but as far as doing this or seeing this, I don't remember it.

Q Did Ms. Hargrove give you any--communicate with you about the grant after kind of things were signed, sealed, and delivered?

A Yes. As I say, we had those meetings.

Q Did she organize those?

A She is the engineer.

Q Okay. But you don't recall ever receiving reports

or copies of updates that were in written form?

A Well, HTR would have like an itinerary or--you know, we'd go down through there and, you know, you'd check it off, and so it may have been verbally done as opposed to seeing the actual physical report. So we had--you know, they had like agenda items, progress against the calendar days, where we were at, you know, in the calendar days, what type of work needed yet to be done, what had been done. And then of course at the end of the contract there was a punch list that they had to go back over, and I remember them having hell with Queen City on the punch list items.

Q What's Queen City?

A That was the contractor that was performing the work on Sections A and B I think.

Q Okay. Well, this progress report, this was produced by SEAEDD, but your testimony is you don't recall ever receiving these yourself?

A Not these in this form, no, sir.

Q Okay. Well, let's take a look at this and see--let me ask you a couple questions. So this is dated 10/28/22. You see that on the first page?

A Yep.

Q It's report quarter is Q4.

A Yep.

Q Okay. So overall project status, if we look at

number 12 on the scope, it says, "Currently planning on completing the scope as described in the detailed work plan. Consortium executed a change order with the current track construction contractor. Purchase and install another track mile of rail in Segment B. This is due to the amount of rails that need to be replaced due to broken and short rail segments to achieve Class II track." So Segment B, just to make sure we're clear, that's the SEAEDD owned section. Right?

A Correct.

Q Between Lake Village and the Arkansas border. Right?

A Yes.

Q Okay. Number 14-- Or let's see. Let's just see. Number 13 is schedule, longer. It says that, "Sections A and B extending longer due to ballast delivery from Union Pacific." And then on budget, number 14, it says, "The purchase and relaying of the additional track mile of rail increased the contractor's price. Due to the cost of the Segment A and B rail rehabilitation being over budget, the cost of the additional mile of rail, brush and tree cutting, and anticipated higher cost of Segment C track rehabilitation, the consortium is shifting budget costs from Segment D to Segments A, B, and C. The consortium is identifying possible funding sources and has applied for

grants to fund Segment D."

A Uh-huh (yes).

Q Do you see that?

A Yep.

Q So what you threatened Mr. Merino with, that basically you're going to advocate for reallocating costs from Segment D to the others is pretty much what happened, that due to cost overruns, as it's explained here--

A Uh-huh (yes).

MR. MCBRIDE: Objection.

Q --the money that was--

MR. SULLIVAN: Let me finish the question.

Q --the money that was allocated to Segment D was actually being funneled into funding improvements for cost overruns in Segments A, B, and C.

MR. MCBRIDE: Objection to form, because the witness already testified that he never received this document, and you're now asking him to assume that this is correct.

Q Just to clarify, Mr. Gilfoil, my question is whether it is correct.

A Well, we were under contract in Segments A and B. It says anticipated higher costs of Segment C, so I'm taking that to say that that track--section of track had not been bid out, but A and B did end up costing more than budgeted,

and some funds evidently were remov- --were moved to accommodate for that. And then it says, "We identified possible funding sources and applied for grants for Segment D," and we absolutely--Madison Parish Port did that, so--

Q Madison Parish Port sought separate funding for Segment D?

A Yeah, because their track was included in that Segment D. And Patricia later applied for DRA grants for--she made the application for Lake Providence Port, and I think she was going to do it for Madison Parish Port, but I don't know that that was actually applied for. But LP did apply for and receive funds that she submitted the application for us.

Q What is the DRA?

A Delta Regional Authority.

Q Oh, okay.

A It's--

Q It's a federal authority that doesn't count for federal authority?

A If you-- Yeah, if you put it that way, yeah. It doesn't count as a ma- -- You can match federal with federal us- --

Q Right.

A DRA doesn't count.

Q Got it. Okay.

MR. SULLIVAN: All right. Let's mark "Number 7."

Q So this is another quarterly progress report produced by SEAEDD dated May 8th, 2023. It's been marked as "Gilfoil 7." Do you recognize this document?

A No.

MR. SULLIVAN: For the record, though, I don't believe you're appearing on its behalf. I'm just going to state that though these types of reports are obviously created quarterly and would tend to include annual or final reports, the only two quarterly reports we received from SEAEDD related to the INFRA grant funding are this exhibit and the prior one. And so we would make a request on the record that SEAEDD produce all reports related to the INFRA grant request, which I believe we had agreed that they would do.

MR. MCBRIDE: Will you shoot me an email--

MR. SULLIVAN: Sure.

MR. MCBRIDE: --separately on that request, please?

MR. SULLIVAN: I will, Mike. I just wanted to make it official on the record as well.

MR. MCBRIDE: I understand.

Q So if we look--

MR. MCBRIDE: Let me just make sure I understand, though, even though you're going to send me an email. You're saying that "Gilfoil 6" and "7" are the only two quarterly reports you received or the only reports you received?

MR. SULLIVAN: They're literally the only reports we received related to the INFRA grant. I don't know for a fact that there are others than quarterly reports, but I would expect there to be. So I understand that all the funds have been expended.

MR. MCBRIDE: Okay. So you're asking for all reports, including any other quarterly reports.

MR. SULLIVAN: Or annual or final, that type of thing.

MR. MCBRIDE: On the INFRA grant.

MR. SULLIVAN: Right.

MR. MCBRIDE: When you send the email, please copy Richard.

MR. SULLIVAN: Of course.

Q Okay. So as of May 2023, under budget, it says

essentially the same thing with regard to the cost overruns and the reallocation of funds from Segment D to the Segments A, B, and C.

MR. MCBRIDE: Objection to the form. No question.

Q Is your understanding that that remained the case and that no additional funding had been identified for Segment D project by 2023?

A I don't remember what the time frame was. I know we helped Terry to apply for funding through DOTD. It says, "The consortium is identifying possible funding sources and has applied for grants to fund Segment D," so sounds like some of that had already started.

Q Did the grant that Terry, who was with the Madison Parish Port--

A Correct.

Q The grant that MPP applied for, did that cover all of the Segment D project or just the portion focused on the Madison Parish Port?

A I couldn't tell you what portion it applied for. I could guess, but I don't--I mean, I don't know exa- -- I never saw the application.

Q Did you have an understanding as to whether it was going to include rehabilitation of the twenty miles of track between Madison Parish Port and Lake Providence Port?

A No, I didn't-- I think it was the items that were identified in that box that you had in the application, those items that had been cut out of the Madison Parish Port, those items of Segment D.

Q And so DSRR had been cut out of Segment D for purposes of the INFRA grant?

A Yes.

Q And the three point two million dollars ($3,200,000) had been reallocated to Segments A, B, and C. Correct?

A A, B, C, and some to D. The Madison Parish Port where they double their lead.

Q How much, if you know?

A I don't know.

Q Okay. Did the Madison Parish Port to your knowledge, did they ultimately obtain grant funding for the reduced scope of Segment D that included their items?

A Yes.

Q And has that been completed?

A To my knowledge, no.

Q Okay.

MR. SULLIVAN: So we've been going for about two hours on the record. Can we take a five minute quick break?

(OFF RECORD.)

MR. SULLIVAN: Okay. Let's mark our next exhibit, which will be "Gilfoil 8." Let me make sure I'm not giving away my work product again.

MR. MCBRIDE: Well, I'd give it back if you did. I don't need it.

MR. SULLIVAN: Won't claim waiver?

MR. MCBRIDE: No.

MR. SULLIVAN: That's nice.

EXAMINATION BY MR. SULLIVAN, continuing:

Q Okay. Do you recognize this document?

A Yes, sir.

Q Okay. So this is actually a collection of minutes from LPPC board meetings pulled from their--from the--

A Website.

Q --website for 2024. And if we look at the first one from January of 2024, the port commission is composed of how many commissioners?

A It's authorized for seven. I think at the time there were six. Jim Thom, Frances Lensing, and Jerry King, Mark Buntyn, Roger Clement, and Karvan Powell. Six. Right.

COURT REPORTER: Could you repeat those one more time? You're a little bit soft on it.

WITNESS: Oh, I'm sorry.

A The commission's authorized for seven, but at this

time there were six serving. We had one vacancy.

Q And if you look at the--what looks like the main substantive paragraph, it says, "Mr. Gilfoil presented project reports on construction and progress and in design. HER and--

A Buchart Horn.

Q --Buchart Horn submitted an INFRA application for railroad rehabilitation on 1 March 2019. The USDOT awarded ten point five million ($10,500,000) in federal appropriations 20 July 2019." It goes on, then it says, "The Arkansas portion of the rail Segments A and B are complete. Categorical exclusion for the Louisiana sections has been completed." What is categorical exclusion refer to?

A It's related to an EPA environmental assessment.

Q Okay. So that's part of the project development process?

A Yes.

Q Okay. Then says, "A feeder line application was filed with the Surface Transportation Board on 10 November 2020 to acquire the twenty miles of track from NP 471 to NP 491."

A Yep.

Q "STB directed the parties to mediation, which was unsuccessful. The second feeder line application was filed with the STB in January 2023 seeking to acquire the entire

line from LPPC down to the KCS in Tallulah."

A Uh-huh (yes).

Q "STB has directed the parties to file information for the case." Did I read that correctly?

A Yes.

Q Okay. Let's see. Can you go to the next meeting in February of 2022.

A Of 2024?

Q Sorry. Excuse me. 2024, yes, sir. It goes on to--if you look at that paragraph--and I won't read it again, but it looks like substantially the same information as was in the January minutes. Is that correct?

A It appears to be.

Q And I guess my question is, is it typical for the port commission minutes to kind of repeat verbatim the same things over again until there's a change?

A Well, it is--yeah, it is until, you know, something dramatically changes because you're trying to-- These guys come once a month, so you're trying to keep the information fresh to them, you know, what the sequence of events is.

Q Okay. So basically, we shouldn't be surprised to see kind of the same information presented in the minutes until there's some change?

A Correct.

Q Okay. So when you went from the original

application for the feeder line case in November of 2020, there was a--you said there had been some appraisals of what the cost would be, couldn't remember the exact order of magnitude. Based on our discussion and based on your testimony, the portion that was not included in the original but was added in the amended application south of the Madison Parish Port had active rail operations on it. Correct?

A Yes.

Q Unlike the portion from 471 to 491. Correct?

A Yes.

Q So did you anticipate that there would be an increase in the cost to acquire the line from DSRR by pursuing that expanded feeder line application?

A Yes.

Q So what did you do to estimate the cost that would be incurred for pursuing the line in the amended application prior to filing it in January of 2023?

A I guess we had an appraisal or an estimate of value. I can't remember who did it.

Q But you remember doing it, having one done?

A Well, we've done it over time and certainly done it in this second deal, so it gets confusing as to see what was done when and by whom. I'm just assuming one was done, and that's what I can remember.

Q Okay. Do you have any recollection as to what the

number was that you were budgeting in discussions with the board about how much we would need to expend on the case at that point?

A Not that come off the top of my head. I'm assuming, again, that we had some kind of professional estimate done and, you know, that was the figure that we used, you know, going forward.

Q So starting in 2020, that's when LPPC started incurring costs for pursuing the feeder line case in the professional services category. Is that correct?

A Yes, sir.

Q Okay.

A That would be appraisals and attorneys and any other, you know, professional outside of accounting, which that was in a different category. It was in auditing. We would have our general legal services involved in that, too, so, I mean, it's railroad and whatever general legal services--

Q Sure.

A --we had for the year.

Q So what was kind of the plan for LPPC to make this work? And I'll explain what I mean a little bit about that. To pursue the case that LPPC is pursuing, it has to be able to purchase the line, what the board determines is the constitutional minimum value.

A Uh-huh (yes).

Q It has to be able to have operating expenses for at least three years of rail operations. And according to LPPC's theory of the case, there's multiple millions of dollars of maintenance and repair work that needs to be conducted for the line to become operational. So putting all those three items together, would you agree we're talking about a multi-million-dollar endeavor?

A Yes.

Q How did LPPC plan to finance the project?

A Through a combination of grants and borrowing.

Q Had you secured any grant funding prior to filing the feeder line application?

A No.

Q Have you secured any grant funding since filing the feeder line application?

A I can't answer that completely. I can answer to the period that I was employed there. And we had-- I don't think we had secured any grant funding as of that--when I retired.

Q What about borrowing? Have you secured any loans?

A Not while I was there. If you're meaning loans specifically related to the purchase of the railroad.

Q Yeah, the purchase, operation, and rehabilitation.

A Okay. Yeah, no.

Q No loans?

A Uh-uh (no).

Q Have you sought any authority to issue bonds?

A What we typically do is what they call a certificate of indebtedness. Those are ten-year certificates. But any borrowing, whether it's certificate of indebtedness, bond, or whatever, we have to go through the State Bond Commission, and we hadn't done that.

Q So your testimony is that there's not been any approvals or applications to the State Bond Commission related to acquisition of the line and operation of the line and rehabilitation of the line?

A There have been no approvals that--while I was there.

Q Okay. If you'll look at the March 20th, 2024, minutes.

A Okay.

Q You see in the second to last paragraph--and I am one, two, three lines down--sentence starting, "The commission passed a second resolution giving preliminary approval to the issuance of not to exceed ten million dollars ($10,000,000) of revenue bonds for the commission. Making application to the State Bond Commission for approval of said bonds and providing for other matters in connection therewith."

A Uh-huh (yes).
Q Do you see that?
A Yes, sir.
Q Do you know what that's referring to?
A I can't think of it right off the top of my head. March 20, 2024. Ten million revenue bonds.
MR. SULLIVAN: I'll mark the next exhibit.
COURT REPORTER: "Exhibit 9."
MR. MCBRIDE: Had you completed your answer, Mr. Gilfoil, or are you still looking at the document?
WITNESS: I just can't remember what the ten million refers to, to tell you the truth.
Q Do you recognize what's been marked as "Gilfoil 9"?
A Yes.
Q What is it?
A The State Bond Commission agenda for April 18th, 2024.
Q Okay. You've seen this document before?
A I'm sure I have if I was there.
Q Were you there?
A Well, in body if not spirit.
Q Why were you there?
A I was employed there in 2024.
Q At the State Bond Commission?

A I can't remember if did that or Bryant did that.

Q If you look at agenda item 15 on page 2.

A Yep.

Q It's called L24-115 East Carroll Parish Lake Providence Port Commission not exceeding ten million dollar ($10,000,000) revenue bonds, not exceeding six point seven five percent, not exceeding twenty-five years, acquiring, constructing, repairing, rehabilitating, or extending rail lines. You see that?

A Yep.

Q Do you find agenda item 15 in the packet, which is not on an actual page number, but if you look at the top right-hand corner they identify the different agenda items, so you can go sequentially to 15.

A Okay.

Q So if you go a few pages before that will be the start of agenda item 15.

MR. MCBRIDE: I think this is the page he's referring to. Does that look familiar to you? Smaller print than that.

A Right there?

Q There you go. All right. So this is the synopsis. Do you see that?

A Right.

Q Do you recognize any of this document?

A Well, I'm sure we did it. I mean, I don't remember it, but--

Q Well, I guess my question is does this--

A Pardon?

Q Do you recall seeing-- Look between-- So the next four pages are the packet on item 15.

A Right.

Q Do you recognize any of those documents?

A Okay. "Subject to continue upon approval from the STB." Right. Okay.

Q Do you recognize these documents?

A Yes.

Q Okay. So it says it was submitted by Brennan K. Black, Foley and--

A Judell.

Q --Judell.

A Judell.

Q Judell. Is that bond counsel for the port commission?

A Correct.

Q Okay. So if we look at the analysis summary, do you recall-- Is this refreshing your recollection of having sought authority from the State Bond Commission for issuance of ten million dollars ($10,000,000) of revenue bonds?

A If I remember, I think we did it in case an

application, you know, might fail, to have a backup to--you know, that we could borrow the money and do it, because the--if we did a DOTD application, it would've been a minimum of three years before it actually got funded. It could get approved but not funded until money's available, and money is available based on annual appropriation by the government. So, you know, this--I think this is what this is, is to make sure we had the money on hand to do it to close out the deal.

Q So just so I'm understanding kind of-- We've talked about you said the funding sources that you would use to kind of complete this project of acquiring the line, operating the line, rehabilitating the line. The plan was to use a combination of grants and potential borrowing if necessary.

A Correct.

Q It is the case that LPPC does not have the financial ability absent grant or borrowing to purchase and operate the line. Correct?

A I don't know what their financial position is as of this day.

Q Fair. At the time that you were there from the date that you filed the first application--

A Right.

Q --to the date that you retired--

A Right.

Q --was it the case that LPPC did not have the financial ability to purchase and operate the line absent grant funding or borrowing?

A Well, a lot of would depend on what the purchase price was and the rental agreement that would be worked out with the operating carrier, so there's a possibility that it could be structured where even without the debt covering we could do it.

Q What would be the fi- -- During the time that you were there--

A You can have contracts that prepay rent, and prepaid rent can be used, you know, to--for purchase, operation, and whatever.

Q Are you referring to the contract with NLA?

A That's a possibility. That's one possibility, yes.

Q Had you secured a lease with NLA at the time that you filed the feeder line application?

A I think there was a proposed lease that was included as part of that application.

Q And did that lease include prepaid rent?

A Not necessarily.

Q It did not. Correct?

A That's right.

Q The arrangement was that the rent would be a percentage of the revenues of operating the line.

A Right.

Q And your testimony is that you thought that part of the operating expenses could be borne by NLA and not LPPC?

A Well, that's typical in almost all our leases. We don't participate in operating expenses--

Q Right.

A --of any lease. As I explained to you, we're a landlord port.

Q Sure.

A And part of our deal has always been to put the operating cost back onto the lessee because of the various things that you have to do if you were doing it as a public body.

Q I understand that. So I want to make this clear. If-- Did you have a sense of what the operating costs for the line would be at the time that you applied to acquire it?

A I'm sure somebody--it was stated somewhere, but do I have a memory of it? No. But we weren't going to be involved in operating costs anyway. We're not involved in them as they operate the line currently today. Or--

Q Okay. So--

A --did up until my retirement.

Q So I'm going to ask you a question. Assuming that LPPC did have to have the cash available to operate the line, notwithstanding any lease or agreement with NLA, did that

factor into your consideration as to whether it was financially viable for LPPC to acquire the line?

A Well, the way we would cover the operational costs that you're referring to is to have the lessee responsible for it.

Q But LPPC itself did not have the ability separate from having NLA cover those costs to cover those costs itself?

A It would depend on what those costs were. If you just recently rehabbed the track, there's obviously a period of time that the track operates without much cost because you've just rehabbed it, so there wouldn't be much operational cost, at least in those initial years.

Q So I guess what I'm trying to understand-- And we can get into the financial statements. But what was LPPC's-- what was the maximum amount on an annual basis that LPPC could spend out of cash without a grant, without a bond, without a certificate of indebtedness, to operate the rail line?

A I don't know.

Q Do you have a sense of what that number would be?

A No, because it never was really pertinent because the operational costs were going to be put onto the lessee as we've done with all our other leases.

Q So if there were a regulatory requirement, that

notwithstanding the fact that somebody else might be paying the operational cost but LPPC needed to have the financial ability to cover three years of operating costs, what would your answer be?

A That we had it covered.

Q How?

A Had it covered by the lessee doing the repairs.

Q But not by your own cash available to do so?

A Uh-uh (no). We don't do that in any case.

Q Okay. And you didn't do it in this case. That was not your plan--

A No.

Q --to be able to have yourself--

A No, sir.

Q --costs available in cash to pay for that?

A Of the number of leases that we have, we don't have responsibility for operational costs in any of them.

Q So fair to say that in the original and amended application, LPPC did not factor in that it would have cash available--

A Well, it factored in--

Q Let me finish my question, sir.

A Okay.

Q --that LPPC would not have cash available to cover three years' worth of operating expenses for the entire line.

Correct?

A No. The way we had it figured was that the costs would be provided as in all our other leases, by the lessee.

Q And so it's correct then that LPPC did not assume that it itself would need to be able to have available three years' worth of cash to operate--or excuse me--three years' worth of operating expenses available, notwithstanding that someone else may actually be covering the cost of operation under a lease?

A Well, we anticipated that any costs operationally would be borne by the lessee.

Q Okay. And so there wouldn't need to be something covered by LPPC?

A Nope. Well, covered in the sense that the lessee is covering it.

Q So let's return back to the bond packet. Look at the calculation of coverage ratio part. Do you see that?

A Yes.

Q Let me ask you: At this point you've got the two employees. It's you and Mr. Killen. Correct?

A Correct.

Q Do you know who was primarily responsible for putting together the materials related to this revenue bond application?

A I'm thinking Mr. Killen must have done it because

I'm having a hard time remembering it.

Q Okay. If you look at the different categories, there's excess revenue excluding debt service and one-time expenses. You see that?

A Uh-huh (yes).

Q And then there's rail revenues. Do you see that?

A Yes.

Q Okay. And if we look at the note, it says, "Additional expected revenues under lease agreement with NLA after acquisition and rehabilitation of the additional twenty-eight miles of railway." Do you see that?

A Yes.

Q So the rail revenues were estimated at one point four million ($1,400,000) did not include expected additional revenues that would come from a rehabilitation of the line. Correct? Is that how you read that?

A It says, "Additional expected revenues under the lease agreement with NLA after acquisition and rehab of the additional twenty-eight miles..." So I'm assuming that that's the revenue after rehabilitation.

Q So this one point four number is what you estimate--that would be the amount of rail revenues generated annually by the line?

A Yes.

Q And that would be the rail revenue that LPPC is

actually getting from operations on the line?

A Correct.

Q And that would be derived from a percentage of the operational revenue that NLA was getting from the line. Correct?

A Correct.

MR. SULLIVAN: So let's mark our next exhibit. This will be "Gilfoil 10."

Q Do you recognize this document, Mr. Gilfoil?

A Yeah. It looks like the amended lease agreement between LP Port Commission and North Louisiana and Arkansas Railroad.

Q If you go to page 12. You see that it appears the document's been signed?

A Correct.

Q So if you look at page 3, there's a rent percentage of revenue as lease payment section.

A Yes.

Q So under the anticipated operational lease that would be--had been executed and submitted as part of the operating plan that LPPC has presented to the Surface Transportation Board--

A Page 3, section 3?

Q Yes. It says, "Lessee shall pay to Lessor during the term of this agreement the sum of the following amounts."

A Uh-huh (yes).

Q It says, "Ten percent of the freight revenue for traffic originated or terminated on the leased premises, five percent of freight revenue for bridge traffic crossing the line." And then it defines some of those terms.

A Okay.

Q So if I'm reading this correctly, and correct me if it's not your understanding, but the lease that--the rail revenue that's reflected in this bond application is the lease payments under the lease with NLA, which would be the ten percent of freight revenue originating or terminating at the port.

A Right.

Q Or on the line, I guess, in general. Correct?

A Yes.

Q So one point four million dollars ($1,400,000) is ten percent of that-- Well, ten percent--for that to be ten percent, you'd have around fourteen point three ($14,300,000), four, million dollars ($14,400,000) in overall revenue for that to mean that's what ten percent is. Correct?

A Right.

Q Where did you get the idea that fourteen million dollars ($14,000,000) of revenue from the line was an accurate projection?

A I don't remember.

Q Was that-- Do you have any understanding of--

A That's on the full rail line. Right? 88.2 and 27.44 and including the portion in Arkansas.

Q It would be operating the portion that LPPC owns.

A Correct.

Q And I guess my question is where did those--the calculation of coverage ratio-- To get to this point, you had to submit an application to the State Bond Commission. Correct?

A That's right.

Q And do you know how that application was put together?

A No.

Q And do you know whether this application was ultimately approved by the State Bond Commission?

A Hell, I couldn't remember the application or the original amount, so I guess, no, I do not.

Q So I won't mark this, but I'll just direct your attention to this document, which are minutes from this meeting.

A Okay.

Q If you look at the action item on number 15, see if that refreshes your recollection.

MR. MCBRIDE: What is this document, please?

MR. SULLIVAN: I think I have a copy here, sir. These are the minutes from that meeting.

A (Peruses document.) Okay.

Q Does that refresh your recollection as to whether the State Bond Commission approved the application?

A It appears that they did.

Q Okay.

MR. SULLIVAN: So I'm going to state for the record, and I don't believe that since there was a stay of the case that there's been any supplementation of discovery from the Lake Providence Port Commission, but we have not seen anything since the case has been put back into active status, even though we've discussed updating discovery and we think that an application and various documentation related to a ten-million-dollar ($10,000,000) revenue bond application of the State Bond Commission is certainly something that should have been produced. It has not been produced, and we would ask that LPPC promptly produce all responsive documents related to the Bond Commission meeting, application, and other finance and funding activity that's occurred between 2024 and 2025 in updating its

discovery responses.

MR. MCBRIDE: Will you shoot me an email?

MR. SULLIVAN: We'll put it on the list.

MR. MCBRIDE: For the record, I do believe we did supplement, but an indication of a reference to websites or internet links about various state documents or meeting minutes. That's my recollection.

MR. SULLIVAN: We'll mark "Gilfoil 11."

Q Do you recognize what's been marked as "Gilfoil 11"?

A Yes, sir.

Q What is it?

A It's financial statements for year ending December 31st, an audited statement by David Harp.

Q Okay. And are these the audited reports that are submitted to the Legislative Auditor?

A Correct.

Q Do you know when-- As I understand it, the financial statements from 2025 are not yet available, at least not have been audited. What time of the year in the year following a year does it typically--

A Usually get audited?

Q Yeah.

A I'm going to say April, May. It ran a little--

really late one year. I don't remember which year that was. But that's kind of the time frame, four to five months after the close of the year.

Q Okay. So we look at page 10. Or actually, go to page 7. So this is part of the--one of the parts of the financial statements is the statement of activities. Correct?

A Uh-huh (yes).

Q And this shows sort of 2024 and compared to 2023. So operating revenues, do you see that?

A Yes.

Q Okay. 2023 it listed at five hundred and seventy-eight thousand ($578,000).

MR. MCBRIDE: I'm sorry. What page?

MR. SULLIVAN: 7.

Q Do you see that?

A Five hundred fifty-seven, yeah.

Q Okay. So that's from 2024. In 2023 it was five hundred and seventy-eight thousand five ($578,500).

A Uh-huh (yes).

Q Right? So slight decline in operating revenues from the use of money and property leases. Is that the category that includes the--basically the lease payments that the port receives as landlord?

A Yes. He does that on an accrual basis, though, and

we typically report it on a cash basis, so sometimes one year will be much inflated over another year, but it doesn't appear that that was the case in these two years.

Q Okay. In 2024 there's a state grant income for one point five million ($1,500,000).

A Yep.

Q What is that? Do you know what that is?

A Not off the top of my head I don't. I'd have to-- That might have been-- Let's see. If this was 2024, that was probably DOTD funds coming in for construction.

Q Okay. So if we look at the operating expenses-- And I'm just kind of going down from 2023 comparing to 2024. So 2023 you have the big bucket, the salaries and fringe benefits. And then below that, you have professional services. 2023 that was four hundred and forty-two thousand eight hundred and twenty-eight ($442,828). Is that right?

A 2023? Correct.

Q Do you know how much of that was fees associated with the feeder line case?

A The majority of it.

Q What about in 2024? There was over a million dollars ($1,000,000)--

A Yep.

Q --in professional services.

A Same thing.

Q That was all feeder line?

A Not all, no. As I say, we've got normal legal services that--that's probably in the neighborhood of somewhere around fifteen thousand ($15,000) a year. Other miscellaneous professional services that may occur, you know, general appraisals for other property and stuff. But the bulk of it would be related to the railroad case.

Q So by the bulk of it, you mean over ninety percent?

A Somewhere between eighty and ninety, yes.

Q Okay. And then there's that big depreciation expense.

A Yep.

Q And then there's non-operating revenues--

A Yep.

Q --that we discussed, the ad valorem taxes and various other categories.

A Yep.

Q So I guess if I'm trying to get a sense of how much cash LPPC had available in 2023 and 2024-- This was--this is an accrual accounting, as I understand it. Right?

A Yes.

Q Okay. So do you know what that number would be?

A I can look it up on a balance sheet, but I can't tell you what the number was.

Q Where's the balance sheet? Is that one of-

A The page preceding that.

Q Okay.

A Total current assets. You have cash, cash equivalents, receivables.

Q And the receivables in that, if I understand this correctly, that's the total value of expected lease payments. Correct? That's counted-

A Yeah, they--they went--

Q --to the current day?

A Yeah, they went-- The state changed the way we had to report those, so that's a relatively new category. And you have the receivables on one hand, and then you have--what is it?--what's the counterbalance on that? Oh. Deferred inflows of resources, pension and lease related. So those kind of basically wash out.

Q Right.

A But that's-- What did they call that? They went to some kind of-- I can't remember the term they used, but it was some new accounting in the last few years.

Q So I guess if I'm trying to understand if you've got-- Looking at 2024 under current assets, what would be kind of the cash amount that LPPC could use absent any other source of funding, grants, borrowing, anything like that?

A Well, it looks like they had available almost nine hundred thousand ($900,000) into these 2024.

Q Okay. So the cash equivalents would be the--that's the category I would look to?

A Uh-huh (yes).

Q Okay. Do you know how much total LPPC has spent pursuing the feeder line case?

A I do not.

Q Do you recall there being litigation in Louisiana State Court regarding LPPC's authority to pursue the feeder line case in 2024?

A The legal deal I recall is that the case was made that we didn't have the authority to own track outside of East Carroll Parish. That's what I remember.

Q So there was litigation regarding that authority?

A Yes.

Q And what was the result of that litigation?

MR. MCBRIDE: Asked and answered.

MR. SULLIVAN: I don't think he's answered that question.

Q What was the result of that litigation?

A Let's see. I think it was ruled against us, and we had an appeal before the Supreme Court, and in the meantime we got legislation passed that covered it.

Q And did you hire a lobbyist to help you with that legislative effort?

A Yes, we did.

Q Do you know how much you spent on a lobbyist?

A I do not.

Q Do you know when those expenditures were made?

A No. I mean, it was probably 2024, looking at-- At least that's when the bills came due. Would be my assumption, but, you know, without going back in the records I can't tell you.

Q I'm just going to hand you a copy of the minutes from September 2025, see if it refreshes your recollection about what time frame there was discussion about legislation related to the ongoing litigation in Louisiana about LPPC's lack of authority to pursue ownership of lines outside--

A I can't answer--

Q --of East Carroll Parish.

A I mean, I wasn't an employee at this time.

Q Well, does it refresh your recollection as to whether those expenses were incurred in 2024 when you were an employee?

A I mean, I can't speak to anything that happened after I was there.

Q You could speak to the fact that it didn't while you were there. Correct?

A Contract with P&P. That's the railroad company. SB146, I mean, I don't know. I don't know what this was in reference to.

Q Okay. You can hand that back.

A Okay.

Q If you don't remember, you don't remember. All right. So you've identified NLA entered into a lease as being the operator for the line if LPPC is successful ultimately in the amended application.

A Correct.

Q Why did you believe that NLA would be a superior operator on the line than Delta Southern?

A They weren't into storing cars, you know, from anywhere from two to ten miles of cars on the line, and were interested in operating the line, the full line.

Q So it's your understanding that NLA does not store any cars on their rail line?

A They store cars on side tracks, is my understanding. They don't just store it on the main tracks.

Q Is that the main reason that you think they'd do a better job?

A Yeah, they'd do a better job, no doubt about it. And then they're, you know, operating a railroad to run it, not park cars on it.

Q So we looked earlier about how you included in the INFRA application actual pictures of derailments by NLA that occurred in 2019 after over ten million dollars ($10,000,000) had been spent to rehab the line.

A Uh-huh (yes).
Q Do you remember that?
A Yeah.
Q Have you been made aware of other derailments that NLA's had and travel issues and service issues by NLA--
A Not that I recall.
Q You're not aware of any?
A Other than those derailments that were pictured?
Q Yes.
A No.
Q Are you aware of service issues that folks have had with NLA operating out of Lake Providence Port?
A None have been reported to me while I was there.
MR. SULLIVAN: Mark our next exhibit, "12."
Actually, no, I got writing on that one.
Let's mark this one. "Exhibit 12."
Q This is an email, for the record, produced by Lake Providence Port Commission at LPPC 411. It's an email from Michael Robbins dated April 24, 2024. Do you see that?
A Yeah.
Q Do you see that you're one of the recipients as a CC on this?
A I do.
Q If you turn to the--page 3 at the bottom, that's the first email in this chain. Do you know what APEX is?

A That's the folks that have the cotton seed facilities at Lake Providence.

Q Are they the main customer that uses NLA north of Lake Providence?

A They were at this time.

Q Okay. And what about now?

A I couldn't tell you.

Q What about while you were there until 2025?

A Yeah, they were the ones while I was there.

Q Okay. So this is dated April 8th, 2024. Did you read that email?

A Uh-huh (yes). Yes.

Q It says, "Since the attached items were addressed, we've not seen an improvement in the loaded car transit times from LP to McGehee. Average transit times from LP to McGehee in January or February was twenty-five days. March, April, approximately twenty days. Once again, we do understand that when a derail occurs and the tracks need repair or the DSRR is holding up shipments due to maintenance that those are unavoidable delays that we all must limp through. But when the tracks are in service and when we are told there are daily trips from LP to Eudora and Eudora to McGehee occurring, there is no acceptable reason it should take more than a few days for loaded cars to make interchange. APEX has been patient in how we've managed our shipments out of

Eudora from the start, but we are at a point where we can no longer the inventory we're sitting on and rail cars we need to move." You see that?

A Yeah.

Q Does this refresh your recollection as to whether you were ever made aware of complaints about NLA's service?

A Yes, it does.

Q So you were?

A Yes.

Q And this is in 2024.

A That's correct.

Q After significant monies have been expended to rehab the line. Correct?

A Yes.

Q And it's still taking twenty-five days for it to move freight.

A Yes.

Q Do you think that's an acceptable level of service?

A It beats the hell out of storing cars on it and not moving at all.

Q Do you think it's an acceptable level of service?

A No, it's not.

Q April 11th, there's a response. "It's being addressed and will update all." The next email, six days later from APEX. "Any update? Hearing delays again and cars

not moving." Next day no response. APEX responds again, "Not sure if my last email went through or not. Thought I would resend." Six days after that, message from APEX, no response from NLA. "What's the holdup? Cars loaded for twenty days still not to the UP. We can't keep doing this. With the lack of response from NLA, going to assume that I'm wasting my time with the emails, but wanted to keep everyone in the loop and have to try." You see that?

A Yep.

Q And then there's a response later that day about this delay in the railcar situation, another twenty days.

A Okay. Well, they're saying the Segment C track had not been worked on, so that may have been what was giving them the trouble. Okay. So, you know, part of the track was still in bad condition. We did get some bad ties that they reported as almost exploding in that deal where we did with the EDA, and we had some of those ties stored and none of them were useable, so we just had some bad ties in that earlier work.

MR. SULLIVAN: Let's mark "Gilfoil 13."

Q Another email produced at LPPC 531. This email is from Michael Robbins. Is Michael Robbins with NLA? Do you know?

A Yes.

Q It's dated November 3rd, 2023. And you're copied

on this as well?

A Uh-huh (yes).

Q So this is from before the email we just reviewed, but it's dealing with issues that had been emerging in the service provided by NLA. So number 1 talks about delay in receiving railcars in McGehee for APEX. Do you see that?

A Yes.

Q So did you have an understanding of what the issues were there?

A No.

Q Okay. And then delivery of railcars once on NLA to LPP talks about limitations based on the crip--to make various runs is causing these--you know, contributing to delays, and that propose a workaround to try to improve the timing. Do you see that?

A Yes.

Q Then there's--in the third section on service interruptions, it relates to some of the service interruptions that are due to track repair that's ongoing. So I want to just keep the timing in mind. This is in November of 2023. Okay? So it talks about some of the NLA repair, but if you look down five lines from the bottom, it says, "As for maintenance repair on the DSRR owned trackage, we will continue to coordinate with DSRR in attempt to minimize the downtime. Same statement as above concerning

call times during the next stage of railroad line improvements." So it's the case that DSRR was doing maintenance repair work on their section to the point that it was actually causing some service interruptions that NLA was talking about. You see that?

A Yeah. I think there was a derailment on that DSRR owned trackage at some point. Exactly when it was, I don't know, and that may be the maintenance that they were doing on the track that delayed some shipments.

Q Well, that would mean there'd have to be moving then. Right?

A Yeah.

Q Do you know whether there was?

A As I say, there was some kind of derailment on it. I don't remember the specifics of it. It was up near the end behind the highway barn but on the DSRR owned section. Again, I don't remember when that was or, you know, if it was during this period of time or not.

Q Okay. Did you look at the safety or other measures of service between Delta Southern and NLA and determining that NLA should be the one operating the line if you acquire it?

A I have not.

Q Okay. Are you familiar with the company Patriot Rail?

A To some extent, yes.
Q You've heard of it?
A Yes.
Q Are you aware that it acquired Delta Southern?
A That was my understanding.
Q That was in 2022?
A I don't remember the date, but, yeah.
Q Or into 2023, around that time?
A Uh-huh (yes).
Q Okay. So since filing the feeder line application in 2020 until the time that you retired in 2025 as port director of the Lake Providence Port Commission, did you have any communications with Delta Southern about use of the line south of the Lake Providence Port?
A What was the period time line now? Since when?
Q 2020 until you retired.
A I don't recall what conversations I had with them.
Q Do you recall having any?
A Well, I know we did the mediation. I know that there was several Zoom calls. When did Patriot acquire it?
Q I believe it would've been in the 2023 time line.
A Okay. Yeah, I mean, I know I had conversations with Merino and all them, Jon Ryan, Matt Prince, all those folks.
Q While the feeder line application was pending?

A Huh?

Q While the feeder line application was pending?

A Whewee. I can't specifically say that it was or not because, I mean, I've just had so many conversations with them through the years. I can't say specifically when this, this, and this, occurred.

Q Okay. So putting aside like settlement discussions or mediation discussions, do you recall operationally ever having a conversation with Delta Southern since filing the amended application about using the rail line south of the Lake Providence Port?

A I don't remember any.

Q And do you recall any requests since that time of filing a feeder line application in which someone sought to use the portion of the track between Lake Providence Port and the Madison Parish Port to the Delta Southern?

A Well, I don't know what the time line was, but the biodiesel folks wanted to use it. Jerry Melton. That would be a continuous type deal because he has to ship KCS over to Monroe and then up costing him substantial amount of money and switching charges, so--

Q So what I'm asking you is whether any of those requests were relayed to you to relay to Delta Southern.

A I don't remember what the--how all the machinations went. I mean, Jerry was talking to them on his own and just

frustrated, you know. David Fiveash complained that by opening the northern section we'd cost them money. So I--you know, I've had conversations throughout, but saying a specific date, I don't remember.

Q So from 2023, just to put a narrower range on it, to the time you retired, have you had a conversation with anyone at Delta Southern about specific requests for service on the line between Lake Providence Port and the Madison Parish Port?

A Not that I remember.

Q Okay.

MR. SULLIVAN: All right. What I'd like to do is take a break, look at my notes, make sure there's not anything else that I need to cover. I know we've gone a little late, but let's go off the record.

(OFF RECORD.)

EXAMINATION BY MR. SULLIVAN, continuing:

Q So just to complete it, you said that you recall when we were talking earlier about service issues involving Cargill and Delta Southern, that you had multiple meetings to facilitate to discuss some of those service issues.

A Uh-huh (yes).

Q Do you recall facilitating any meetings for service issues involving APEX and NLA in 2023, 2024?

A No.

Q Okay.

MR. SULLIVAN: So I pass the witness.

MR. MCBRIDE: Okay. Thanks. Real quick, just a couple things, Mr. Gilfoil.

EXAMINATION BY MR. MCBRIDE:

Q I don't recall if this was before or after lunch, you'll forgive me, but Mr. Sullivan asked you about did Delta Southern ever say traffic was shut down from Tallulah to Lake Providence, and you answered the question. But do you recall discussion about the Delta Southern folks admitting that they had railcars stored there and-- Let me just stop there. Do you recall that?

A Well, I remember a long conversation I had with Matt Prince when they had the stored cars there. They moved the cars in sometime after we had filed that INFRA application, and I was very angry.

Q Do you recall what you would estimate was the maximum length of the railcars that were stored on that track between Lake Providence Port and Madison Parish Port?

A The maximum length?

Q Yeah.

A They went to just south of Transylvania.

Q How about how many miles--

A About ten miles.

Q About ten miles?

A Right.

Q Of stored railcars?

A Correct. Now they didn't have all the crossings-- I mean, they had separation at the crossings.

Q Did you have an opinion about whether storing railcars in substantial number would impede the ability to operate on that track?

A Absolutely.

Q And your opinion was what?

A That it would impede it and be impossible to move those cars in a timely fashion.

Q Okay. And then Mr. Sullivan was asking you about the INFRA grant application. Do you remember that?

A Yes, sir.

Q And as I heard it at least, I think he was trying to compare the approximately forty-five million dollars ($45,000,000) that was originally applied for of which about twenty-one million ($21,000,000) would be for the Delta Southern Segment D. Do you recall that?

A Yes.

Q And I think he used a number of estimating that Delta Southern portion of about sixty percent, but twenty-one is less than half of forty-five, isn't it?

A That's correct.

Q So it would have to be less than fifty percent, isn't that right?

A That would be correct. Yes, sir.

Q All right. And then how much, if you recall, after the grant was going to be reduced to closer to eleven million dollars ($11,000,000), how much of that was going to go to the Delta Southern segment, including Madison Parish Port, approximately?

A Three and a half maybe.

Q So about what percentage of the eleven would that three and a half be?

A Close to forty percent. No, thirty-five percent. It'd be thirty-two percent.

Q So the comparison he made was from about sixty to twenty, but it sounds like you would say it was less than half to something in the neighborhood of thirty or thirty-five percent. Is that right?

A Correct.

Q Okay.

MR. MCBRIDE: Okay. I think that's all I have.

MR. SULLIVAN: I think we're done.

COURT REPORTER: And he will read and sign?

MR. MCBRIDE: Yes.

DEPOSITION CONCLUDED.

STATE OF LOUISIANA

PARISH OF OUACHITA

I, MARGARET ANN COPELAND, Certified Court Reporter in and for the State of Louisiana, as the officer before whom this testimony was taken, do hereby certify that WILLIAM WYLY GILFOIL, SR., after having been duly sworn by me upon authority of R.S. 37:2554, did testify as set forth in the foregoing deposition, pages 1 through 171, at Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254, on the 24th day of February, 2026, commencing at 10:04 a.m. and concluding at 5:14 p.m.; that this testimony was reported by me in the electronic reporting method, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that the transcript has been prepared in compliance with the transcript format guidelines required by statute or by rules of the board, that I have acted in compliance with the prohibition on contractual relationships as defined by Louisiana Code of Civil Procedure Article 1434, and in rules and advisory opinions of the board; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter.

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

Monroe, Louisiana, this 24th day of March, 2026.

_____

MARGARET ANN COPELAND, CCR

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36447

LAKE PROVIDENCE PORT COMMISSION – FEEDER LINE APPLICATION – LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA.

SUBPOENA DUCES TECUM TO WYLY GILFOIL TO TESTIY IN A DEPOSITION

To: Wyly Gilfoil
409 Port Road
Lake Providence, Louisiana 71254

Pursuant to the rules of the Surface Transportation Board governing discovery, 49 C.F.R § 1114, *et seq.*, and by Order of the Board:

YOU ARE HEREBY COMMANDED to appear at the Lake Providence Municipal Courtroom, 201 Sparrow Street, Lake Providence, Louisiana 71254 at 10:00 a.m. on February 24, 2026, to provide testimony by oral deposition at the request of Delta Southern Railroad, Inc., in the above-caption proceeding. Your testimony will be recorded stenographically, by an officer authorized to administer oaths, and may be used as evidence in this proceeding. The deposition is anticipated to be completed within six (6) hours, but may be continued from time to time until completed. Specific topics for which you will be expected to provide testimony are included in Attachment A to this subpoena.

DATED: February 9, 2026

Administrative Law Judge Jenifer J. Soulikias: Jenifer J. Soulikias -S

Digitally signed by Jenifer J. Soulikias -S
Date: 2026.02.12 16:24:39 -06'00'



ATTACHMENT A TO SUBPOENA FOR DEPOSITION TESTIMONY

Delta Southern Railroad, Inc. ("DSRR") seeks to depose you in order to obtain relevant evidence to the Lake Providence Port Commission's ("LPPC") Amended Feeder Line Application to acquire the Line of DSRR located in East Carroll and Madison Parishes, Louisiana, STB Docket No. FD 36447 (the "proceeding"). Specifically, DSRR seeks testimony regarding the following topics:

1. All subject matter and facts asserted in Your verified statements submitted in this proceeding, including the factual basis for any such assertions.

2. Rail service provided by DSRR.

3. Interchange of freight between DSRR and other railroads.

4. Communications with DSRR regarding rail service.

5. Current and anticipated demand for rail service on the portion of rail line from milepost ("MP") 471.0 to MP 498.44 of the DSRR line that runs from Lake Providence, Louisiana (MP 471.0) to the point of interchange with the Kansas City Southern Railway Company ("KCS") at Tallulah, Louisiana (the "Line").

6. LPPC's financial position from 2020 to present.

7. LPPC's ability to purchase the Line.

8. LPPC's plans to finance purchase of the Line and to operate the Line for three years.

9. LPPC's plans for operating the Line.

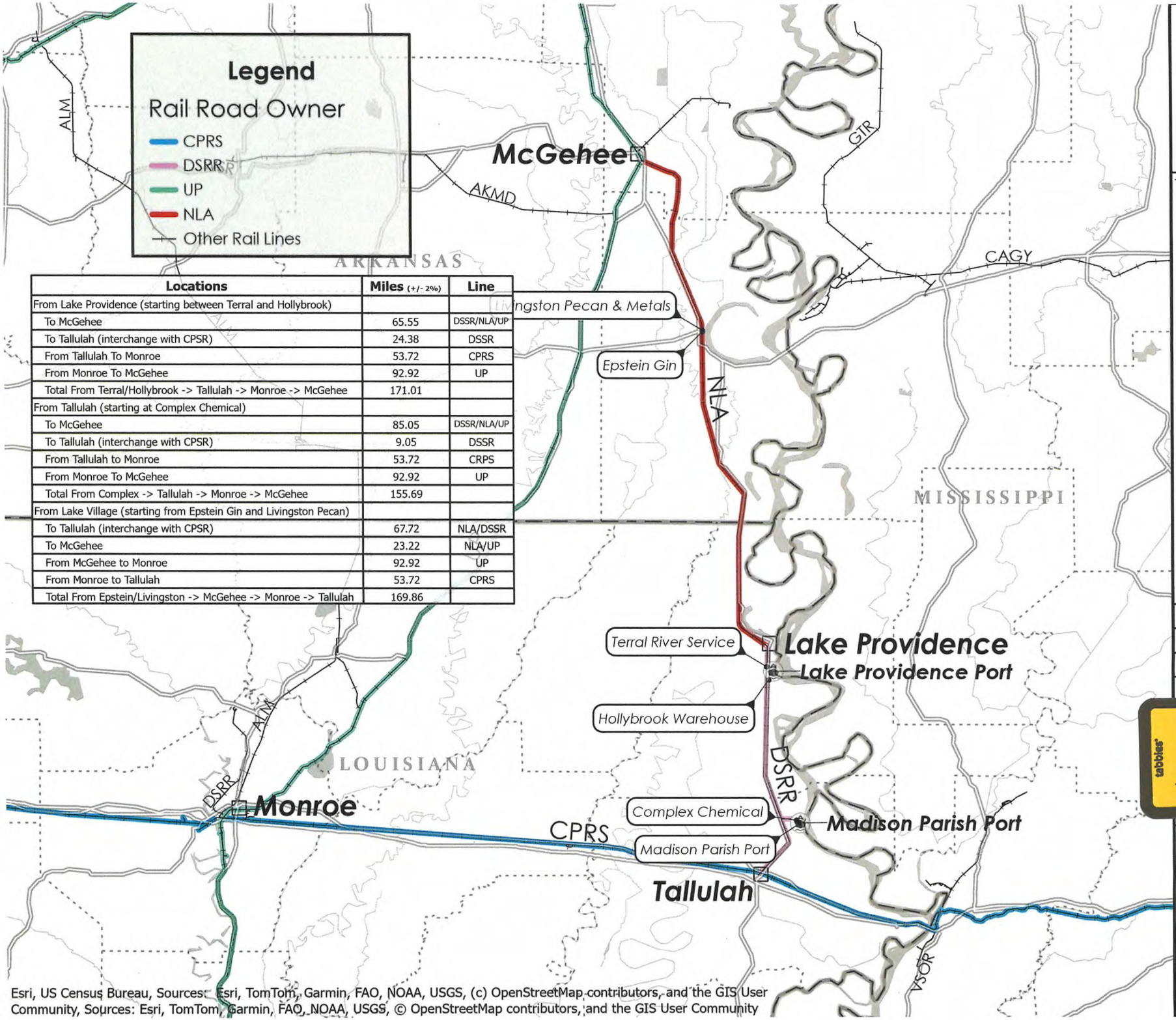
10. Rail service provided by North Louisiana and Arkansas Railroad, Inc. ("NLA").

11. NLA's plans for operating the Line.

12. All contracts or agreements LPPC has entered into related to the Line.

13. Drafts and communications regarding Your verified statements in this proceeding with any third party (other than LPPC's attorneys).

14. Documents produced by LPPC in response to discovery requests propounded in this proceeding.



Locations	Miles (+/- 2%)	Line
From Lake Providence (starting between Terral and Hollybrook)		
To McGehee	65.55	DSSR/NLA/UP
To Tallulah (interchange with CPSR)	24.38	DSSR
From Tallulah To Monroe	53.72	CPRS
From Monroe To McGehee	92.92	UP
Total From Terral/Hollybrook -> Tallulah -> Monroe -> McGehee	171.01	
From Tallulah (starting at Complex Chemical)		
To McGehee	85.05	DSSR/NLA/UP
To Tallulah (interchange with CPSR)	9.05	DSSR
From Tallulah to Monroe	53.72	CRPS
From Monroe To McGehee	92.92	UP
Total From Complex -> Tallulah -> Monroe -> McGehee	155.69	
From Lake Village (starting from Epstein Gin and Livingston Pecan)		
To Tallulah (interchange with CPSR)	67.72	NLA/DSSR
To McGehee	23.22	NLA/UP
From McGehee to Monroe	92.92	UP
From Monroe to Tallulah	53.72	CPRS
Total From Epstein/Livingston -> McGehee -> Monroe -> Tallulah	169.86	

Esri, US Census Bureau, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

GENTRY LOCKE
919 E Main St, Suite 1130,
Richmond, VA 23219
(804) 297-3700

Title:

Map Showing Railroad Routes between McGehee, AK, Tallulah, LA, and Monroe, LA, with a Table of Distances Included.

For:

Date: 2/20/2026

By: Conor O'Donnell, AICP

Notes:

EXHIBIT
2
Diffoil

Database (NTAD).

N

Scale: 1:930,000

0 2 4 6 8 10 Miles

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

Lake Providence Port Commission—Feeder Line Application--LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF WYLY GILFOIL

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1. My name is Wyly Gilfoil. I am the Port Director for the Lake Providence Port Commission ("LPPC"), the Applicant herein. My address is 409 Port Road, Lake Providence, LA 71254. I have personal knowledge of the facts stated herein and am duly authorized to present this Verified Statement on behalf of LPPC. LPPC is a non-carrier, political subdivision of the State of Louisiana. Because LPPC is Louisiana's largest inland waterway port and ships over 1.3 million tons of freight annually, it is clearly in the public interest to protect it, as well as the Madison Parish Port, from Delta Southern Railroad, Inc. ("DSRR") and its owner's predatory and unlawful efforts to interfere with the full realization of the rehabilitation of the *entire* Lake Providence Branch Line and the flow of interchange traffic over the Line.

2. LPPC has long recognized the importance of the rail corridor between McGehee, Arkansas and Tallulah, Louisiana, which historically was known as the Lake Providence Branch Line when it was operated by the Missouri Pacific Railroad Company ("MP"). Because of its importance to the



Louisiana inland ports located on the Mississippi River, and the overall economy of northeast Louisiana, LPPC, along with the Southeast Arkansas Economic Development District ("SEAEDD"), actively opposed MP's application to abandon its 162.7-mile line of railroad between milepost 408.9 line near McGehee in Desha County, AR, and milepost 651.6 near Vidalia in Concordia Parish, LA. That application was docketed as Docket No. AB-3 (Sub-No. 72), *Missouri Pacific Railroad Company – Abandonment – In Desha and Chicot Counties AR, and East Carroll, Madison, Tensas and Concordia Parishes, LA.* By its decision served March 11, 1988, the Interstate Commerce Commission ("ICC") required MP to supply traffic and financial data separately for the line segments running between milepost 408.9 and milepost 498.4 at Tallulah (Northern Segment) and milepost 498.4 and milepost 651.6 near Vidalia.[1] By its decision served July 11, 1988, the ICC found that the present and future public convenience and necessity permitted the abandonment of the line between milepost 408.9 and milepost 651.6.

3. Following publication in the Federal Register of the ICC's notice that it had found that the public convenience and necessity permitted MP to abandon its line, LPPC timely filed an offer of financial assistance ("OFA") to acquire that portion of the line between milepost 408.9 near McGehee and milepost 498.4 at Tallulah, Louisiana, a distance of 89.5 miles. By its decision served July 27, 1988, the ICC found that LPPC's offer was *bona fide* and

[1] *See* Attachment 1 hereto.

reasonable to initiate negotiates between the parties. In its decision, the ICC rejected National Railway Equipment Co.'s ("NREC") OFA that sought to acquire portions of the line between: (1) milepost 409.07 near McGehee and milepost 557.2 near Clayton Junction, LA and (2) milepost 637.2 near Clayton Junction and milepost 651.6 at Vidalia, a distance of 162.53 miles.[2]

4. NREC timely filed an appeal in which it substantially modified its OFA and the mileage that it wished to acquire from MP. With LPPC's concurrence, NREC advised the Commission that, because LPPC's "only interest was to assure continued rail service to the Lake Providence Port,"[3] LPPC, along with MP, supported NREC's revised offer. By letter dated August 9, 1988, Union Pacific Railroad Company ("UP"), which owned MP, also supported NREC's appeal. As UP explained, because it was aware of LPPC's preference that UP should negotiate with NREC, it had not yet negotiated with LPPC. By its decision, served August 22, 1988, the ICC granted NREC's appeal and found that NREC's offer was *bona fide*.

5. On September 30, 1988, the ICC "authorized NREC to acquire the 89.5-mile line between milepost 408.9 near McGehee and milepost 498.4 at Tallulah." Thereafter, by decision served October 13, 1988, Delta Southern Railroad Company ("DSRC"), which was a corporate affiliate of NREC, was substituted for NREC and "authorized to acquire and operate MP's 89.5-mile

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[2] *See* Attachment 2 hereto.
[3] *See* Attachment 3 hereto at p. 6.

line between milepost 408.9 near McGehee and milepost 498.4 at Tallulah."[4] The ICC's consistent description of the line 89.5-mile line of railroad cannot be reconciled with DSRR's current position that DSRC was authorized to acquire and operate between milepost 408.9 and milepost 498.44.

6. LPPC's acknowledged effort in AB-3 (Sub-72) to assure continued rail service to the Lake Providence Port was supported by many of the same companies that supported the 2019-2020 INFRA Grant Application and LPPC's original Feeder Line Application. They include Complex Chemicals Co., Inc., Livingston Pecan and Metal Co., E. Sondheimer Co., Riceland Foods, Inc., Hollybrook Warehouse, Inc., and Epstein Gin Company, along with numerous non-shipper protestants, area cotton producers, municipal governments, state and local officials and members of Congress that also protested MP's application.

7. LPPC's efforts to preserve rail service over the Lake Providence Branch Line did not stop in 1988. As the Surface Transportation Board's ("STB" or "Board") records reflect, LPPC, between 2004 and 2011, was compelled to engage in a series of abandonment proceedings filed by William Wainwright, the CEO of Delta Southern Railroad, Inc. ("DSRR"), who acquired DSRC's assets in 1999. Because he had managed the track for DSRC for the previous ten years, he obviously was aware of the track's condition. He was also aware of LPPC's and SEAEDD's interest in the preservation of the track

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[4] *See* Attachment 4 hereto.

and likely realized that he could achieve a quicker return by allowing the track to deteriorate and then look for the States of Louisiana and Arkansas to acquire it through offers of financial assistance. Beginning in 2004, shortly after the Board, at the request of Arkansas Midland Railroad Company ("AKMD") and UP, had terminated DSRR's leasehold interest in UP's Warren Line, Wainwright began his effort to dismantle the segment of the Lake Providence Branch Line that was owned by DSRR.[5] As Wainwright readily admitted in pleadings filed with the Board, the track had deteriorated to the point that DSRR had been forced to embargo segments of the line. Of course, by that time, DSRR had driven off all of its customers, except the shippers that had traffic moving to and from the Madison Parish Port.[6] As described in DSRR's Petition for Exemption, filed December 6, 2010:

> Virtually every rail length in the Rail Line has excessive defective crossties in clusters and under joints, such that crosstie

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[5] *See also* STB Docket No. AB-384 (Sub-No. 1X), *Delta Southern Railroad, Inc.-Abandonment Exemption – Between Lake Village, Ark. and Shelburn, LA.;* STB Docket No. AB-384 (Sub-No. 2X), *Delta Southern Railroad, Inc.-Abandonment Exemption – In East Carroll Parish, LA;* STB Docket No. AB-384 (Sub-No. 3X), *Delta Southern Railroad, Inc.-Abandonment Exemption –In Desha and Chicot Counties, AR.*

[6] For a contemporaneous assessment of Wainwright's maintenance program, see the Rebuttal Verified Statement of Abollah (Abe) Grazai, UP's Track Planning Engineer in the Engineering Services Department, filed March 3, 2004, in FD No. 34479, *Arkansas Midland Railroad Company-Emergency Service Order-Line of Delta Southern Railroad, Inc.*, which is included hereto as Attachment 5. In his report, Mr. Grazai identified numerous track defects that he attributed to DSRR's maintenance program or lack thereof. He also repudiated Wainwright's sworn statements that he had undertaken a major track program to restore the line. While this matter involved the Warren, AR line over which DSRR was operating pursuant to the Board's authorization in FD No. 33802, the identical problems were encountered on the tracks that LPPC acquired from DSRR.

> conditions do not comply with Minimum FRA Class I track safety standards. Track alignment, cross-level and gage are also out of compliance with FRA Class I standards at numerous locations.[7]

8. The abandonment proceedings were designed to eliminate rail service over the Lake Providence Branch Line between mileposts 408.9 and 471.0. Beginning with AB-384 (Sub-No 1 X), *Delta Southern Railroad, Inc. – Abandonment Exemption – Between Lake Village, Ark. and Shelburn, LA.*, filed May 21, 2004, DSRR launched its campaign to rid itself of its obligations to provide rail service over two thirds of the Line. In the very first sentence of its Notice of Exemption, DSRR announced that it was seeking to abandon what it described as "an out of service line of railroad known as the Lake Providence Line between MP 433.0 near Lake Village, Arkansas, and MP 463.0 near Shelburn, Louisiana, a distance of 30 miles."[8] Because it was treated as an exemption, no investigation was made to determine DSRR's culpability in the disappearance of active shippers. If the track was incapable of supporting rail operations, why did the Wainwrights bother to acquire it from DSRC only four (4) years earlier?

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[7] *See* Attachment 6 hereto at p. 6.

[8] It is rather interesting that DSRR has resuscitated the phrase "long-out-of-service railroad line," accompanied by "inactive rail line" and "long-dormant Line," to describe the 20-mile segment between milepost 471.0 and 491.0 in this proceeding. Although it has successfully resisted requests for rail service over the past several years, DSRR has never obtained authority from the Board to cease any operations so that it could openly use the "out-of-service track" to concentrate on railcar storage as a source of revenues.

9. Because abandonment of this segment in 2004 would have terminated the ability to move between Arkansas and Louisiana over the Line, both LPPC and SEAEDD protested. After the Board authorized abandonment, LPPC and SEAEDD filed offers of financial assistance. When they could not reach an agreement with the Wainwrights, the Board established the compensation and conditions for financial assistance. On March 8, 2005, William Sippel advised the Board that SEAEDD did not accept the Board's terms and conditions and announced SEAEDD's intent to pursue acquisition of the line outside of the OFA process. On March 21, 2006, DSRR announced that the portion of the Line between milepost 433.0 at Lake Village, AR and 454.8 at the Arkansas/Louisiana State Line had been sold to SEAEDD for continued rail operation. In addition, DSRR requested an extension of time for providing consummation of the sale of the remaining 8.2-mile segment of the Line for continued rail operations. Those negotiations, which lasted until December 2010, were terminated when LPPC's attorney, Eric Hocky, accused DSRR of misrepresenting that it was interested in pursuing a sale for continued rail purposes. As Mr. Hockey explained,

> It is clear now, from the two additional abandonments that have been filed, and from the purported notice of consummation in this proceeding, that DSR never intended or wanted to do a sale for continued rail service; rather it is seeking to force all of the traffic from the Port and the remaining shippers on the Lake Providence Line to move to and from the south, and to eliminate their shipping options.[9]

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[9] *See* Attachment 7 at p. 3.

Thereafter, the remaining 8.2-mile State Line-Shelburn segment was subsequently acquired by LPPC outside of the OFA process.

10. As the Board's records reflect, in November and December 2010, DSRR sought further authority to abandon two (2) other segments of the Lake Providence Branch. In AB-384 (Sub-No 2X), *Delta Southern Railroad, Inc. – Abandonment Exemption – In East Carroll Parish, LA*, sought to abandon 8.0 miles of track between Milepost 463.0 and Milepost 471.0. According to the Notice of Exemption, no local or overhead traffic had moved for the prior two (2) years. This proceeding was concluded when DSRR agreed to accept LPPC's OFA, which included the grant of trackage rights over the 1.25± miles connecting the line and the private tracks owned by LPPC. While DSRR retained ownership of the Line between milepost 471.0 and 498.4 and entered into a trackage rights agreement with LPPC to provide limited service within the Lake Providence Port, DSRR made no effort to hold out interchange service after LPPC's operator, namely North Louisiana & Arkansas Railroad, Inc. ("NL&A"), was able to reopen the track for interline service in 2016.

11. On December 6, 2010, DSRR filed its third Petition for Exemption, which was docketed as AB-384 (Sub-No. 3X), *Delta Southern Railroad, Inc. – Abandonment Exemption – In Desha and Chicot Counties, AR*. By this petition, DSRR sought approval to abandon the 24.1-mile segment of the Lake Providence Branch between MP 408.9 at or near McGehee and MP 433.0 at or near Lake Village. This matter was resolved when LPPC and Arkansas Shortline

Railroads, Inc., as guarantor for its wholly owned subsidiary NL&A, acquired the track though a joint offer of financial assistance. By Decision, late released May 19, 2011, the Offerors were authorized to acquire the line, and NL&A was authorized to operate the line. It cost LPPC $1,123,500 to acquire the 8.0 segment between milepost 463.0 and milepost 471.0 along with the 24.1 miles of track between milepost 408.9 and milepost 433.0. Moreover, to acquire the 8.2 miles of rail and other track materials between 454.8 to milepost 463.0, LPPC had to pay National Salvage and Service Corporation $303,400.

12. I must emphasize that the delay in reopening the Line for interchange service was due to the unquestioned need to rehabilitate the entire Line between milepost 408.9 and milepost 471.0. In fact, service was so bad that in November 2006, before LPPC/SEAEDD acquired the Line, it took DSRR six (6) weeks to move some carloads of cottonseed 64 miles from Lake Providence to McGehee. Needless to say, that was the last train that DSRR operated from Lake Providence. Given that level of service, the demand for rail service over the Line completely vanished. In the Port's Notice of Exemption, filed June 10, 2011, which was docketed as FD 35531, *Lake Providence Port Commission – Trackage Rights Exemption – Delta Southern Railroad, Inc.*, I specifically informed the Board that "[t]he Port Commission does not intend to commence operations under the trackage rights until after the OFA line and adjacent lines to the north are rehabilitated. This will not occur until well after this notice becomes effective on July 10, 2011." That it required LPPC,

SEAEDD and NL&A to expend in excess of $10 million to get the Line into good enough shape to hold out interchange service in 2016 speaks for itself.

13. The Trackage Rights Agreement that the Wainwrights offered, which was approved by the Board, allowed LPPC to operate over DSRR's tracks between Milepost Nos. 471 and 472.25 ("the Joint Trackage"), "overhead rather than local basis, for the purpose of accessing sidetrack and lead track."[10] The Agreement also provided that "DSR shall continue to have the right to use the sidetrack and/or the lead track to place loaded cars and to pick up empty cars at the Port's warehouses." As a result of the limitation on LPPC's operating rights, which was composed by the Wainwrights, LPPC cannot offer service to all of the shippers who are located within the Port.

14. Section 4 of the Trackage Rights Agreement imposes the requirement that the Port "shall provide DSR with a notice of its intent to use the Joint Trackage not later than ninety (90) [days] prior to its intended date of use (the 'Notice of Intent to Use Joint Trackage')."[11] It further provides that:

> Upon receipt thereof, DSR shall then, at its sole cost and expense, commence all work necessary to rehabilitate the Joint Trackage into FRA Class 1 track condition. Thereafter, DSR shall maintain the Joint Trackage in FRA Class 1 track condition for the term of this TRA, subject to the provisions of Section 3 above concerning allocation of such costs.

It is my understanding, based on Daniel Robbins' testimony in this proceeding, that because DSRR never used the revenues that it received from the series of

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[10] *See* Exhibit J, V.S. Robbins at Attachment 1.
[11] *Id.*

sales to LPPC, SEAEDD and NL&A to maintain the Joint Trackage in FRA Class 1 track condition, the Section 3 provisions concerning allocation of costs has never been applied.

15. As Mr. Robbins will confirm, on March 29, 2022, NL&A's track inspector spent most of the day inspecting the track. His Track Inspection Report is attached to Mr. Robbins Verified Statement that is filed herewith. As the inspector discovered, DSRR had recently taken some steps to address the tracks condition, however, he still identified 45 defects that include tie defects, gauge defects, cross level defects, joint bar discounts, broken rail defects, joint bar defects and even a vegetation defect involving a tree down across the track.[12]

16. It is my further understanding that DSRR recently spent several days repairing its track so that it could safely move one empty flat car between milepost 491.0 and 471.0. The question the Board must ask is why it took DSRR one year and ten months after LPPC filed its original Feeder Line Application to act in response to allegations that the track was virtually impassable? Such action should have been taken in 2016 when interchange was opened following the completion of a flood mitigation project in Lake Providence. DSRR did not do so. Instead, as Mr. Robbins and Mr. Huff confirm, DSRR abruptly closed interchange without prior notice to NL&A on August 24,

[12] A copy of that report is attached to Mr. Robbins' Verified Statement (Exhibit J) at Attachment 2.

2017, due the deplorable condition of DSRR's tracks and the stored rail cars. DSRR's actions unquestionably inflicted economic harm on shippers who were forced to route traffic over two (2) Class I rail carriers at an additional expense.

17. Since 2016, LPPC has partnered with SEAEDD, Madison Parish Port Commission ("MPPC"), NL&A and DSRR ("the Partners") in the "Southeast Arkansas and Northeast Louisiana Multimodal Freight Improvement Project" ("the Project"). The Project was and is devoted to the restoration of the *entire* rail corridor that exists between McGehee, Arkansas and Tallulah, Louisiana.[13] The Board's attention is invited to Exhibit B, *Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project, FY 19-20 INFRA*, Appendix C, Table ES-1: *Summary of Infrastructure Improvements and Associated Benefits* of the INFRA Grant Application. As summarized therein, "[u]pgrades to rail infrastructure in the McGehee-Tallulah Railroad Corridor and connections to the local Ports will improve railroad connectivity, access, capacity, efficiency, and safety."[14]

18. In addition to diverting shipments from trucks, the ability to use rail service to Lake Providence Port ("LPP") and the Madison Parish Port ("MPP"), will benefit the many farmers and processors that seek to use rail to deliver their agricultural products to the ports where they can be transloaded

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[13] *See* Stephen Steed, *Where Arkansas and Louisiana meet, economy trumps rivalries. Rail line venture offers taste of what area could become,* Arkansas Democrat-Gazette, May 21, 2017, included as Attachment 8 hereto.
[14] *See* Feeder Line Application, Exhibit B.

on barges. Such movements will also result in the diversion of trucks from the highways and improve the environment by avoiding emissions while simultaneously achieving energy efficiencies and improving highway safety.[15] As the Partners recognized, these benefits cannot be fully achieved unless the *entire Lake Providence Branch Line is rehabilitated consistent with the goals of INFRA Grant Application.* As has been the case for the past 30 years, the ultimate goal of the States of Louisiana and Arkansas is to promote the redevelopment of the Lake Providence Branch Line so that rail service will be safely and efficiently operated by a railroad that is committed to the economic development of the region.

19. For over 40 years, rail operations over much of the line have not been safely, reliably, and efficiently conducted due to years of deferred maintenance by prior owners that precipitated the near abandonment of the line in 1988 and again in 2011. In some respects, the current condition of the line resulted from the inability to obtain Railroad Rehabilitation & Improvement Financing ("RRIF") and Small Business Administration loan guarantees. For a detailed understanding of the Project, the Board's attention is invited to the "FY

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[15] As a recent study entitled *Recovery of the Columbus & Greenville Railroad*, conducted by the Mississippi State University, Department of Political Science and Public Administration and Industrial Outreach Service, demonstrates that agricultural interests are harmed by the lack of cost-effective logistics services, especially when they must rely on trucking. A copy of this study is included hereto as Attachment 9.

19-20 INFRA Application" that SEAEDD, on behalf of the partnership, filed with the United States Department of Transportation in March 2019.[16]

20. On July 10, 2019, Patrecia Hargrove, SEAEDD's Executive Director, who as the Grant Administrator oversees the management of the Project and is the contact person for the Project with the United States Department of Transportation ("DOT") and the Federal Railroad Administration ("FRA") received an email from DOT advising her that they were offering an INFRA Grant at the reduced amount of $10,516,259. The email also established an immediate response date that required all parties to accept the reduced amount. As a result, the five (5) Partners were required to commit that they would come up with additional private and public funds to cover the deficit needed to restore the entire track from milepost 408.9 to the point of interchange with the Kansas City Southern ("KCS") at Tallulah, LA to FRA Class 2 status or to revise the scope of the project. The process of refining the process and deciding how the partnership would make up the difference between its request and the award amount was started on July 11, 2019, with a conference call. The call involved all of the stakeholders and HDR, which was the engineering firm that prepared the INFRA Grant Applications. During the call, John Marino, Jr., speaking on behalf of DSRR, strongly advocated for the acceptance of the reduced grant noting that it would be foolish to turn it down.

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[16] *See* Feeder Line Application, Exhibit B.

After the other stakeholders agreed with him, Ms. Hargrove notified DOT that the reduced grant would be accepted.

21. On July 15, 2019, Hargrove and I had a conference call with DOT concerning the need to reduce the project scope of work because of the reduced award. We were advised that any reduced scope of work would have to be submitted to DOT for approval. DOT emphasized that the primary goal of the Project, the rebuilding of the entire rail corridor between McGehee, AR and Tallulah, LA, could not be compromised.

22. On July 18, 2019, we received notice that the reduced grant was funded. Thereafter, an intense process of shrinking the Project by delaying some components and by eliminating others was undertaken by Ms. Hargrove with input from all participants. That process did not involve any steps to reduce the key component of the Project, namely the track that had to be rehabilitated to FRA Class 2 status. However, on November 26, 2019, Jon Ryan, who acted as Continental Rail's Vice President of Finance in a consulting role for DSRR, forwarded a "DSR SEAEDD Infra Grant Budget," that he had prepared, to Doree Magiera, who was our primary contact at HDR. His proposed budget would have used all of the grant funds that would have been allocated to DSRR to the building of a new interchange connection with KCS in Tallulah between milepost 500.0 and milepost 496.0. Because HDR employees recognized that the proposed new work that DSRR was proposing conflicted

with the grant request for rail rehab only, they forwarded his proposed budget to me and Ms. Hargrove for review.[17]

23. On December 4, 2019, Ms. Magiera forwarded an email to Ryan that set out that "the intended rail rehabilitation scope of work that has been discussed the past two years and presented to the FRA as part of the grant application."[18] In his response, Ryan stated that "I am not privy to what was discussed the past two years so I can not speak to that. See my comments below in red."[19]

24. On December 10, 2019, Ryan forwarded a slightly different proposal that introduced a list of:

> updated uses for the SEAEDD grant money that has been allocated to the DSR to rehabilite (sic) our portion of the corridor. We believe the plan laid out below will accomplish the overall goal for this section of track leading to Madison Parish Port.[20]

The new proposal reflected DSRR's intent to use the grant funds to rehabilitate its track between milepost 500 and milepost 491.0 but did not address the need to rehabilitate the critical track between mileposts 491.0 and 471.0. In response to DSRR's proposal, I worked with Ms. Hargrove in preparing the SEAEDD Infra Budget by reducing funds that had originally been intended to be used for a project in the Madison Parish Port, removing the UP interchange

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[17] *See* Exhibit I, V.S. Hargrove, at Attachment 3.
[18] *Id.* at Attachment 4.
[19] *Id.*
[20] *See* Attachment 10 hereto.

in Arkansas and adding some rehab money to DSRR to replace the reduced MPP draw. DSRR did not voice any objections to the proposed allocations.

25. On March 17, 2020, SEAEDD forwarded a detailed letter to FRA that explained all of the adjustments that had been made to the original SEAEDD Infra Grant Budget.[21] SEAEDD's adjusted budget reflects an allocation of $3,207,789 to cover the Rail Infrastructure Rehabilitation to Class II standards for the 29.2 miles that are owned by DSRR. As noted at the bottom of the chart, "*Only 21 miles of work remain as DSR has completed 7 miles of rehab. Work*" (emphasis in original). In addition, it allocated DSRR an additional $666,076 for project development.

26. On June 1, 2020, SEAEDD received a letter from Marc R. Dixon, FRA's Project Manager for the South Central Region, announcing that SEAEDD's request to modify the Project's scope and budget had been determined to be "sufficient and will therefore advance the Project, as revised."[22] A required component of the effort was the drafting of a Consortium Agreement between the five (5) partners who are stakeholders. On July 30, 2020, Ms. Hargrove emailed the initial draft of the Consortium Agreement to the stakeholders for their review and comments. As stated in her July 30 email, "[t]he goal is to have an agreement in place prior to the signing of the grant

[21] *See* Exhibit I, V.S, Hargrove, at Attachment 6.
[22] *Id.* at Attachment 7.

agreement, which is expected to be completed and submitted to SEAEDD for execution by the end of August."[23] Unfortunately, that goal was not achieved.

27. On August 14, Jon Ryan responded to Ms. Hargrove by emailing "an updated draft with our comment so our scope matches the grant." That "comment" proposed a reduction in the number of miles on DSRR's tracks to be upgraded by striking "20" miles and replacing it with "10" miles. As I and Ms. Hargrove realized, Ryan's proposed change did not and could not match the specific "Scope and Budget Modification Request" that was outlined in SEAEDD's letter, dated March 17, 2020.[24] Those changes did not include any reduction of the 20 miles that were to be upgraded. No further explanation was provided. Because Ms. Hargrove was concerned that DSRR's unilateral reduction in mileage openly conflicted with the terms that FRA and DOT had established, she asked for my assistance. The revised statement of work for the DSRR segment explicitly requires the Grantees to "[r]ehabilitate approx. 20 miles of rail which includes replacing the existing Excepted track with Class 2 track." To confirm her conclusion, Ms. Hargrove requested me to review Mr. Ryan's response, which I did. Because I agreed with her assessment, I agreed to speak with John Marino, Jr., who was Continental Rail's CEO. Continental Rail, which was physically located in Florida, was the management team that West Branch Intermediate Holdings, LLC ("West Branch") hired to manage

[23] *Id.* at Attachment 8.
[24] Id. at Attachment 6.

DSRR's operations. West Branch, which is in California, is a subsidiary of Golden Gate Capital, a private investment company.

28. The following Monday afternoon, August 17, 2020, I spoke with Mr. Marino. During that conversation, I told him that Ms. Hargrove and I viewed Mr. Ryan's proposed change to be very troubling as it could jeopardize the INFRA Grant. I also informed him that I would push for reallocation of the $3.2 million plus Engineering if he refused to agree to upgrade the 20 miles to Class 2 status consistent with the underlying goal of the Project. He said he would get with Jon and consider it. In response I indicated that we would apply in the future for funds to use on the Madison Port to Tallulah track.

29. Realizing the need to clear all modifications of the Scope of Work with FRA, the other partners had a telephone call to discuss possible responses to FRA if DSRR refused to agree to upgrade the twenty miles and sign the Consortium Agreement. On August 18, Ms. Hargrove sent an email to Marino advising him that she needed to have an answer in writing by 12 noon CDT, August 21, 2020:

> describing Delta Southern Railroad's intentions as far as the Consortium Agreement and the Grant Agreement to repair the track between Talla Bena, Louisiana and Lake Providence, Louisiana to a minimum of FRA Class I standards and provide service as described in the narrative of the INFRA application and INFRA award.[25]

[25] *See* Exhibit I, V.S. Hargrove, at Attachment 9.

As is evident, by reducing the target from FRA Class 2 to Class 1, SEAEDD, in effect, would reduce the amount of Grant funds that DSRR would be required to expend *if USDOT and FRA would approve the requested modification.* I had no idea whether they would do so.

30. On the morning of August 20, 2020, Bryant Killen, LPPC's Deputy Director, and I had a speaker phone conversation with Mr. Marino to urge him again to comply with the intent of the INFRA Grant Application by upgrading the 20 miles of track south of Lake Providence. During that conversation, Mr. Marino suggested that LPPC buy the track owned by DSRR in East Carroll Parish to below Tallulah. He stated a price tag of around a million dollars a mile estimating the cost would be between $13 and $16 million. He then said this would be the best option and, while he hated to use the cliche "win-win," would be the only way in this instance that the line would be cleared of stored cars. Unprompted, he then said he "would move the cars somewhere else, no problem." I informed Mr. Marino that because LPPC is a government agency, I was required to obtain an appraisal before I could make a commitment.

31. Following our conversation, I received an email from Mr. Marino thanking me for the call. He also included the following sentences:

> In an effort to work with you and the port I think we can come up with a creative solution to sell a portion of the right of way to the port. This could be beneficial for a port customer for many reasons – one most important being access to two class one railroads.
>
> Let me know the next steps needed to get this to a term sheet?

Because I could not proceed without an appraisal to determine the NLV of the Line, I did not reply. I did, however, agree with the benefit to port customers that Mr. Marino identified.

32. On August 21, 2020, I learned that SEAEDD had received a responsive email from Mr. Marino confirming DSRR's lack of intent to rehabilitate the segment of its track between MP 471 and MP 491 to even FRA Class 1 status. As was made clear, the INFRA GRANT funds would be applied only to DSRR's "Priority Miles." These are the miles between MP 500.0 and MP 491.0 that allow DSRR to provide service to the MPP. As I have subsequently learned, DSRR does not appear to be authorized to operate over some of the "priority miles" that DSRR intended to upgrade with INFRA funds that were sought to upgrade the Lake Providence Branch Line between McGehee and Tallulah. That matter is presently pending before the Board.

33. Because this would leave the twenty miles of track in their current excepted status, which is contrary to the goal of reopening the entire Corridor, I was concerned that the failure to upgrade the tracks could jeopardize the INFRA Grant fund. Those concerns have been somewhat alleviated by the passage of time. However, after learning in 2021 that DSRR had concluded that the track between milepost 471.0 and milepost 491.0 was long-dormant and that track renovations required by FRA were unjustified and unwarranted, I realized that DSRR's goals clashed with LPPC's goal of rehabilitating the track to promote economic development of the region.

34. That statement removed any doubt in my mind that DSRR, while being content to use grant funds to rebuild some of the track between its interchange point with KCS and Madison Parish Port, would not invest sufficient funds to give shippers the confidence to resume shipping over the 20-mile segment. Instead, they would set up LPPC and the taxpayers of Louisiana to do the dirty work to cover the cost of rehabilitating DSRR's Line to FRA Class 2 standards consistent with the Statement of Work that had been approved by DOT and FRA, while DSRR would reap the benefits. In fact, that process had started years ago when LPPC agreed to pay DSRR's share of HDR's Final Invoice, which was only $19,092. LPPC's payment was made after Matt Prince, Continental Rail's Director of Operations, on September 21, 2017, sent an email to Danny Robbins informing him that "[w]e bowed out of the grant application for the time being as we simply cannot afford to spend the cash right now."[26] Rather ironically, 26 days later, Mr. Prince sent a letter to Elaine Chao, Secretary of Transportation, that detailed the unquestioned need to "modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports."[27]

35. My decision to acquire the remainder of the Lake Providence Branch was also based on new information that was discovered months after

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[26] *See* Attachment 11, Email from Matt Prince, Director of Operations, Continental Rail to Danny Robbins, dated September 21, 2017 3:33 PM.
[27] *See* Attachment 12 hereto.

the original Feeder Line Application was filed. This evidence includes the sworn statement that was offered by Craig Huff, DSRR's former General Manager, in March of 2022, after the Board had suspended the procedural schedule. As he explained in his Verified Statement that is being refiled in accordance with the Board's order as Attachment 13 hereto, he was upset by statements made in DSRR's pleadings in this proceeding and wanted to help set the record straight. In particular, he explained that John Marino, Jr. and Jon Ryan discouraged him from working with Danny Robbins to develop new interchange business because DSRR could make more money by using the track to store rail cars. Given that the new information, which was not available when the original Feeder Line Application was filed in November 2020, I realized that it would be in the public interest to amend the pending Feeder Line Application to force the sale of the track between milepost 471.0 and the end of the Line in Tallulah.

36. My decision to acquire the remainder of the Lake Providence Branch Line is also based on my understanding, gained from my long involvement in the transportation industry, that shippers prefer single-line service that eliminates the need to negotiate with multiple rail carriers to establish rates and extra switching that delays the delivery of cars to their destinations. Because of DSRR's decision to focus on storage, rather than provide interchange service, various shippers were unable to receive rates from DSRR that would involve interchange with NL&A. A prime example of DSRR's unwillingness to cease car storage to promote interchange traffic is its treatment of Bayou Bioenergy ("BBE"). As Mr. Bush has explained in his

Verified Statement,[28] because DSRR refused to accept the loaded cars from NL&A at the interchange point, BBE was compelled to truck its product to Madison Parish Port where the product was transloaded to DSRR. Mr. Bush's testimony is confirmed by Mr. Huff. As Mr. Huff has explained, BBE's:

> goal at that time was to ship about 78 cars per year. Even if the track between MP 491 and MP 471 had been rehabilitated, given the number of cars that were being stored, clearing the track more than once a week would have created an operational nightmare. Although DSRR wanted the traffic, it refused to accept the loaded cars from NLA at the interchange point. Instead, DSRR demanded that BBE truck its product to Tallulah to be transloaded into railcars for further movement by rail.[29]

As Mr. Huff has testified, although he and Mr. Robbins had promised to provide shippers with rates, they could not rely on Mr. Huff's assurances that DSRR would agree to any rates involving interchange with NL&A.[30] As he has also testified, he was told to focus on storage and to stop his efforts to attract traffic that would involve interchange movements over the track between mileposts 471.0 and 491.0.[31] Plainly, the foregoing demonstrates that DSRR and its owners deliberately refused to hold out interchange service over that segment of its track so that it could store empty rail cars.

37. DSRR's practice is also condemned by DSRR's largest shipper, Complex Chemical, which is in the Madison Parish Port. As Jerry Melton, the President of Complex Chemical has stated:

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[28] *See* Exhibit K, V.S. Bush.
[29] *See* Exhibit H, V.S. Huff at ¶8.
[30] *Id.*
[31] *Id.* at ¶5.

> having to pay the higher rates that are charged for the current routing that has been created by DSRR's refusal to maintain its rail line imposes a penalty on Complex Chemical. As a result, I view DSRR's owner's self-imposed refusal to maintain its own line as a restraint on trade and contrary to the public convenience and necessity and the public interest. That restraint also causes its service to be inadequate from an economic standpoint. While it may be financially rewarding for DSRR to exact higher rates while collecting rental payments for storing railcars on its mainline, that action is, in my mind, a violation of its statutory rail common carrier obligation.[32]

No one can estimate the number cars that could have been handled in interchange service had DSRR complied with the ICC statutory provisions governing interchange that were enacted in 1887.

38. In reaching my decision, which has the full support of the other Partners, I was aware that we could not expect DSRR to rehabilitate the tracks. I also knew that rehabilitation of the tracks, if they were owned by LPPC, would enable industries located in both the Madison Parish Port and the Lake Providence Port to reach both UP and KCS. That, of course, was one of the reasons that the Partners had supported the INFRA Grant Application. In fact, both Matt Prince, in his letter to Secretary of Transportation, Elaine Chao, and John Marino, Jr., in his offer to sell some of the Line to LPPC, recognized the benefits to shippers that flow from the ability to reach both KCS and UP without having to interchange. I also focused on DSRR's repeated refusals, of which I was personally aware, to provide interchange service with NL&A at MP 471 since 2017. I also considered the fact that while DSRR was not using the

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[32] *See* Exhibit L, V.S. Melton at p. 3.

tracks north of MP 491 to provide any rail common-carrier service, it was using about ten miles of the track to store idle railcars for third parties. That storage provided no benefits to the industries located at either of the Louisiana Ports. Because the continued storage of rail cars effectively interferes with and prevents reliable and timely service over the entire Corridor, the stored cars would have to be removed.

39. I respectfully request the Board to carefully reconsider the benefits that shippers realize by having to work with and depend upon a single short line rail carrier. By allowing Patriot Rail to assume ownership of DSRR, the Board has not protected the public interest. As is demonstrated by the record and discussed at length in this expanded Feeder Line Application, having to negotiate with multiple short line railroads for rate quotations, tracking and claims is inefficient at best. Furthermore, as the Board has recognized, having multiple short line carries involved in situations such as this prevents shippers from having a direct interchange of traffic with KCS and UP, necessitates costly and inefficient short movements and additional interchanges. Those results in higher costs to shippers and their customers, which is not in the public interest.

40. Furthermore, I am concerned that DSRR intends to shut down interchange with NL&A and afterwards compel all of the captive shippers located in the Madison Parish Port to reach UP at Monroe, LA, rather than at McGehee, AR. In a press release, dated September 16, 2022, DSRR announced

"the opening of a rail transload terminal on its Tallulah/Lake Providence branch in Sondheimer, LA slated for Fall 2022." In its announcement, Frank Prentiss, DSRR's VP Sales & Marketing, while mentioning that KCS and UP are DSRR's interchange partners, never mentioned that DSRR has an open interchange with NL&A that would be less expensive and more efficient than having to interchange with UP at Monroe, Louisiana.

41. In addition, while Golden Gate is unquestionably seeking to milk as much as it can out of the sale of DSRR, what is to be gained by rewarding Golden Gate for its abuse of the Board's procedures when DSRR has selfishly interfered with and undermined LPPC's and SEAEDD's prolonged efforts to restore the entire Lake Providence Line. Moreover, it even refused to commit any funds to supplement DOT's INFRA Grant. Viewed in slightly different terms, while LPPC and SEAEDD have spent over 30 years trying to preserve the track for the movement of freight traffic to assist shippers in the region, Golden Gate has spent seven (7) years resisting the movement of freight so that it could sustain a steady stream of revenues from the use of the "Tallulah/Lake Providence Branch" to store railcars.

42. The evidence is indisputable that DSRR's initial owners deliberately allowed most of the Line to deteriorate before they sold the most profitable segment to West Branch. The evidence that is being submitted with this application proves that after it acquired ownership of DSRR, West Branch undermined Continental Rail's efforts to restore the critical 20-mile segment of

track that is needed to allow all shippers in the region to reach both KCS and UP. Although West Branch's goal is to maximize its profit from the sale of DSRR, that has nothing to do with continued rail service. Finally, because NL&A stands ready, willing and able to provide direct, efficient and less expensive service than any other rail carrier that will only increase the cost of transportation for shippers who are located along the entire Lake Providence Branch between McGehee and Tallulah, I urge the Board to grant this Feeder Line Application and deny any competitive application that may be filed on the grounds that it will not be able to guarantee direct access to both UP, in McGehee, Arkansas, and KCS, in Tallulah.

VERIFICATION

I, Wyly Gilfoil, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed this 31st day of January 2023.



Wyly Gilfoil

Southeast Arkansas Economic Development District

Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project

Madison Parish Port, LA
Port of Lake Providence, LA
Yellow Bend Port, AR
Delta Southern Railroad
North Louisiana & Arkansas Railroad

FY 19-20 INFRA

SEAEDD
Southeast Arkansas Economic Development District

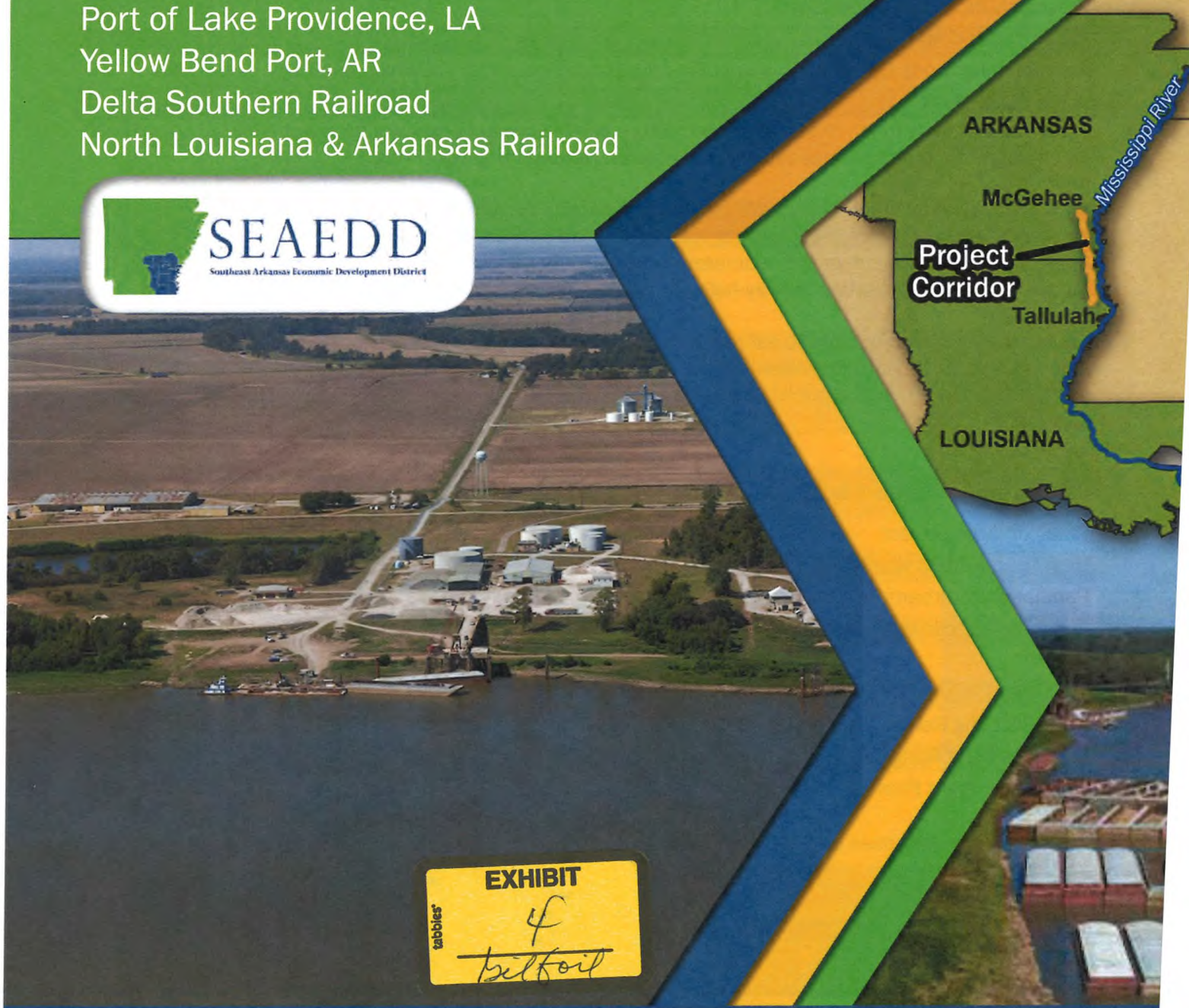


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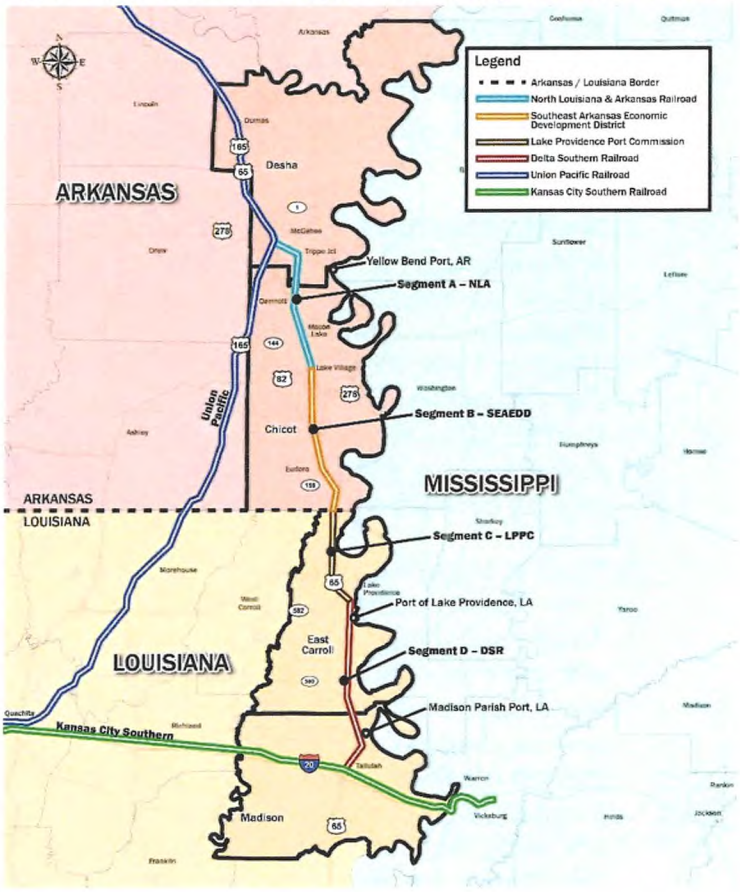
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Appendix A: Figures and Supporting Documentation
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1.0 Project Description

The Southeast Arkansas Economic Development District (SEAEDD), Lake Providence Port Commission (LPPC), the Madison Parish Port Commission (MPPC), the Chicot-Desha Metropolitan Port Authority, the North Louisiana & Arkansas Railroad (NLA), and the Delta Southern Railroad (DSR) are partnering to re-develop a multimodal freight corridor located along a 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas, south to Tallulah in rural Northeast Louisiana (**Figure 1**). The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project (the Project) is a unique public-private partnership (P3) between a state economic development agency (SEAEDD), three public ports (Port of Lake Providence, Madison Parish Port and Yellow Bend Port), and two private short line railroads (NLA and DSR). Located in one of the most severely economically distressed regions of the US, the Project is located in Desha and Chicot Counties, AR, and in East Carroll and Madison Parishes, LA.

Figure 1: Multimodal Freight Corridor Improvement Project



The Port of Lake Providence, located near Lake Providence, LA in East Carroll Parish, is Louisiana's largest inland port and ships over 1.3 million tons of freight annually. The Madison Parish Port, located 6 miles north of Tallulah, LA ships approximately 750,000 tons of freight annually. Yellow Bend Port, an inland slackwater harbor port, handles approximately 500,000 tons of cargo annually. Each of these port facilities are located on the batture of the Mississippi River, and the land has been raised to protect them from Mississippi River flooding. The ports are located in an agricultural section of the delta region and primarily serve area farmers by providing storage and shipping solutions for grain and fertilizer. In addition to agricultural products, the ports handle aggregates, building materials, and other commodities for shippers and receivers, including steel. The Louisiana ports also have warehouses available for storage of many different commodities and provide multimodal access to barge, rail, and truck transportation services. The ports develop and lease land to river-related industries and terminals, and several terminal companies provide freight transfer between barge, rail, and truck. Tenants pay land rent and freight tonnage rent; the ports are self-supporting and their operation is not subsidized by the jurisdictional parishes and counties where the ports are located.

This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port (and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, AR); several local railroad shippers; and three other railroads with local, regional, national, and international connections. US Highway 65 (US 65) parallels the McGehee-Tallulah Railroad Corridor.

The McGehee-Tallulah Railroad Corridor was developed as part of a route of a predecessor of the Missouri Pacific Railroad (MP) in the Mississippi Delta between Memphis, Tennessee; Helena, Arkansas; Vidalia, Louisiana; and Natchez, Mississippi, along the west side of the Mississippi River, during the early 1900s. MP was acquired by Union Pacific Railroad (UP) in 1982. In 1989, Delta Southern Railroad acquired the 91.3 mile railroad between McGehee and Tallulah from UP in order to preserve local rail service. The McGehee-Tallulah Railroad Corridor is connected to two major Class I railroads with regional, national, and international reach including the UP Railroad at McGehee, AR, and the Kansas City Southern (KCS) Railway at Tallulah, LA. The KCS parallels Interstate 20 **(Figure 1)**.

Much of McGehee-Tallulah Railroad Corridor had been closed or underutilized for approximately 15 years. During this period, which is consistent with the overall economic decline of the region, there was a decrease in demand for freight rail service. Coupled with overall maintenance neglect, this left the DSR in poor condition **(Figure 2)**. Eventually, rail service ceased due to difficulties operating over substandard rail infrastructure, and DSR filed to abandon the majority of the rail corridor from Lake Providence northward to McGehee due to unprofitability. In an effort to save the corridor from abandonment, the Southeast Arkansas Economic Development District and Lake Providence Port Commission collectively acquired 60 miles of the track between 2008 and 2011. Their goal was to preserve rail service to spur economic development and to provide transportation connectivity with the Class I railroads. The North Louisiana and Arkansas Railroad now operates rail service along this portion of the corridor.

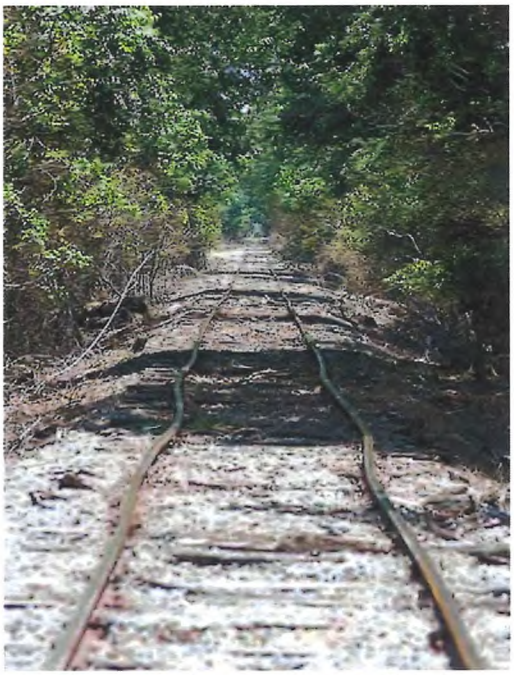


Figure 2: McGehee-Tallulah Railroad Corridor Existing Track Conditions

The current ownership and operators of the continuous 91.3-mile rail corridor between McGehee and Tallulah is shown by corridor segment (Segment A – D) in **Table 1.**

Table 1: McGehee-Tallulah Railroad Corridor Ownership and Operator by Segment

	Railroad Line Segment	Mileage / Railroad Mileposts	Current Owner	Current Operator
A	McGehee, AR to Lake Village, AR	24.1 miles *(MP 408.9 to MP 433.0)*	North Louisiana & Arkansas Railroad	North Louisiana & Arkansas Railroad
B	Lake Village, AR to Arkansas-Louisiana State Line	21.8 miles *(MP 433.0 to MP 454.8)*	Southeast Arkansas Economic Development District	North Louisiana & Arkansas Railroad under lease
C	Arkansas-Louisiana State Line to Lake Providence, LA	16.2 miles *(MP 454.8 to MP 471.0)*	Lake Providence Port Commission	North Louisiana & Arkansas Railroad under lease
D	Lake Providence, LA to Tallulah, LA	29.2 miles *(MP 471.0 to MP 500.2)*	Delta Southern Railroad	Continental Rail

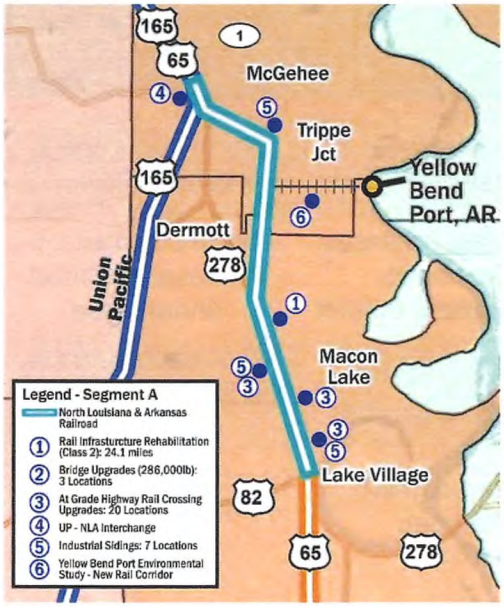
The rail line is also connected to local short line Arkansas Midland Railroad in McGehee, AR. The NLA and DSR connect with each other at Lake Providence, LA.

Portions of the rail line were partially rehabilitated by SEAEDD and its partners and placed back into continuous service in 2016. Although partially rehabilitated, some of the track on the main line is comprised of the original lightweight rail of 85 pounds (lb.) and is classified as Federal Railroad Administration (FRA) "Excepted" Track allowing for train operations less than 10 miles per hour (mph). Other portions include 115 lb. rail updated to Class 1 (10 mph) and Class 2 (25 mph). These conditions and constraints of the existing legacy tracks and rail bridges provide impediments to accommodating loaded freight cars with a maximum allowable gross weight of 286,000 lbs. along the entire corridor, which is the current and heavier industry standard for freight transportation by rail (see **Figure 2**).

Project Details

The purpose of the Project is to leverage the strength of recent rail rehabilitation investment in connecting multimodal transportation facilities in the region and a long-standing public-private partnership and related long-term planning between local public agencies (including the ports), area railroads, and other regional stakeholders to develop a project with several direct benefits to rural communities through rehabilitation of existing railroad infrastructure on the McGehee-Tallulah Railroad Corridor and construction of new infrastructure at the ports. These Project improvements accruing to a rural region will catalyze greater opportunities for economic development, job creation, rail system preservation/state of good repair, freight system efficiency and greatly enhance access to domestic multimodal transportation and the global marketplace for local industries and shippers. Furthermore, the Project will reduce truck traffic on the area roadway network, with known capacity and safety needs, through diversion of freight from truck to rail. The Project improvements are described by segment as follows.

Figure 3: Segment A Map



SEGMENT A – NLA including Yellow Bend Port

NLA Rail Rehabilitation – Segment A (**Figure 3**) extends from McGehee, AR (MP 408.9) to Lake Village, AR (MP 433.0). Rail rehabilitation in Segment A includes 24.1 miles of rail infrastructure rehabilitation to FRA Class 2 Track allowing for train operations up to 25 mph, three bridge upgrades (to handle 286,000 lb. railcars), and 20 highway-rail grade crossing upgrades.

Railroad Connectivity – Segment A includes rail to rail connectivity upgrades at the UP-NLA interchange in McGehee, AK providing NLA a more efficient, direct interchange with UP. The UP-NLA interchange includes 1,250 feet of connector track and 3,400 feet of interchange track.

NLA Rail Connectivity to Users/Tenants – Several new industrial leads and sidings in Segment A would improve the efficiency of customer switching operations, including 7,700 feet of lead track to the Lake Village Industrial Park, including required right-of-way; and 1,860 feet of Lake Village House siding track east of US 65. The Lake Village Industrial Park has one user that would immediately divert business from truck to rail.

Environmental –Segment A also includes the Yellow Bend environmental assessment (EA) to investigate the feasibility and impacts of a new 6-mile rail line connecting NLA near Trippe Junction to the Yellow Bend Port. In 2008, an EA was completed for an 8.1 mile rail connection and in August 2009 the USDOT issued a Finding of No Significant Impact (FONSI) for the projects preferred alternative. However since then industrial development has taken place beyond the original limits of the initial EA study limits. This industrial growth has identified a greater need for a rail-port connection to serve a different set of industrial tenants located nearby, resulting in a shorter 6-mile connection; thus a new EA is warranted.

Figure 4: Segment B Map



SEGMENT B – SEAEDD

SEAEDD Rail Rehabilitation – Segment B (**Figure 4**) extends from Lake Village, AR (MP 433.0) to the Arkansas/Louisiana state line (MP 454.8). Rail rehabilitation in Segment B includes 22.1 miles of rail infrastructure rehabilitation (FRA Class 2 Track) allowing for train operations up to 25 mph, and 15 highway-rail grade crossing upgrades.

SEAEDD Rail Connectivity to Users/Tenants – Segment B includes 1,540 feet of industrial siding track at Big River Rice and Grain (an Agspring company) west of US 65 in Eudora, AK.

SEGMENT C – LPPC including Lake Providence Port

LPPC Rail Rehabilitation – Segment C (**Figure 5**) extends from the Arkansas/Louisiana state line (MP 454.8) to Lake Providence, LA (MP 471.0). Rail rehabilitation in Segment C includes 16.2 miles of rail infrastructure rehabilitation (FRA Class 2 Track) allowing for train operations up to 25 mph, 14 highway-rail grade crossing upgrades, and 6,600 feet of track for the proposed NLA-DSR interchange.

Lake Providence Port Infrastructure – Segment C includes a rail extension to the Port of Lake Providence including 2,100 feet of new track (**Figure 6**). The Lake Providence Port industrial facilities include Agspring's Big River Rice and Grain barge loading conveyor and grain storage bin, and the Myriant Chemical Plant.

Figure 5: Segment C Map



Figure 6: Lake Providence Port Track Extension



LPPC Rail Connectivity to Users/Tenants – Segment C includes new or upgraded industrial leads and sidings: 1,550 feet of track to the Big River Rice and Grain facility in Lake Providence; 1,700 feet of track to Shelburn Grain west of US 65; 350 feet of lead track to the John Deere facility in Lake Providence; a 1,500-foot extension of the siding track at the Lake Providence Pass; and 1,697 feet of track to Lansing Grain in Lake Providence, all of which would enhance railroad capacity and divert business from truck to rail.

SEGMENT D – DSR including Madison Parish Port

DSR Rail Rehabilitation – Segment D (**Figure 7**) extends from Lake Providence, Louisiana (MP 471.0) to where the rail line connects with Kansas City Southern in Tallulah, Louisiana (MP 500.2). Rail rehabilitation in Segment D includes 28 miles of rail infrastructure rehabilitation (FRA Class 2 Track) allowing for train operations up to 25 mph and four bridge upgrades (to handle 286,000 lb. railcars).

Madison Parish Port Infrastructure – Segment D includes existing track to Madison Parish Port from the DSR mainline track heading directly east towards the Mississippi River and then turning south across Port Elevator Road. Segment D improvements include a proposed lead extension back to the mainline with a length of 9,000 feet (**Figure 8**).

Figure 7: Segment D Map



Figure 8: Madison Parish Port Lead Extension



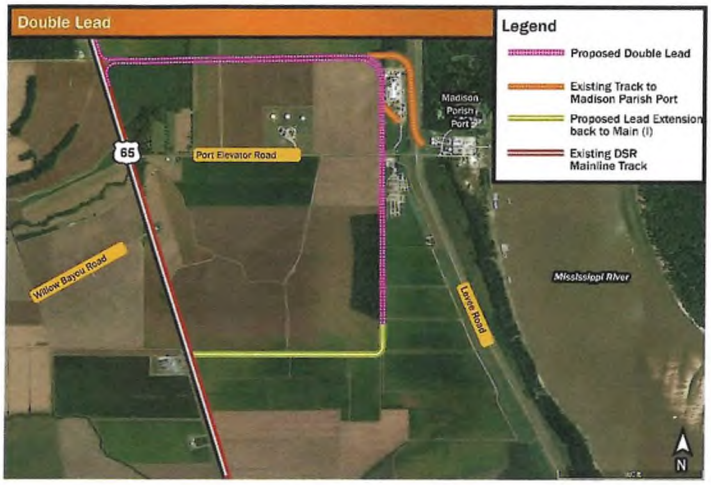


Figure 9: Madison Parish Port Double Lead

Port-rail connectivity improvements within Segment D would also include double tracking 12,000 feet of the lead and a proposed lead extension (**Figure 9**).



Figure 10: Madison Parish Port River Bank Track and Transload Dock

Another component of the Madison Parish Port infrastructure improvements is 5,800 feet of new track to the west bank of the Mississippi River and a proposed river transload dock (**Figure 10**). These projects will enhance the capacity, efficiency, and safety of railroad operations and multimodal transportation access.

Several highway-rail grade crossings would be upgraded throughout the McGehee-Tallulah Railroad Corridor. The planned rehabilitation will make these crossings into safer, smoother crossing points for the public, and will reduce the time that a train occupies a crossing, thus reducing congestion and enhancing mobility on the region's multimodal network. **Table 2** lists the US highway and state route crossing locations within Arkansas that would be upgraded under the Project. Other local and private at-grade highway crossings would also be improved.

Table 2: Highway-Rail Grade Crossing Locations

Location	DOT Crossing Number
US Hwy 65, McGehee	425686P
Arkansas Hwy 35	425682M
Arkansas Hwy 144	425718T
Arkansas Hwy 160	426028V
Arkansas Hwy 257	425713J

Project Benefits

The following benefits will be achieved through the following infrastructure investments undertaken for the Project:

- Enhanced railroad transportation operating capacity, efficiency, and safety by upgrading the McGehee-Tallulah Railroad Corridor and its connecting branch lines to the Port of Lake Providence and Madison Parish Port, to FRA Class 2 Track allowing for train operations up to 25 mph and elimination of existing weight restrictions on bridges that would preclude accommodation of loaded freight cars with a maximum allowable gross weight of 286,000 lbs.
- Enhanced railroad connectivity through development of a more direct and efficient interchange of railcars between the NLA and the UP in McGehee, and between NLA and DSR at the Port of Lake Providence facility via a new interchange track that can accommodate carload and unit train interchange between the two short lines.
- Improved rail access and capacity at the Port of Lake Providence via a rail extension to its southern property line.
- Madison Parish Port upgrades including track extensions, double track, and a transload dock to enhance multimodal connectivity between port and rail modes.
- Enriched capacity, efficiency, and safety of railroad switching and service operations via the rehabilitation of the majority of current rail sidings and industrial leads on the McGehee-Tallulah Railroad Corridor.
- Improved safety at highway-rail grade crossings on the McGehee-Tallulah Railroad Corridor via the upgrade of grade crossing surfaces, signal infrastructure, and signage at select locations; there are 49 grade crossings in the corridor in need of upgrades.
- Future railroad connectivity and economic development opportunity throughout the corridor through a future freight rail connection to the Yellow Bend Port.
- Enhanced economic development through additional rail business opportunity throughout the entire corridor. Existing tenants and port representatives have indicated that the multimodal infrastructure upgrades would attract new business.

2.0 Project Location

The Project is located on a multimodal freight corridor situated along a 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas south to Tallulah in rural Northeast Louisiana that also includes a parallel 91.3-mile short line railroad corridor (**Figure 1** above). The Mississippi River is authorized to support 12-foot navigation, but is maintained for a 9-foot draft **(Figure 11)**. Within the Project limits, the Mississippi River is designated as the West Bank Mississippi River Levee (MRL) System, segment "MS River Levee, West Bank (Louisiana)" and the Mississippi River federal navigation channel.

Figure 11: Project Corridor Location



In terms of area roadway connections for supporting truck transportation in Southeast Arkansas and Northeast Louisiana, US Highway 65 (US 65) closely parallels the railroad corridor between McGehee and Tallulah, and Interstate 20 (I-20) is located on the south end of the Project. US 65 is primarily a 2-lane arterial throughout the project limits. I-20 in Louisiana, which runs through Tallulah, is a designated segment of the National Highway Freight Network, an important east-west transcontinental interstate highway and trade route (**Figure A-1; Appendix A**). The KCS parallels I-20 throughout Louisiana and is designated a part of the Tier I National Primary Freight Network (**Figure A-2; Appendix A**).

The proposed route of Interstate 69 – a major domestic and international trade corridor under development between the US/Canada border at Port Huron, Michigan, and the US/ Mexico border in Texas – is anticipated to be routed through the McGehee area. A portion of the Monticello Bypass in Drew County (to be identified as I-69) is under construction, and project development is underway between Monticello and US 65 (**Figure A-3; Appendix A**).

3.0 Project Parties

The Southeast Arkansas Economic Development District is the primary applicant for the requested INFRA Grant funding. The other public and private project partners include the Lake Providence Port Commission, Madison Parish Port Commission, Yellow Bend Port, DSR, and NLA. Brief descriptions of each of these project parties are provided below.

Southeast Arkansas Economic Development District (SEAEDD) – SEAEDD was organized and began operation in 1967 under the provisions of the United States Public Works and Economic Development Act of 1965. Headquartered in Pine Bluff, Arkansas, SEAEDD serves 10 counties in Southeast Arkansas: Arkansas, Ashley, Bradley, Chicot, Cleveland, Desha, Drew, Grant, Jefferson and Lincoln. With a staff consisting of 11 highly professional individuals experienced in economic development, community development, workforce training, and waste management, SEAEDD assists local governments with administering grants and program opportunities made available from state and federal sources.

Lake Providence Port Commission – The Lake Providence Port Commission (LPPC) was created in 1958. The Lake Providence Port is an inland shallow-draft port located on the Mississippi River (River Mile 484) in Lake Providence, East Carroll Parish, LA. The Lake Providence Port is one of the top 20 US inland ports and ships over 1.3 million tons annually. The port is the largest inland port in Louisiana, and is the second leading Louisiana port in tonnage among the state's network of inland ports. The Port ranks third in operating revenue. The Port of Lake Providence is a unique port among Louisiana's network of ports. ***It is Louisiana's largest inland port operating as a high-capacity agricultural niche port***. The port handles inbound commodities such as aggregates, coal, dry and liquid fertilizer, forest products, lime, and tire chips and outbound commodities such as cottonseed and grain. The port is easily accessible to ground transportation by US 65 and is serviced by both the DSR and the NLA. Port tenants include Myriant, Helena, Bunge North America, Big River Rice & Grain, Terral River Service, Crop Production Services, and CHS.

Madison Parish Port Commission – The Madison Parish Port Commission (MPPC) was created by Act 369 of the 1966 Session of Louisiana Legislature as the governing authority of the Madison Parish Port Harbor and Terminal District. The primary object and purpose of the MPPC is to fully develop the 266-acre port and industrial site along the Mississippi River to stimulate and encourage economic development in Madison Parish, LA through commerce, industry and tourism and for the utilization and development of natural and human resources of the area and provide job opportunities. Primary cargo handled at the port inbound includes aggregates, lime, dry and liquid fertilizer, cottonseed, grain, and steel. Outbound commodities include aggregates, lime, dry and liquid fertilizer, cottonseed, grain and steel. ***Madison Parish Port is the region's largest chemical niche port.*** Overall Annual Tonnage is 750,000 tons (2017). The port has direct access to the Mississippi River (River Mile 457) approximately 6 miles north of I-20. A full service dock, with rail spur allows access while providing safe harbor. The typical draft depth at the dock is at least 20 feet throughout the majority of the year. The port's current tenants include DSR, Bunge North America, CHS, Complex Chemical, Helena Chemical, Jimmy Sanders, Lansing Grain, and Terral River Service.

Yellow Bend Port – Located on the Mississippi River just south of Arkansas City, the Yellow Bend Port is a slack-water harbor that is easily accessible through a 250-foot-wide entrance to a 350 by 810 foot turning basin. Its location on the Mississippi River makes it one of the most convenient port locations on the inland waterway system, and it is convenient to I-20 in Tallulah. The future Interstate 69 corridor is located 6 miles north of the port. Yellow Bend Port reported 477,000 tons of cargo moving through their facility in 2013 which consisted of receipt and shipment of general cargo and steel products and shipment of cottonseed, grain and other miscellaneous dry-bulk commodities. In addition to port facilities, Yellow Bend has large tracts of land zoned for industrial use. ***The Yellow Bend Port is one the region's largest handlers of wood chips and pellets***.

Delta Southern Railroad (DSR) – Continental Rail purchased DSR in 2016 for the portion of the McGehee-Tallulah Railroad Corridor that extends between Tallulah north to Madison Parish Port and then to the Lake Providence Port; 29.2 miles. The DSR has two separate rail lines in LA and operates as two divisions—the Sterlington Division in Monroe, and the Lake Providence Division in Tallulah. The two divisions operate under common staff headquartered in an owned and recently renovated office building at the Madison Parish Port. The DSR was previously poorly maintained and a $2 million capital infrastructure investment allowed Continental Rail to open the rail line in 2017 which had not hosted rail traffic in almost 20 years. Major commodities currently carried by DSR include grain, aggregates, agricultural products, cotton, coal, chemicals, fertilizer, forest products, sand clay, and soda ash.

North Louisiana & Arkansas Railroad (NLA) – The NLA operates over 62 miles of line from McGehee, AK, to Lake Providence, LA, which was formerly owned by the DSR, and today a part of the McGehee-Tallulah Railroad Corridor. NLA owns 24 miles of the short

line and leases approximately 41 miles of railroad from LPPC and SEAEDD. Rail traffic includes agricultural and industrial commodities.

Project Supporters – Due to the local, regional and national importance of the Project and its significant numerous benefits, project supporters include numerous elected officials from both Arkansas and Louisiana consisting of: US and State Senators; US and State House of Representatives; and county, parish and local government officials. Other project supporters from Arkansas and Louisiana are: economic development agencies; State departments of transportation; industry representatives; key stakeholders (port and rail); and local businesses. These entities are listed in **Appendix B** along with their Letters of Support.

4.0 Grant Funds, Sources, and Uses of all Project Funding

SEAEDD and its partners are requesting $25.7 million (57.1%) in INFRA Grant funding to be matched by $19.3 million (42.9%) in the form of a combination of public and private funds for this $45 million future eligible cost.

Previous Incurred Expenses – Previously Incurred Project Costs are not accounted for as matching contributions toward Future Eligible Project Costs, but clearly convey that SEAEDD and its partners are committed to bringing the rail corridor closer to a state of good repair. Further implementation of the necessary infrastructure upgrades associated with this INFRA Grant funding request are identified as critical rail infrastructure needs in both the Arkansas and Louisiana State Rail Plans. The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project is a true public-private partnership with each of the partners previously incurring $14.4 million in expenses towards partial rail rehabilitation simply to resume service on the line (**Table 3**). Furthermore, DSR plans additional renovations in Segment D in the first quarter of 2019. Expenditures to-date represent the commitment by SEAEDD and its partners as to the viability of this multimodal project. No federal funds have been utilized for previously incurred project expenses for the Project.

Table 3: Previously Incurred Project Expenses

Owner/ Project Partner	Project Component	Previous Expense	Percent Previous Expense
Southeast Arkansas Economic Development District	Bridge and rail rehabilitation, signal upgrades and engineering	$4,111,430	28%
Lake Providence Port Commission	Bridge and rail rehabilitation	$2,238,107	16%
Madison Parish Port Commission	Structures and rail rehabilitation, including material	$1,784,071	12%
North Louisiana & Arkansas Railroad	Rail rehabilitation	$4,000,000	28%
Delta Southern Railroad	Rail rehabilitation	$2,300,000	16%
	Total	**$14,433,608**	**100%**

Future Eligible Costs – A breakdown of construction and other costs by corridor segment and the uses of the funds are shown in **Table 4**. As part of the rail rehabilitation throughout the northern portion of the corridor, the construction cost estimates for Segments A to C assume the following:

- *Segment A* – Replacement of 50 percent of the railroad ties and 3.25 miles of track will be relaid with heavier 115 lb. rail from the UP-NLA McGehee interchange to Trippe Junction.
- *Segment B* – Replacement of 13 percent of the railroad ties.
- *Segment C* – Replacement of 35 percent of the railroad ties.

Table 4: Future Eligible Costs by Segment

Segment A - NLA including Yellow Bend Port		
Component		Cost Estimate
Rail Infrastructure Rehabilitation (Class 2)	$	5,543,167
Bridge Upgrades (286,000 lb)	$	150,000
At Grade Highway Rail Crossing Upgrades	$	255,000
Miscellaneous (Anchors)	$	75,916
UP - NLA Interchange	$	1,815,000
Industrial Sidings	$	3,487,220
Subtotal (1)	$	11,326,303
Right-of -way Acquisition (Lake Village Industrial)	$	35,000
Yellow Bend Environmental Study - New Rail Corridor	$	300,000
Subtotal (2)	$	11,661,303
Project Development (4%)	$	466,452
Total	**$**	**12,127,755**

Segment B - SEADD		
Component		Cost Estimate
Rail Infrastructure Rehabilitation (Class 2)	$	1,891,657
At Grade Highway Rail Crossing Upgrades	$	180,000
Miscellaneous (Anchors)	$	34,808
Big River Loading	$	582,000
Eudora Siding	$	71,540
Subtotal	$	2,760,005
Project Development (4%)	$	110,400
Total	**$**	**2,870,405**

Segment C – LPPC including Lake Providence Port		
Component		Cost Estimate
Rail Infrastructure Rehabilitation (Class 2)		$ 2,564,784
Miscellaneous (Anchors)		$ 51,030
NLA-DSR Interchange		$ 2,160,000
Industrial Leads		$ 2,422,960
Port of Lake Providence Lead/Tracks		$ 885,400
	Subtotal	$ 8,084,174
Project Development (4%)		$ 323,367
	Total	**$ 8,407,541**

Segment D - DSR including Madison Parish Port		
Component		Cost Estimate
Rail Infrastructure Rehabilitation (Class 2)		$ 11,448,000
Bridge Upgrades (286,000 lb)		$ 1,000,000
Track to River Bank		$ 1,395,000
Lead Extension Back to the Main		$ 2,295,000
Doubling the Lead Track		$ 2,880,000
River Transload Dock		$ 1,750,000
	Subtotal	$ 20,768,000
Project Development (4%)		$ 830,720
	Total	**$ 21,598,720**
Total Future Eligible Costs Segments A-D		**$ 45,004,421**

Committed Funding Sources – SEAEDD and their partners are committed to delivering the Project and will collectively contribute approximately $19.3 million in the form of a combination of public and private funds as shown in **Table 5**.

Table 5: Public and Private Funding Match Sources and Amounts

Owner / Project Partner	Funding Source	Amount	Funding Percent
SEAEDD	Public, State – Delta Regional Authority (DRA)	$150,000	1%
LPPC	Public, State – Port Priority Program	$8,300,000	43%
MPPC	Public, State – Port Priority Program	$10,480,000	54%
NLA	Private – NLA Contribution	$385,000	2%
	Total	**$19,315,000**	**100%**

Table 6 summarizes the commitment of public and private funds, and the requested amount of INFRA funding necessary to complete the Project.

Table 6: Committed Funding Sources for Future Eligible Costs

Owner / Project Partner	Description	Amount	Funding Percent
SEAEDD and its Partners	Applicant / Partners	$19,315,000	42.9%
US Department of Transportation	INFRA Grant Funds Administrator	$25,689,421	57.1%
	Total	**$45,004,421**	**100%**

5.0 Merit Criteria

Criterion #1: Support for National or Regional Economic Vitality

The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project will provide a severely economically distressed rural region of the country with an immediate impact on regional economic development opportunities by providing the region's producers and shippers with an expanded and more cost-effective manner to transport their goods to regional, national, and international markets. All labor and materials that will be required to complete the Project will be locally sourced, allowing for an immediate opportunity to provide jobs and other positive impacts.

The three ports and the two connecting short line railroads provide a complimentary range of services to the region's shippers. The Lake Providence Port is a high-capacity agricultural niche port, the Madison Parish Port is the region's largest chemical niche port, and the Yellow Bend Port is one the region's largest handlers of wood chips and pellets. This specialization of the ports leads to very little competition between them and allows the partnering short line railroads an opportunity to provide cost-competitive common carrier service to a number of different industries. The improved rail infrastructure will allow for the handling of an even larger variety of commodity types by the railroads and ports.

In 2011, the Mississippi River experienced record flooding, and in 2012, the river was at low water flow levels. Both events caused numerous barge shipping challenges and delays. The requested improvements to the McGehee-Tallulah Railroad Corridor would provide an alternate method for the shipment of goods along the corridor and also provide minimal delays to goods moving east and west along the UP and KCS railroads. Disruptions in the shipment of services to these ports would severely impact the farming in the area and distribution of construction materials and shipments of chemicals to plants to the south that then ship goods to the global marketplace. The NLA is designated as a Critical Rural Freight Corridor within Arkansas (**Figure A-4; Appendix A**).

Demographics and Economic Conditions

Desha and Chicot Counties, AK and East Carroll and Madison Parishes, LA are located in the Delta Region of the southern United States, which includes some of the most impoverished

areas in the Nation. All four of these counties/parishes are identified by the Delta Regional Authority as economically distressed counties. The economies of these rural communities depend largely on agriculture. Farming has transitioned from cotton and now includes corn, soybeans, and rice as the primary crops. The most important quality of life issue in these areas is the ability to obtain a good paying job. The area's employment is primarily based on minimum wage salaries in the agricultural and service sectors of the economy. Job opportunities in the agricultural sector continue to decline due to automation of agricultural operations and consolidation of small family type farms into fewer, larger farms. Given the lack of employment opportunities, these counties/parishes have experienced a steady decline in population. The slow population migration from the area will not reverse unless the area sees positive economic growth through economic and community development and the creation and retention of new jobs. **Table 7** illustrates several demographic issues facing these counties/parishes, including their rural geography, high rates of population outmigration, below average incomes, high rates of poverty, and high rates of unemployment.

- *Rural Population* – The average population in the area is approximately 18 people per square mile, compared to a national average of 87 people per square mile.
- *Population Outmigration* – A high rate of outmigration can be seen by the population change in these counties/parishes from 2010 to 2017 ranging from a -6.5 to -9.9 percent population change as compared to the national population increase of 5.5 percent over the same period.
- *Income Levels* – The average median household income for the area is approximately $27,400, which is less than half of the national average. Similarly, the average per capita income is approximately $17,100, which is about half of the national average.
- *Poverty Rate* – The average poverty rate for the area is 36 percent, which is almost three times the national rate. The poverty rate is highest in East Carroll Parish, Louisiana at 46.7 percent, which is more than three times the national rate.
- *Unemployment* – In December 2018, East Carroll Parish had the highest unemployment rate in the area at 10.5 percent, which was more than twice the national unemployment rate. In the same month, Madison Parish, Chicot County, and Desha County had unemployment rates of 7.4 percent, 7.2 percent and 4.6 percent, respectively (*www.homefacts.com/unemployment.html*).
- *Rural Population Growth* – While Arkansas's population is expected to surpass 3.3 million by 2040, Desha and Chicot counties are projected to continue to experience a decline in population between 2010 and 2040 (**Figure A-5: Appendix A**)

Table 7: Demographics for Desha and Chicot Counties, Arkansas and East Carroll and Madison Parishes, Louisiana

	POPULATION & GEOGRAPHY			INCOME & POVERTY		
County/ Parish; State	**Population Estimates,** July 1, 2017	**Population, Percent Change** – April 1, 2010 (estimates base) to July 1, 2017	**Population** per Square Mile, 2010	**Median Household Income** (in 2017 dollars), 2013-2017	**Per Capita Income** in Past 12 Months (in 2017 dollars), 2013-2017	**Percent Persons in Poverty**
Desha County, Arkansas	11,764	-9.5%	16.9	$27,036	$18,187	29.0%
Chicot County, Arkansas	10,636	-9.9%	18.3	$32,412	$20,560	30.1%
East Carroll Parish, Louisiana	7,126	-8.2%	18.4	$20,795	$14,694	46.7%
Madison Parish, Louisiana	11,316	-6.5%	19.4	$29,424	$15,134	38.9%

Source: www.census.gov/quickfacts accessed February 2019

Cost Effectiveness

A Benefit-Cost Analysis (BCA) of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project was conducted in conformance with federal guidance regarding evaluation criteria, discount and monetization rates, and evaluation methods recommended by the USDOT in the December 2018 Benefit-Cost Analysis Guidance for Discretionary Grant Programs. The BCA model incorporated the parameter updates in accordance with the above referenced USDOT guidance, including the value of travel time, the values of statistical life (VSL), injuries and property damage only (PDO) crashes, damage costs by emission type, and other factors. The USDOT recommended default values are used unless otherwise stated. The real discount rates recommended by USDOT (7 percent), as well as a 3 percent discount rate as a sensitivity analysis, consistent with USDOT guidance and OMB Circular A-45 are used to compute net present value (NPV) of benefits and costs.

A summary of the BCA results is shown in **Table 8** and **Table 9**. More detail regarding data inputs, sources, and estimation of each benefit category is provided in **Appendix C.** The monetized benefits and costs are estimated in 2017 dollars with future dollars discounted in compliance with USDOT INFRA requirements using a 7 percent real rate, and sensitivity testing at 3 percent.

Table 8: Benefit Estimates by Benefit Category

Benefit Category	Impact Categories	7% Discount Rate	3% Discount Rate
Economic Benefits	Shipper Cost Savings from Truck to Rail Diversion	$ 62,472,452	$ 122,830,587
	Avoided Pavement Maintenance Costs from Truck to Rail Diversion	$ 2,069,589	$ 4,069,134
	Residual Value of Capital Assets	$ 602,178	$ 2,284,832
	O&M Cost Savings	$ 6,913,877	$ 10,964,703
Safety Benefits	Improved Safety and Avoided Accident Costs from Truck to Rail Diversion	$ 26,682,189	$ 52,461,345
Environmental Benefits	Avoided Emissions from Truck to Rail Diversion	$ 932,486	$ 1,657,411
	Total Benefit Estimates	**$ 99,672,770**	**$ 194,268,012**

All values are in 2017$

Table 9: Overall Results of the Benefit Cost Analysis

Project Evaluation Metric	7% Discount Rate	3% Discount Rate
Total Discounted Benefits	$ 99,763,881	$ 194,387,594
Total Discounted Costs	$ 36,924,680	$ 41,253,181
Net Present Value	$ 62,839,202	$ 153,134,413
Benefit / Cost Ratio	2.70	4.71
Payback Period (years)	10.50	9.36
Internal Rate of Return (%)	18.1%	

All values are in 2017$

The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project is the type of project that will fulfil key objectives of Criterion #1 as follows:

Reduce traffic fatalities and serious injuries on the surface transportation system. Rail safety is of utmost concern. The Arkansas State Rail Plan and Louisiana Freight Mobility Plan present recent data on highway-rail grade crossing incidents and type of rail crossing protection measures. Within Arkansas out of the 2,451 public highway-rail grade crossings, 1,591 locations (65%) have passive warning devices only (crossbucks and/or stop signs). Within Louisiana there are 2,748 total at-grade crossing, of which 49% have passive warning devices only. The remainder of grade crossings include active warning devices (gated or flashers without gates). Approximately 49 highway-rail grade crossings that are currently in fair to poor condition would be upgraded throughout the corridor; 35 in Arkansas

and 14 in Louisiana. These include both public and private grade crossings. The planned rehabilitation will make these crossings into safer, smoother crossing points for the public, and will reduce the time that a train occupies a crossing, thus improving safety, improving the resilience of the freight transportation system, reducing congestion and enhancing mobility on the region's multimodal network. The majority of the at-grade crossing improvements throughout the corridor involve low-cost passive warning device measures.

Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events. See **Figures A-6 through A-10** in Appendix A which depict photos of two recent derailments which occurred on the NLA at two separate locations on January 26, 2019 and February 4, 2019. Upgrading the rail to Class 2 capability along with other track improvement components will reduce the likely hood of derailments, thus improving safety and the ability to increase operating speed and capacity.

Eliminate bottlenecks in the freight supply chain. See **Figures A-11 through A-13** in Appendix A which depict the track weight restrictions on the existing NLA and DSR railroads within Arkansas and Louisiana, which are described as critical freight rail bottlenecks. Enhanced railroad transportation operating capacity, efficiency, and safety would be realized by upgrading the McGehee-Tallulah Railroad Corridor and its connecting branch lines to the Port of Lake Providence and Madison Parish Port to FRA Class 2 Track. This will allow trains to operate at speeds up to 25 mph, accommodate loaded freight cars with a maximum allowable gross weight of 286,000 lbs. and reduce the number of weight restricted bridges along the corridor.

Reduce Traffic Congestion. The Project would reduce traffic congestion on primary interstate and state routes within the project area. According to the *Louisiana Freight Mobility Plan*, Interstate 20 near the Mississippi State Line is identified as congested and motorists experience peak hour delays, where a median speed of 25 to 35 mph exists during the afternoon peak period. US 65 is a 2-lane roadway for the majority of its length along the corridor. The widening of US 65 to a 4-lane facility to provide additional capacity is identified as a Priority D Megaproject within the *Louisiana Long Range Transportation Plan* (LADOTD, 2015). However, funding to upgrade these facilities has not been identified and congestion will worsen as transportation demand in the corridor continues to grow. These capacity constraints have costly impacts on freight transportation providers. By diverting some truck shipments to rail, the Project will aid in reducing congestion.

Sustain or advance national or regional economic development in areas of need and improve connections to the National transportation network to support the movement of freight and people. The Project meets these goals in a number of ways:

- Improves freight network access, access to freight generators, and access between transportation modes.
- Supports retention or expansion of business; in-turn preserving freight reliant jobs.
- Provides greater opportunities for direct imports and exports to domestic and global markets outside of the rural Southeast Arkansas/Northeast Louisiana area.
- Improves market and multimodal access potential for railroads and ports.

- Helps all local market sectors remain competitive in both the domestic and global environment, as well as supporting the local and regional economy.
- Promotes the development of larger regional distribution hubs for shippers in the region, with improved productivity and operating efficiency.

Criterion #2: Leveraging of Federal Funding

Louisiana Port Construction and Development Program (aka Port Priority Program)

The two Louisiana ports are eligible recipients of the Louisiana Department of Transportation and Development's (LADOTD) Port Construction and Development Priority Program. The Port Priority Program was created by Act 452 of the 1989 Regular Session of the Louisiana Legislature. The purpose of the program is to ensure that adequate landside facilities are available to meet a definite market need by providing guidance and public funds to build landside infrastructure; thereby, providing jobs and competitive transportation cost to move cargo, minimizing highway congestion, improving safety and reducing maintenance cost on our highways. The feasibility of a port project is taken into account in determining the ranking/priority of projects supported by the LADOTD. Traditionally the program provides an average annual $39.4 million contribution to port and infrastructure projects. The LADOTD limits the amount of funds for any one project to $15 million received at a maximum rate of $5million per year. According to the LADOTD, the average economic return from these projects has been $6 for every $1 spent.

The Madison Parish Port and Port of Lake Providence will provide a total of $18.7 million in Port Priority Program funds as non-federal matching funds for the Project (Table 5).

SEAEDD and its partners are requesting $25.7 million (57.1%) in INFRA Grant funding to be matched by $19.3 million (42.9%) in the form of a combination of public and private funds for this $45 million future eligible cost.

In addition to other federal and non-federal matching funds to support the Project, project partners will cover all future operations and maintenance costs for railroad and port activities in the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor.

Criterion #3: Potential for Innovation

There are several innovative parts of the Project, but perhaps the most innovative part is the public-private partnership developed by SEAEDD and their partners. In fact, ***SEAEDD and their partners are candidates of the USDOT's SEP-15 process***. The grant applicants understand that SEP-15 is a new experimental process for USDOT to identify for trial evaluation new public-private partnership approaches to project delivery. It is anticipated that these new approaches will allow the efficient delivery of transportation projects without impairing USDOT's ability to carry out its stewardship responsibilities to protect both the environment and US taxpayers. SEP-15 addresses, but is not limited to, four major components of project delivery—contracting, compliance with environmental requirements, right-of-way acquisition, and project finance. Elements of the transportation planning process may be involved as well. While the majority of the right-of-way on this project is already owned by the applicants on this INFRA Grant request, the other SEP-15 elements of

contracting, compliance, and environmental requirements (such as an expedited NEPA review of all of the project elements) would prove to be appropriate for this project.

Another innovation is that this Project will realize the diversion of an array of hazardous materials commodities off of the region's roadways and onto the short line railroads. The transportation of hazardous materials by rail is approximately 80 times safer than by truck (Source: Association of American Railroads, 2016).

Project delivery is another area of innovation that will be undertaken for the Project. Detailed engineering design work is not typically required for rail rehabilitation projects, thus each of the railroads would follow a design-build procurement process where their internal forces would design the track infrastructure improvements to UP standards and only procure/complete design services for the required structural and bridge elements along the corridor and within each port. Also see Section 6, Project Readiness.

In an effort to advance the economic development and infrastructure goals for this rural region, SEAEDD and NLA have offered the rail right-of-way for installing fiber optic cable to advance data and communications for businesses and residents along the corridor.

Criterion #4: Performance and Accountability

SEAEDD, as the primary applicant for the requested INFRA Grant funding, will provide management oversight for the project. With a staff consisting of 11 highly professional individuals experienced in economic development, community development, and workforce training, SEAEDD assists local governments with administering grants and program opportunities made available from state and federal sources.

In order to maximize public benefits from INFRA funds and to promote local activity that will provide benefits beyond the INFRA-funded Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project, SEAEDD will utilize funds on specific, measurable outcomes, and provide accountability for project performance.

SEAEDD understands that USDOT is exploring strategies for potential conditioning of INFRA funds for appropriate projects. The proposed structure of conditions on funding above advances INFRA program goals by providing specific, measurable outcomes that achieve transportation performance objectives supporting economic vitality and improved safety, all while assuring timely delivery of the Project.

With regard to operations and maintenance (O&M), the Port of Lake Providence and Madison Parish Port Commission currently and will continue to work together with their tenants on maintenance and repairs of the required infrastructure such as the tracks and the dock. The DSR and NLA maintain the rail throughout the corridor.

6.0 Project Readiness

Technical Feasibility

The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project is ready to begin concurrent design and construction within 18 months of receipt of

the INFRA Grant. The Project Schedule section includes additional information on the Project's timeframes. The following efficiencies demonstrate Project Readiness:

With the exception of a new industrial lead that would serve the Lake Village Industrial Park (located within Project Segment A limits), construction of the proposed improvements would occur within existing rail right-of-way or on port-owned land. Utilization of existing right-of-way and port property would allow design and construction phases to advance in an expedited manner. A Lake Village Industrial lead has not been included as part of this INFRA Grant funding request and is the only project component requiring additional right-of-way.

The proposed rail rehabilitation throughout the corridor and at industrial sidings would be designed and constructed to Union Pacific Railroad (UP) standards. NLA and DSR have indicated that there would be efficiencies associated with the design phase of the project; i.e., detailed engineering design work is not typically required for rail rehabilitation projects; rehabilitation using UP standards means the contractors who bid the projects already have the engineering standards in place. Detailed engineering design would only be required for certain project components that involve new infrastructure construction such as bridges along the corridor, the UP-NLA interchange in McGehee, and the transload dock at Madison Parish Port. Due to these anticipated efficiencies, a lower overall percentage for project design contingencies (4%) has been assumed in the cost estimate.

Local construction material would be utilized to the extent practicable. Several material sources are within close proximity to the corridor or within the ports themselves enabling material, such as ballast, to be locally sourced thus reducing construction cost and construction duration. Crossties, spikes, and rail will also be sourced within the mid-delta region (Arkansas, Louisiana, and Mississippi).

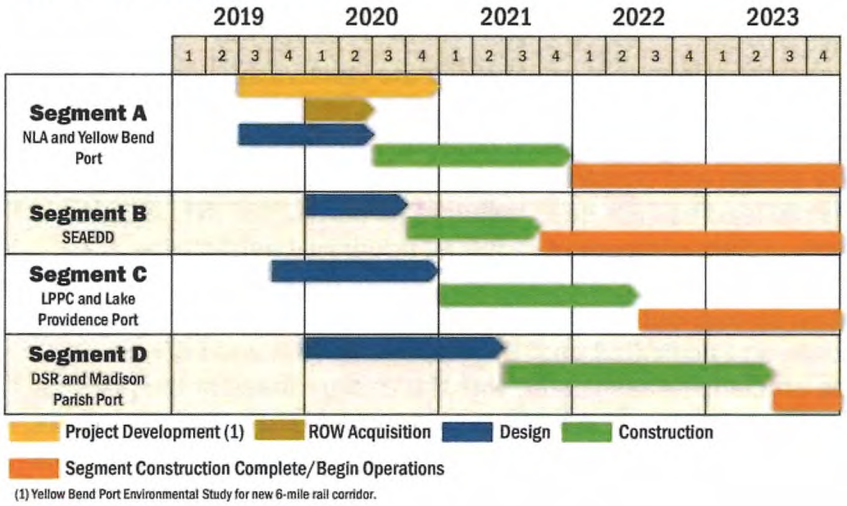
Project Schedule

The Project Schedule shown in **Figure 12**, discusses anticipated timeframes for major mile stones along each segment of the corridor. Construction activities for the INFRA Grant meet all identified schedule requirements.

Necessary Activities to Allow Grant Funds to Be Obligated. Project development, environmental permitting, right-of-way acquisition, and utility relocation will all begin in late-2019. Right-of-way acquisition will be completed by mid-2020. Thus, the activities that allow project construction and obligation of funds meet the INFRA requirements.
Project Construction Timeline. As shown in Figure 12, construction activities are expected to begin by late-2021 and be completed by mid-year of 2023.

Property and/or Row Acquisition Timeline. Right-of-way for the new industrial lead that would serve the Lake Village Industrial Park (located within Segment A limits) would be acquired in the first half of 2020.

Figure 12: Project Schedule



Required Approvals

Approvals and Permits by Other Agencies – This Project would require limited approvals and permits as most of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project components are located within existing railroad right-of-way or on port property. A US Army Corps of Engineers Section 10 permit would be required for Madison Parish Port's transload dock on the Mississippi River due to its location adjacent to the levee. As a possible innovative approach to expediting, SEAEDD proposes to "overlap" portions of the rail rehabilitation construction on a segment by segment basis. In the absence of property and right of way acquisition, the Project could be ready for construction within 18 months.

State and Local Planning Documents – Components of the Project, in addition to the Project goals, are included in numerous state and regional plans listed in **Appendix A**.

Project Risks and Mitigation Strategies

A table has been developed assessing the risks that may potentially pose a threat to the ability of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project to meet its objectives and schedule along with proposed mitigation actions. **Table 10** shows the general categories of risk assessed and mitigation strategies.

Table 10: Project Risks and Mitigation

1 Low 2 Minor 3 Moderate 4 Significant

Risk #	Risk Category	Risk Name	Description	Likelihood	Impact: Cost	Impact: Schedule	Mitigation Strategies
1	**Financial**	Loss of Private Funding	Loss of funding due to unforeseen circumstances	1	2	2	Highly unlikely; SEAEDD and its project partners are committed to completing the project.
2	**Financial**	Loss of Public Funding	Loss of funding due to unforeseen circumstances	2	2	3	Given public and private benefits, this project will need both Federal and State sources to be completed in a timely manner or the project will be delayed.

3	**Management**	Stakeholders	Stakeholders may have varying procedures and objectives	1	2	2	SEAEDD has successfully worked with numerous stakeholders throughout the corridor; obstacles can be overcome with stakeholder involvement during all implementation phases.
4	**Contracting & Procurement**	Administrative Burden	SEAEDD will manage all contracts where INFRA funding is utilized	1	1	1	SEAEDD will administer all contracts. It has successfully completed many capital projects, in the past, with a similar scope.
5	**Contracting & Procurement**	Availability of Qualified Contractors	Project involves typical freight rail construction and port-related infrastructure	1	1	1	The ports and shortline railroads has experience delivering capital projects. Procurement with local contractors with experience with Class I railroad standards would provide schedule and economic benefits during construction.
6	**Construction**	Traffic	Roadway traffic congestion resulting from construction and site infrastructure	1	1	1	The majority of upgrades are within existing railroad right-of-way. Coordination with State DOTs, and local jurisdictions would be required for grade crossing improvements for road closures/detours to minimize traffic impacts.
7	**Construction**	Business Disruption	Existing businesses along the rail corridor may be temporarily impacted by construction	1	1	2	Project phasing and stakeholder coordination will reduce impacts. Coordination with existing tenants and customers will occur to minimize business disruption.
8	**Environmental**	EA for Yellow Bend Port	Compliance with NEPA because of federal funding	1	1	2	Required regulations will be followed during the EA. Potential environmental issues may include noise, wetlands, and cultural resources.
9	**Real Estate**	Property Acquisitions	Need for property acquisition	1	1	1	With the exception of required right-of-way for the Lake Village Industrial Park rail lead, no other property acquisition is required.

7.0 Large/Small Project Requirements

The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project funds will be used for construction activities. The Project meets the minimum project size for a small project under INFRA, as described in the Notice of Funding Opportunity (NOFO).

Cost-Effectiveness – The Project is a small project that provides a cost-effective and impactful solution for enhancing multimodal transportation access, connectivity, capacity, efficiency, and safety and for catalyzing economic development and other public benefits in a rural and economically distressed region. As shown in **Table 9**, the project provides $2.70 in public funds (based on a 7% discount rate) for every $1 spent.

Effect on Mobility in the Project's State or Region – The Project, when completed, will provide the bi-state region with a vastly improved network for rail and river transportation of goods by railroad and river barges. Besides providing the improvements to the multimodal freight transportation network, trucks will be diverted off of the region's roadways, which will reduce congestion and improve passenger mobility.

Appendix A

Figures

SEAEDD
Southeast Arkansas Economic Development District

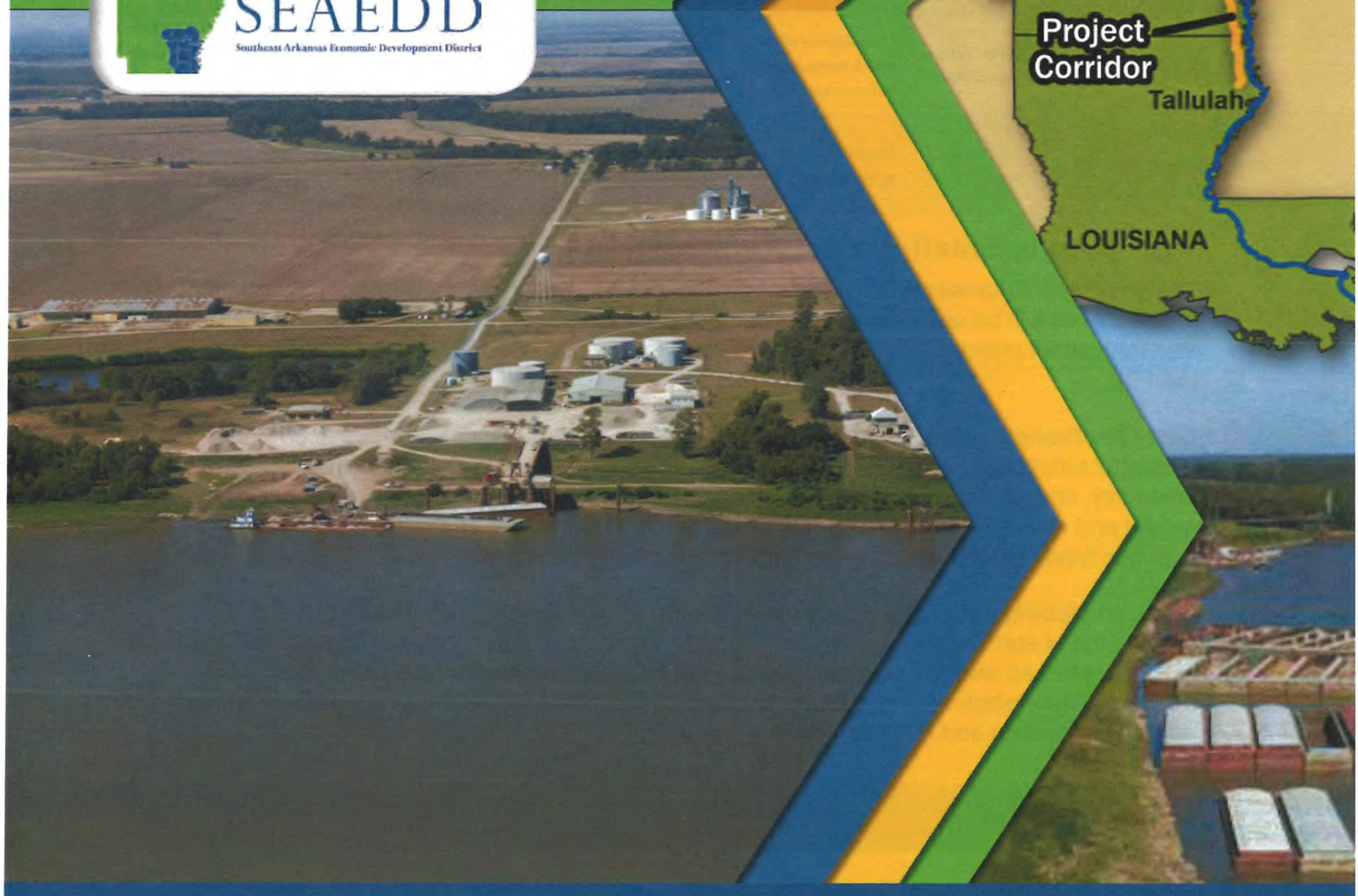
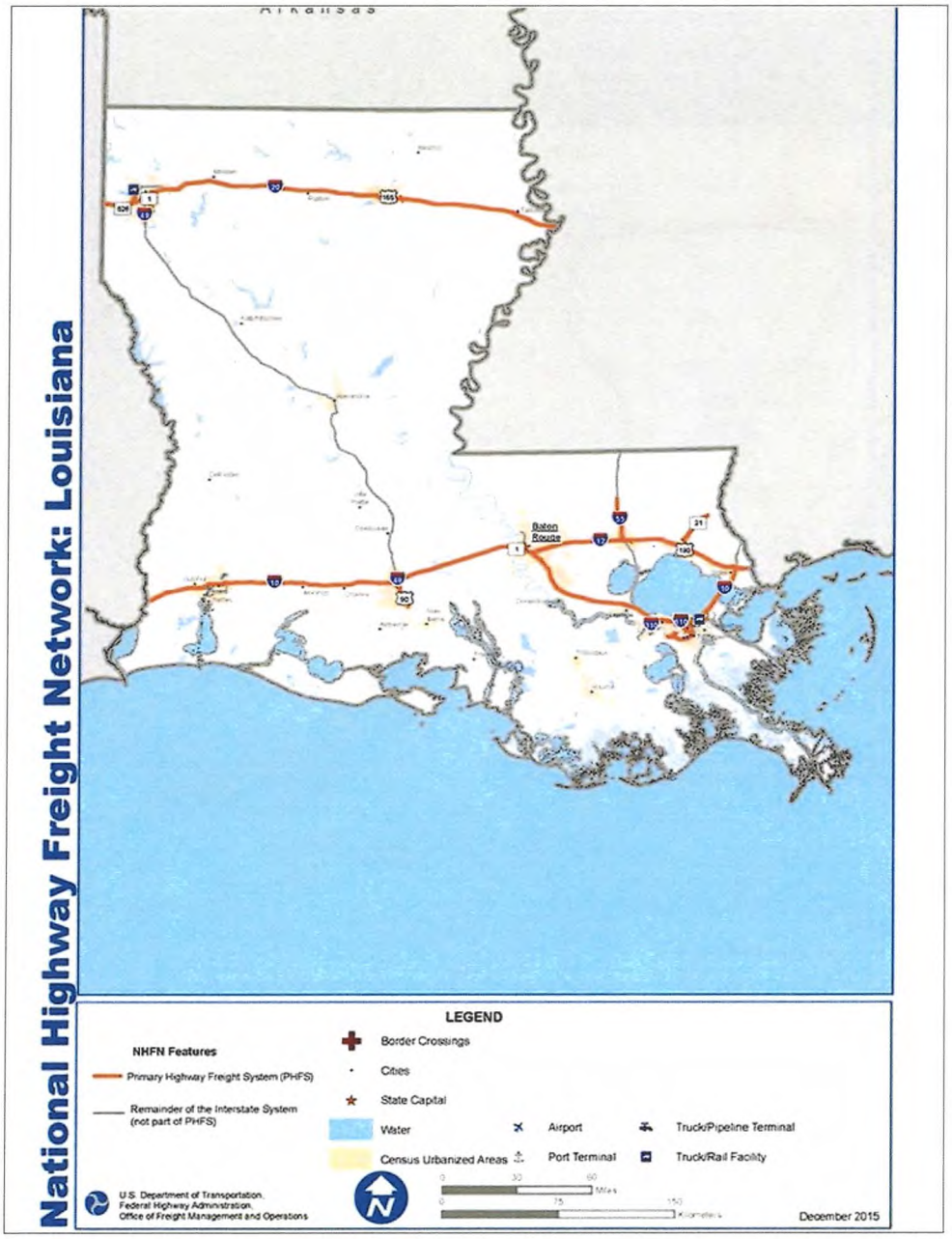


Figure A-1: Interstate 20 through Louisiana;
Part of the National Highway Freight Network within the Project Corridor



Source: Louisiana Freight Mobility Plan, Louisiana Department of Transportation and Development, December 2017

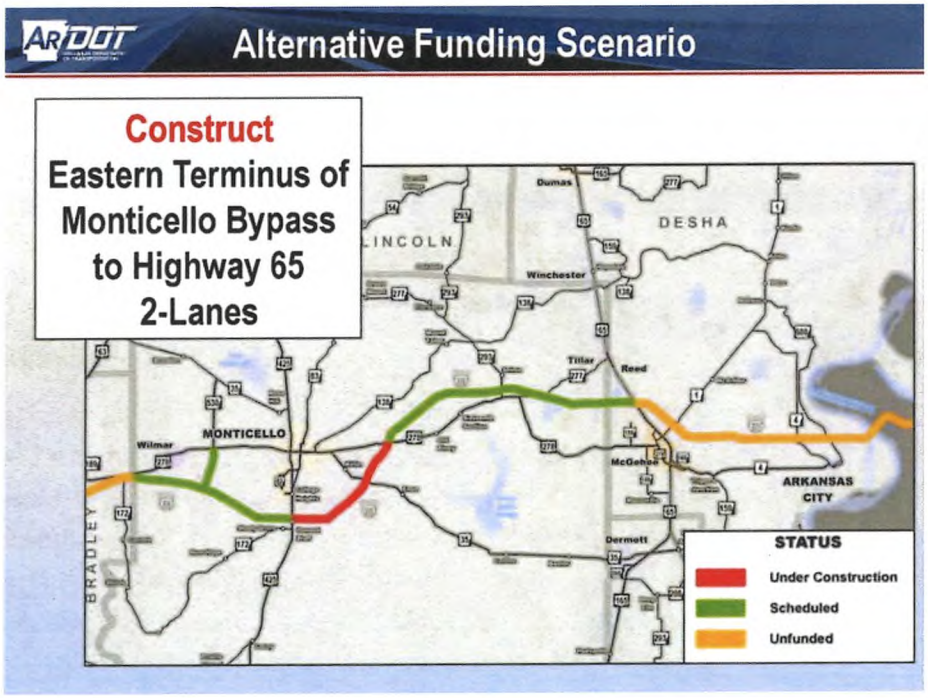
Figure A-2: KCS Railroad through Louisiana;
Part of the Tier 1 National Primary Freight Network within the Project Corridor



Source: Louisiana Freight Mobility Plan, Louisiana Department of Transportation and Development, December 2017

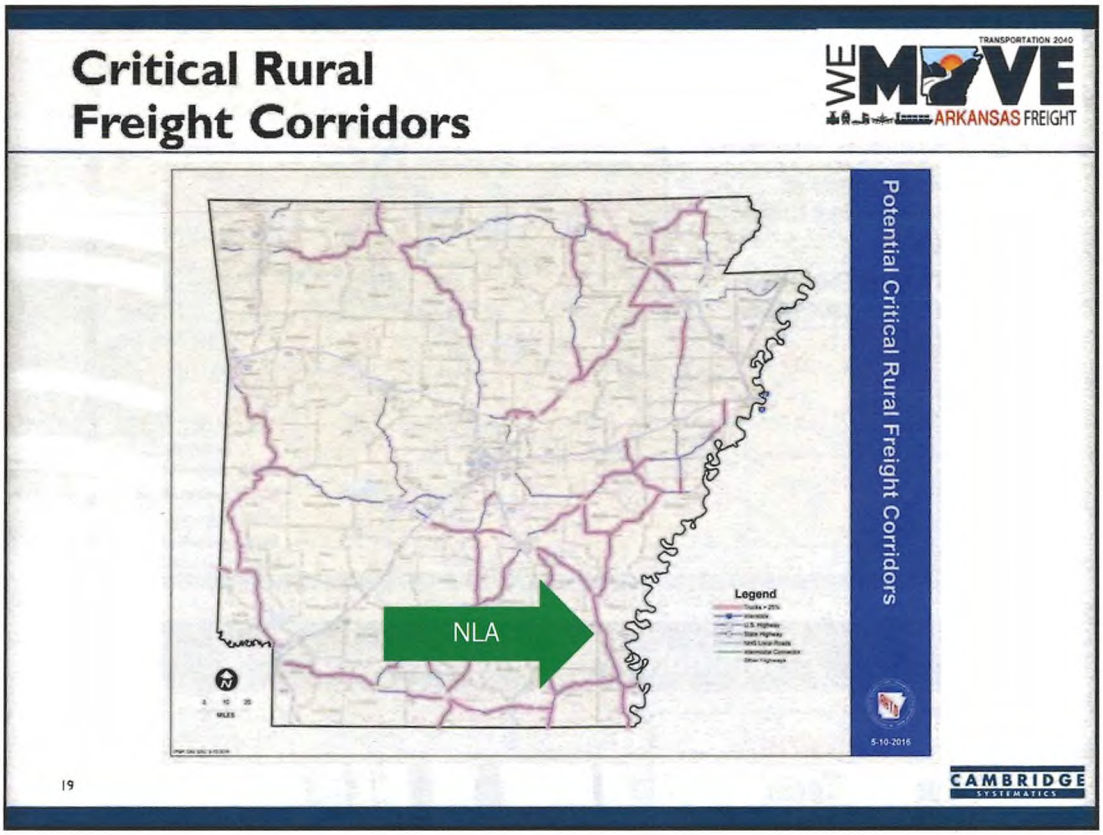
Figure A-3: Interstate 69 near Project Location





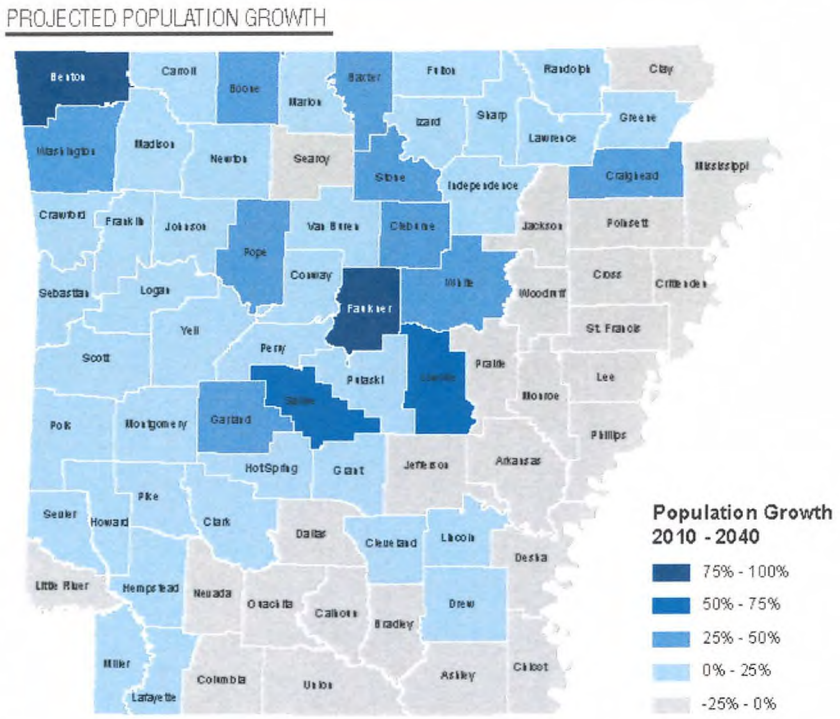
Source: Arkansas Department of Transportation, Highway Commission Review & Advisory Subcommittee presentation by Scott E. Bennett, P.E., Director http://www.arkansashighways.com/PowerPoints/2018/HCRAS%2002082018.pdf

Figure A-4: Location of NLA within Critical Rural Freight Corridors



Source: Adapted from Arkansas State Freight Plan Appendices, Arkansas State Highway and Transportation Department, October 2017 http://www.arkansashighways.com/Trans_Plan_Policy/freight_plan/SFP%20Appendices%20-%20with%20covers.pdf

Figure A-5: Arkansas Projected Population Growth



Source: We Move Arkansas Transportation 2040, Arkansas Long Range Intermodal Transportation Plan Executive Summary http://wemovearkansas.com/docs/ARDOT_LRITP_ExecSummary.pdf

Figure A-6: NLA Rollover Derailment January 26, 2019; 10 Miles North of Lake Village



Photo courtesy of SEAEDD and NLA.

Figure A-7: NLA Rollover Derailment January 26, 2019; 10 Miles North of Lake Village



Photo courtesy of SEAEDD and NLA.

Figure A-8: NLA Rollover Derailment February 4, 2019; 4 Miles North of Lake Village



Photo courtesy of SEAEDD and NLA.

Figure A-9: NLA Rollover Derailment February 4, 2019; 4 Miles North of Lake Village



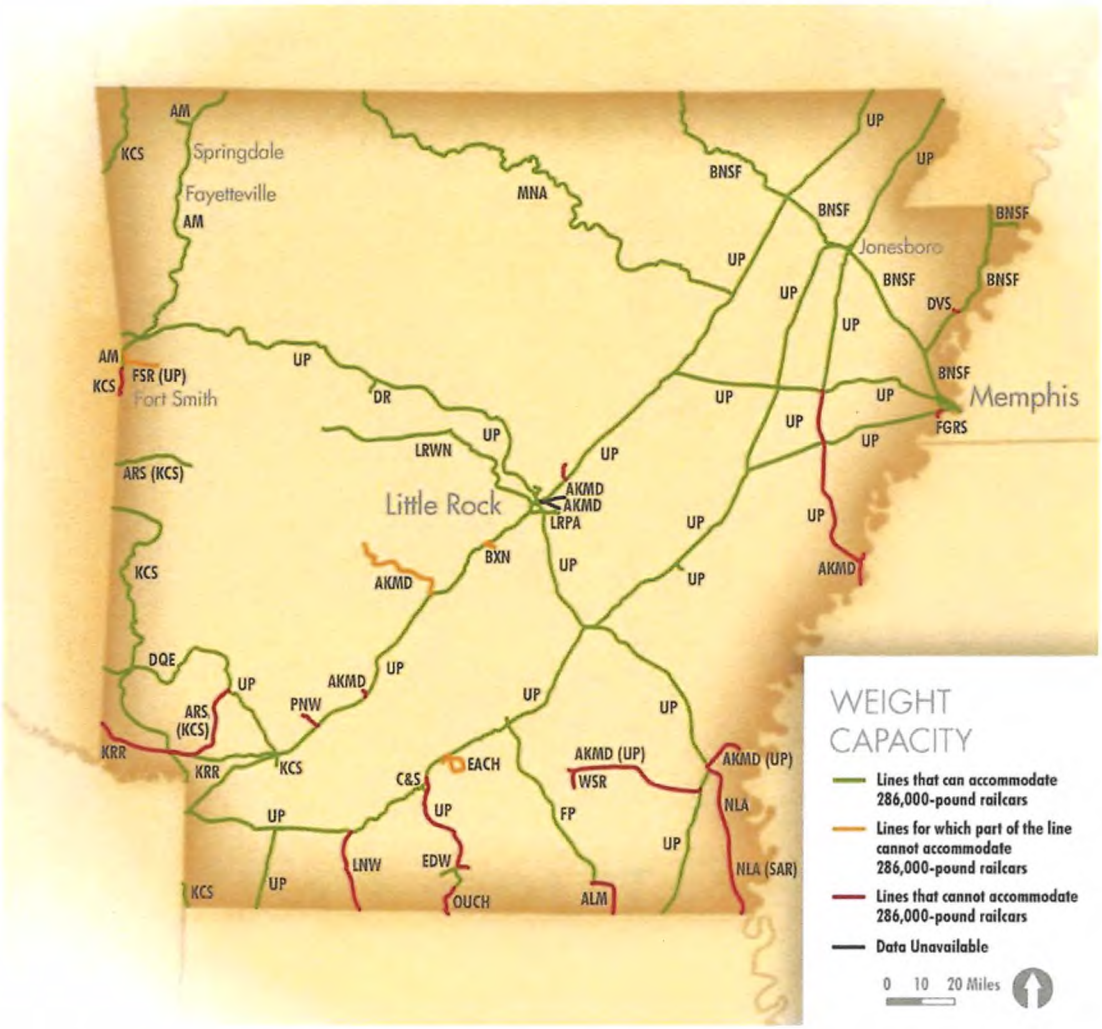
Photo courtesy of SEAEDD and NLA.

Figure A-10: NLA Rollover Derailment February 4, 2019; 4 Miles North of Lake Village



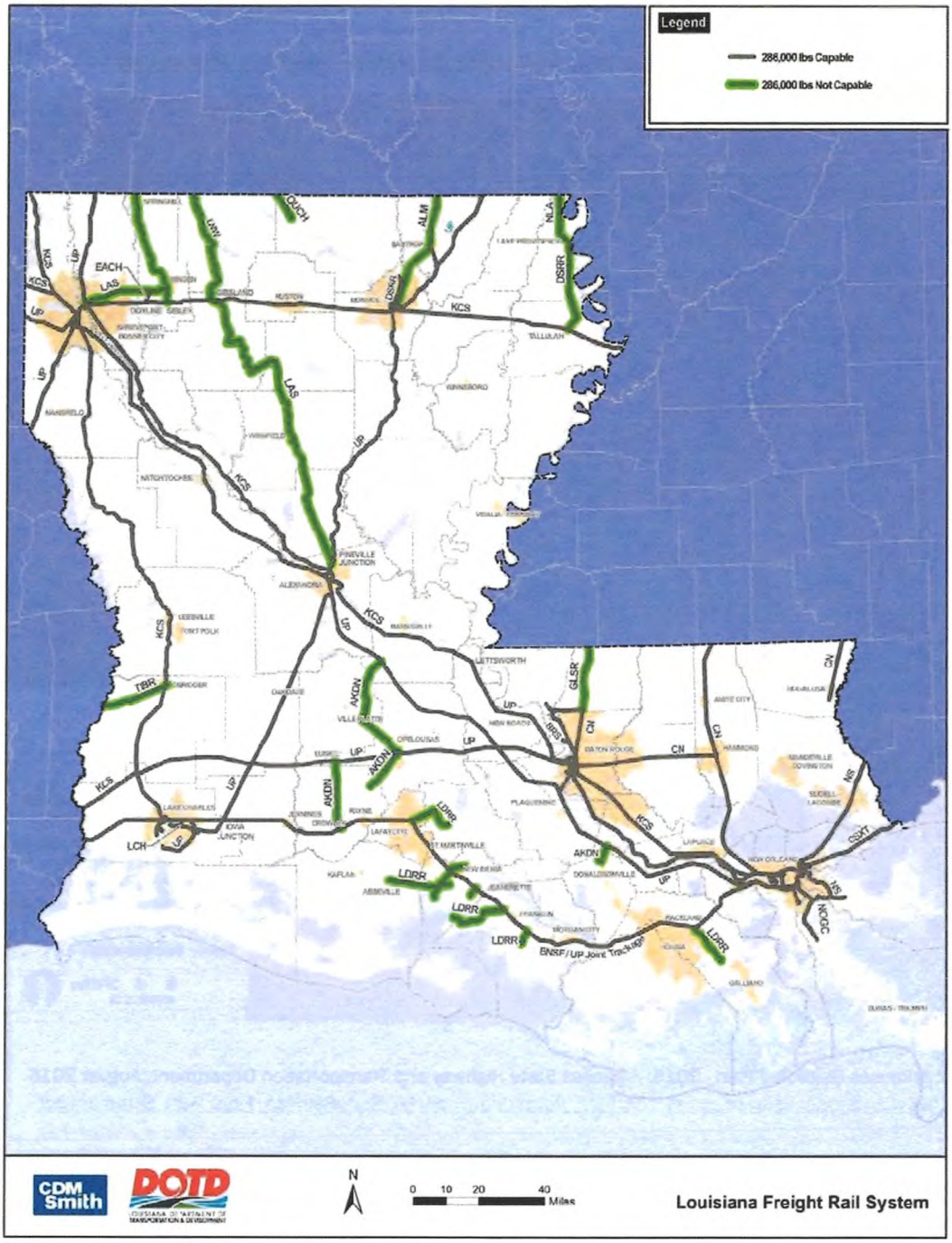
Photo courtesy of SEAEDD and NLA.

Figure A-11: NLA Track Weight Restriction within Arkansas



Source: Arkansas State Rail Plan - 2015, Arkansas State Highway and Transportation Department, August 2016
https://www.arkansashighways.com/Trans_Plan_Policy/state_rail/AR_StateRailPlan_Final_with_Summary.pdf

Figure A-12: DSR Track Weight Restriction within Louisiana



Source: Louisiana State Rail Plan, Louisiana Department of Transportation and Development, June 2015
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Marine_Rail/Misc%20Documents/2015%20Louisiana%20Rail%20Plan.pdf

Figure A-13: DSR Freight Rail Bottlenecks



Source: Louisiana Freight Mobility Plan, Louisiana Department of Transportation and Development, December 2017

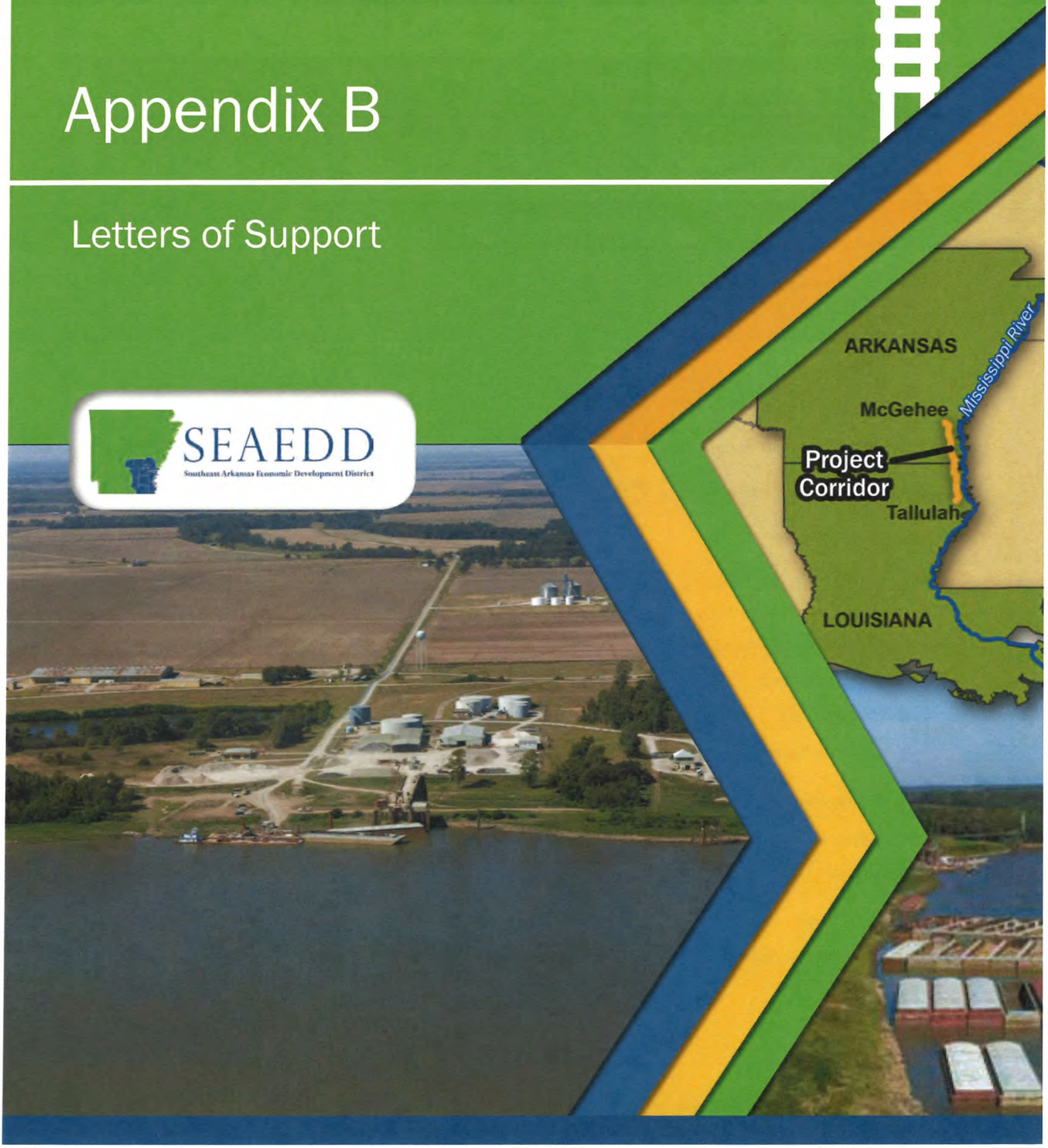
State and Local Planning Documents Components of the Project, in addition to the Project goals, are included in the following state and regional plans:

- Arkansas State Rail Plan - 2015, Arkansas State Highway and Transportation Department, August 2016
  https://www.arkansashighways.com/Trans_Plan_Policy/state_rail/AR_StateRailPlan_Final_with_Summary.pdf
- Arkansas State Freight Plan, Arkansas State Highway and Transportation Department, October 2017
  http://www.arkansashighways.com/Trans_Plan_Policy/freight_plan/ArkansasStateFreightPlan_20171204.pdf
- Louisiana State Rail Plan, Louisiana Department of Transportation and Development, June 2015
  http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Marine_Rail/Misc%20Documents/2015%20Louisiana%20Rail%20Plan.pdf
- Louisiana Statewide Transportation Plan, Louisiana Department of Transportation and Development, December 2015
  http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Transportation_Plan/Pages/default.aspx
- Louisiana Freight Mobility Plan, Louisiana Department of Transportation and Development, December 2017
- 2018-2022 Comprehensive Economic Development Strategy (CEDS), Southeast Arkansas Economic and Development District, 2018
- Moving the Delta Forward: Delta Regional Development Plan III, Delta Regional Authority, April 2016
  https://dra.gov/images/uploads/content_files/DRA_RDP3-FINAL_APRIL2016.pdf
- Arkansas's Five-Year Delta Development Plan, for the Delta Regional Authority, December 2015
  https://dra.gov/images/uploads/content_files/Arkansas_State_Plan-DRA_FINAL-2016.pdf
- Louisiana's Regional Development Plan 2016-2021 Rethinking the Delta, for the Delta Regional Authority, 2016
  https://dra.gov/images/uploads/content_files/Louisiana_State_Plan-DRA_FINAL-2016.pdf
- Louisiana's Comprehensive Economic Development Strategy 2015-2020, North Delta Regional Planning and Development District, Inc., undated

Appendix B

Letters of Support

SEAEDD
Southeast Arkansas Economic Development District



Appendix B – Letters of Support

Table of Contents

Name/Title	Affiliation	Grant Year	Page Number(s)
Arkansas Letters of Support			
John Boozman, U.S. Senator	Congress of the United States	2017	B-1
Tom Cotton, U.S. Senator	Congress of the United States	2017	B-1
Rick Crawford, U.S. Representative	Congress of the United States	2017 & 2019	B-1/B-2/B-3
Bruce Westerman, U.S. Representative	Congress of the United States	2017 & 2019	B-1/B-4
Eddie Cheatham, State Senator, District 26	Senate, State of Arkansas	2019	B-5
Mark D. McElroy, State Representative, District 11	Arkansas House of Representatives	2017	B-6/B-7
Scott E. Bennett, P.E., Director	Arkansas State Highway Commission	2017	B-8
Michael Preston, Executive Director	Arkansas Economic Development Commission	2019	B-9
Deidre Smith, Director	Arkansas Waterways Commission	2019	B-10/B-11
Jack May, Desha County Judge	Desha County	2017	B-12/B-13
Jim Hudson, Ashley County Judge	Ashley County	2019	B-14
Randy Pruitt, Grant County Judge	Grant County	2019	B-15/B-16
Robert Akin, Drew County Judge	Drew County	2019	B-17
Flora J. Simon, Mayor	City of Dumas	2019	B-18/B-19
JoAnne H. Bush, Mayor	City of Lake Village	2017	B-20/B-21
Jeff Owyoung, Mayor	City of McGehee	2019	B-22
Travis Collins, Mayor	City of Eudora	2019	B-23
Walter Donald, Mayor	City of Dermott	2019	B-24
Joe Wise, Jr. Mayor	City of Sheridan	2019	B-25
Kathleen M. Slavens, General Counsel	Arkansas Short Line Railroads, Inc.	2017	B-26

Name/Title	Affiliation	Grant Year	Page Number(s)
Louisiana Letters of Support			
Bill Cassidy, M.D., U.S. Senator	Congress of the United States	2019	B-27
John Kennedy, U.S. Senator	Congress of the United States	2019	B-28
Ralph Abraham, M.D., U.S. Representative	Congress of the United States	2019	B-28
Francis C. Thompson, State Senator, District 34	Senate, State of Louisiana	2019	B-29
Andy Anders, State Representative, District 21	Louisiana House of Representatives	2019	B-30/B-31
Charles R. "Bubba" Chaney, State Representative, District 19	Louisiana House of Representatives	2019	B-32/B-33
Mike Strain, DVM, Commissioner	Louisiana Department of Agriculture & Forestry	2019	B-34
Jennifer L. Marusak, Executive Director	Ports Association of Louisiana	2019	B-35
Tana Trichel, President/CEO	Northeast Louisiana Economic Alliance (NELEA)	2019	B-36
Robert D. Fortenberry, President	Madison Parish Police Jury	2019	B-37/B-38
S. Lee Denny, President	East Carroll Parish Police Jury	2019	B-39/B-40
Gloria Owens Hayden, Mayor	City of Tallulah	2019	B-41/B-42
Robert N. Amacker Jr., Mayor	Town of Lake Providence	2017	B-43/B-44
Matt Prince, Director of Operations	Continental Rail	2017	B-45
Fred W. Eubanks, Human Resources Mgr-HRMC/Southeast Region	Hydro Extrusion North America	2017	B-46
Kevin Tubbs, Operations Manager	Big River Rice and Grain	2019	B-47
Neil D. Martin, Vice President	Terral	2019	B-48
Travis Melton, VP Sales & Marketing	Complex Chemical Co., Inc.	2019	B-49/B-50
Larry Stivers, CHS Crop Nutrients East Sales Manager	CHS, Inc.	2019	B-51
David Cirilli	Helena Agri-Enterprises, LLC	2019	B-52
Bruce McNabb, Operations Manager South Delta Division	Nutrien	2019	B-53
Amanda Edge	Entergy	2019	B-54

Name/Title	Affiliation	Grant Year	Page Number(s)
National Letters of Support			
Kurt J. Nagle, President and CEO	American Association of Port Authorities (AAPA)	2017	B-55/B-56
Brenda Mainwaring	Union Pacific Railroad	2017	B-57

Congress of the United States

Washington, DC 20510

November 1, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Chao:

We're writing to express our support for the Improvement Project Infrastructure for Rebuilding America (INFRA) grant application submitted by the Southeast Arkansas Economic Development District.

If approved, this grant will provide funding for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor. This project would achieve the goals of the INFRA program by modernizing and improving rail safety infrastructure along an important freight corridor, while also improving the regional connectivity of three inland waterway ports. These infrastructure improvements are necessary to provide the port's customers access to the nation's rail network and will have a significant impact on the region's economic development efforts through increases in efficiency and cost savings for regional shippers.

Increasing rail and river traffic is vital to the growth of our regional and national economy, particularly in rural America. This grant will provide the necessary funds to improve the connectivity and efficiency of our rail systems and inland waterways, driving growth in the region. For these reasons, we think improving this freight corridor is a worthy project that meets the goals of the INFRA grant program and furthers the economic development goals of the Trump administration. We ask that you approve the district's application. Thank you for your full and fair consideration.

Sincerely,

John Boozman
United States Senator

Tom Cotton
United States Senator

Rick Crawford
United States Representative

Bruce Westerman
United States Representative

RICK CRAWFORD
1ST DISTRICT, ARKANSAS

COMMITTEE ON AGRICULTURE
CHAIRMAN OF SUBCOMMITTEE ON FARM COMMODITIES AND RISK MANAGEMENT
SUBCOMMITTEE ON NUTRITION

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT
SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS, AND EMERGENCY MANAGEMENT

HOUSE PERMANENT SELECT COMMITTEE ON INTELLIGENCE

Congress of the United States

House of Representatives
2422 Rayburn Building
Washington, DC 20515

WASHINGTON, DC
2422 RAYBURN HOB
WASHINGTON, DC 20515
PHONE: 202-225-4076
FAX: 202-225-5602

JONESBORO
2400 EAST HIGHLAND
SUITE 300
JONESBORO, AR 72401
PHONE: 870-203-0540
FAX: 870-203-0542

CABOT
112 SOUTH FIRST STREET
CABOT, AR 72023
PHONE: 501-843-3043
FAX: 501-843-4955

MOUNTAIN HOME
1001 HIGHWAY 62 EAST
SUITE 9
MOUNTAIN HOME, AR 72653
PHONE: 870-424-2075
FAX: 870-424-3149

WWW.CRAWFORD.HOUSE.GOV

February 20, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20059

Dear Secretary Chao,

As the U.S. representative for the first congressional district of Arkansas, I write to express my support of the grant proposal submitted by the Southeast Arkansas Economic Development District (SEAEDD) and its partners to the U.S. Department of Transportation (DOT) for an Infrastructure For Rebuilding America (INFRA) grant.

As Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials within the House Committee on Transportation and Infrastructure, I proudly support SEAEDD and its partners in their efforts to modernize and improve rail safety infrastructure along an important freight corridor, boosting regional connectivity to three inland waterway ports. I understand the improvements will provide these ports' customers access to our nation's rail network, significantly impacting the region's economic development efforts and expanding effectiveness and cost savings to regional shippers.

Grant funding will provide shippers in the region with new cost-effective alternatives for delivering their products and manufactured goods nationwide and even globally, while also establishing a desperately-needed economic development tool in the area. This application for multimodal freight corridor improvements is critical for the region, state, and nation, with increased rail transportation and river traffic growing our economy.

Thank you for your time and attention, and I request that you give this worthy project serious and all due consideration when making final funding decisions.

Sincerely,



Member of Congress

RC/el

BRUCE WESTERMAN
4TH DISTRICT, ARKANSAS

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515–0404

209 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3772

101 RESERVE STREET, SUITE 200
HOT SPRINGS, AR 71901
(501) 609-9796

http://westerman.house.gov

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Ms. Elaine Chao,

I write to express my support for Southeast Arkansas Economic Development District's (SEAEDD) and its partners' INFRA Grant application. If awarded, SEAEDD and its partners will provide shippers with new cost-effective alternatives for delivering their goods throughout the nation and internationally, providing a new economic tool vital to the area.

SEAEDD, the Port of Lake Providence and the Madison Parish Port, both of Louisiana, are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) and served by a parallel 91.3-mile continuous short line railroad corridor of commerce which interfaces with existing ports. SEAEDD and its partners have developed the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project to modernize and improve rail safety infrastructure along an essential freight corridor and improve the regional connectivity to three inland waterway ports.

It is of the utmost importance to support projects like SEAEDD's and its partners', to improve necessary infrastructure for the region's and nation's economic growth. This infrastructure project better serves Arkansas' Fourth Congressional District, and I am proud to support their efforts to improve infrastructure and enhance economic growth.

Thank you for your full and fair consideration of SEAEDD's and partners' application. Please apprise me of its progress by contacting Melinda Boyer in my El Dorado office at (870) 864-8946 or at melinda.m.boyer@mail.house.gov.

Sincerely,

Bruce Westerman

Bruce Westerman
United States Congressman
Arkansas' Fourth District

100 EAST 8TH AVENUE, ROOM 2521
PINE BLUFF, AR 71601
(870) 536-8178

101 NORTH WASHINGTON AVENUE, SUITE 406
EL DORADO, AR 71730
(870) 864-8946

211 WEST COMMERCIAL STREET
OZARK, AR 72949
(479) 667-0075

PRINTED ON RECYCLED PAPER

EDDIE CHEATHAM

SENATOR
26TH DISTRICT
OFFICE: 870-364-5659
eddie.cheatham@senate.ar.gov

2814 ASHLEY 239
CROSSETT, ARKANSAS 71635-8824

THE SENATE
STATE OF ARKANSAS

VICE-CHAIR:
JOINT AUDIT

MEMBER:
LEGISLATIVE COUNCIL
JOINT AUDIT
JOINT BUDGET
EDUCATION
JOINT RETIREMENT AND SOCIAL SECURITY
AGRICULTURE, FORESTRY AND ECONOMIC DEVELOPMENT
RULES, RESOLUTIONS AND MEMORIALS

February 25, 2019

The Honorable Elaine Chao
Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Ms. Chao:

Please accept this letter supporting the Southeast Arkansas Economic Development District and its partners as they apply for the 2018-19 INFRA Grant from the U.S. Department of Transportation. It is my understanding the grant would be used for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project.

It is my understanding the funds will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports between McGehee, Arkansas and Tallulah, Louisiana. The infrastructure improvements are needed to provide the ports' railroad customers access to the nation's rail network. This project will have a significant impact on the southeast region's economic development efforts and will expand the efficiency and cost savings to regional shippers. It will also provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and world. Increased transportation of rail and river traffic is vital to the growth of our regional and national economy.

I respectfully ask you to give their application every consideration. Thank you for your time and attention in this matter. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Eddie Cheatham

Eddie Cheatham
State Senator
District 26

EC:em

REPRESENTATIVE
Mark D. McElroy
2645 Highway 138 East
Tillar, Arkansas 71670-9372

870-644-3822 Residence
mdmcelroy1@yahoo.com

DISTRICT 11

Counties:
Part Desha
Part Ashley
Chicot

COMMITTEES:

Education
Higher Education Subcommittee

Agriculture, Forestry and Economic Development
Vice Chairperson,
Parks and Tourism Subcommittee

House Management

Joint Budget

STATE OF ARKANSAS

House of Representatives

October 18, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing in support of the Southeast Arkansas Economic Development District's request for a 2017-2017 INFRA Grant application for multimodal freight corridor improvements in Southeast Arkansas and Northeast Louisiana. The project will be shared by the Southeast Arkansas Economic Development District, Port of Lake Providence, Louisiana, and Madison Parish, Louisiana.

Each partner is located along a 100 mile section of the Mississippi River, between McGehee in Southeast Arkansas and Tallulah in Northeast Louisiana. There is a short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence, Madison Parish Port, and a future rail connection to the Port of Yellow Bend near Arkansas City, Arkansas.

The grant will be utilized to modernize and expand the infrastructure located along the corridor. The renovation is necessary because it will bring about regional connectivity to three inland waterway ports. The construction mentioned in the grant application will give the port's railroad customers access to the nation's rail network. This project will expand effectiveness, support economic development efforts while bringing about cost savings to shippers.

I'm sure you will review the detailed information in the grant application that explains how the freight corridor improvements will be cost-effective for shippers in the region. Shippers will be able to effortlessly deliver their produce and goods to the nation and around the world. Once this project is completed it will economically benefit Arkansas, Louisiana, the entire region and the nation.

I truly appreciate your consideration of the grant request, and respectfully ask you to approve the funding. If I can be of assistance to you, please contact me.

Sincerely,

Mark D. McElroy

Mark D. McElroy
State Representative
District 11

MDM/prs

ARKANSAS STATE HIGHWAY COMMISSION

DICK TRAMMEL
CHAIRMAN
ROGERS

THOMAS B. SCHUECK
VICE CHAIRMAN
LITTLE ROCK

ROBERT S. MOORE, JR.
ARKANSAS CITY

DALTON A. FARMER, JR.
JONESBORO

PHILIP TALDO
SPRINGDALE

SCOTT E. BENNETT, P.E.
DIRECTOR

P.O. Box 2261 • Little Rock, Arkansas 72203-2261
Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
www.ArDOT.gov • www.IDriveArkansas.com

October 27, 2017

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Ave. SE.
Washington, DC 20590-0001

Dear Madam Secretary:

Reference is made to the Southeast Arkansas Economic Development District's (SEAEDD) 2017-2018 INFRA Grant Application for Multimodal Freight Corridor Improvements in Southeast Arkansas and Northeast Louisiana. This application is for modernization and improvements to rail safety infrastructure and improvement of regional connectivity to three inland waterway ports between McGehee, Arkansas and Tallulah, Louisiana.

The Arkansas Department of Transportation acknowledges that modernizing critical rail safety infrastructure and improving regional connectivity for these ports will allow for more efficient inland waterway shipping and would improve the economic viability of this largely rural and socioeconomically depressed Delta region.

If additional information is needed, please advise.

Sincerely,

Scott E. Bennett

Scott E. Bennett, P.E.
Director

c: Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Transportation Planning and Policy
Governmental Relations Office
Southeast Arkansas Economic Development District

Y:\WINWORD\DD & COO\Correspondence\Letters\Bennett\INFRA Support Letters\SEAEDD INFRA Grant Support Letter REV.docx

ARKANSAS INC

ASA HUTCHINSON | Governor MICHAEL PRESTON | Executive Director

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Chao:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our agency, our states and our region; I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Michael Preston
Executive Director

Arkansas Waterways Commission

Asa Hutchinson, Governor

Deidre Smith, Director

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Re: Letter of Support for SEAEDD INFRA Grant Submittal

Dear Secretary Chao,

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the port' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so

desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partner's application for INFRA program funding.

Sincerely,

Deidre Smith, Director
Arkansas Waterways Commission

cc: Patrecia Hargrove, Executive Director – Southeast Arkansas Economic Development District
Marty Shell, Chairman – Arkansas Waterways Commission

JACK MAY

DESHA COUNTY JUDGE

October 18, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

P.O. BOX 188 • ARKANSAS CITY, ARKANSAS • TELEPHONE (870) 877-2426 • FAX (870) 877-3413

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Jack May
Desha County Judge



JIM HUDSON
ASHLEY COUNTY JUDGE
205 E. JEFFERSON ST. #14
HAMBURG, ARKANSAS 71646
ashleycountyjudge.jh@yahoo.com
870-853-2000 FAX 870-853-2005 MOBILE 870-853-6810

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Jim Hudson

Jim Hudson, Ashley County Judge

Grant County Courthouse
Sheridan, AR 72150

RANDY PRUITT
Grant County Judge

(870) 942-2551

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Randy Pruitt

Randy Pruitt
Grant County Judge

Robert Akin
Drew County Judge

210 South Main Street • Monticello, Arkansas • 870-460-6200 • 870-367-7046 fax • drewcojudge@sbcglobal.net

February 21, 2019
The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Drew County Judge
Robert Akin

02/21/2019 09:28 #1583 P.002/002

DUMAS
Where life is more.

Flora Simon, Mayor
Erma Coburn, City Clerk/Treasurer
City Council:
Roy Dalton
Kenneth Daniels
Franklin Healey
Amber Madison
Ross Martin
Jared May
John Owen
Romona Weatherford

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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P.O. Box 157 | 155 E. Waterman St. | Dumas, AR 71639-0157
870.382.2121 phone | 870.382.6846 fax | dumas@centurytel.net | dumasar.net

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Flora J. Simon
Mayor, City of Dumas

CITY OF LAKE VILLAGE

JOANNE H. BUSH
MAYOR

AMANDA BROWN
ADMIN. ASST.

October 17, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for

P.O. BOX 725 | LAKE VILLAGE, ARKANSAS 71653
P: (870) 265-2228 | F: (870) 265-5817 | EMAIL MAYOR: jbush@lakevillagear.gov • Admin. Asst.: abrown@lakevillagear.gov

CITY OF LAKE VILLAGE

JOANNE H. BUSH
MAYOR

AMANDA STRICKLAND
ADMIN. ASST.

Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

JoAnne H. Bush

JoAnne H. Bush, Mayor

P.O. BOX 725 • LAKE VILLAGE, ARKANSAS 71653
PHONE (870) 265-2228 • FAX (870) 265-5817 • E-MAIL MAYOR: jbush@cityoflakevillage.com • Admin. Asst.: astricklandclv@gmail.com
www.cityoflakevillage.com

Jeff Owyoung, Mayor
Marcia Massey, City Clerk
Judge Gibbs Ferguson
Attorney Melinda French

City of McGehee
P.O. Box 612
McGehee AR 71654
870-222-3160
Fax: 870-222-5729

Council
LeRoy Hood
Margaret Hood
Steve Montgomery
Al Murphy
Mike Rogers
Helen Wesson

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Jeff Owyoung, Mayor

City of Eudora, AR
239 SOUTH MAIN STREET
Eudora, Chicot County, Arkansas 71640
Phone: (870) 355-4436
Fax: (870) 355-4003
Email: EudoraCity@gmail.com

TRAVIS COLLINS, MAYOR
KATIE HARRIS-ELLIOTT, CITY ATTORNEY
PRUSTINA CURRY, CITY CLERK

BOARD OF ALDERMAN
MARY HARRIS
FAYE MOYE
DANITA TURNER
CHARLENE TAYLOR
MARCO TONEY
ROBERT THOMAS
BUELAH MAIDEN
EZELL MINNIEFIELD

Monday, February 25, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Travis Collins, Mayor

Date: 21 February 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Walter Donald
Dermott City Mayor

City of Sheridan

OFFICE OF THE MAYOR
BOX 44
Sheridan, Arkansas 72150

Joe Wise, Jr., Mayor

Carrie Smith, City Clerk-Treasurer

February 20th, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Joe Wise

Kathleen M. Slavens
General Counsel
Arkansas Short Line Railroads, Inc.
kathleenslavens@gmail.com
4416 S. Arkansas Avenue, Russellville, Arkansas 72802 * 479-968-6455 * 479-968-2634

November 1, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

Arkansas Short Line Railroads is the parent company of North Louisiana and Arkansas Railroad (NLA). NLA is a partner in the above referenced Grant application, and is well aware of how important the requested improvements are to the Delta area. New rail will attract new businesses, and will thus bring new jobs to this impoverished section of the Delta region. It is because of this need, and our confidence in the very real benefits that will be realized by this project, that NLA is willing to put its own money toward this project. We appreciate that you will also see the benefits to the planned improvements, and request that you fund this project.

Sincerely,

Kathleen M. Slavens
General Counsel,
Arkansas Short Line Railroads

BILL CASSIDY, M.D.
LOUISIANA

WASHINGTON, DC OFFICE:
SUITE SH-520
HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-5824

United States Senate

COMMITTEES:
FINANCE
HEALTH, EDUCATION, LABOR, AND PENSIONS
ENERGY AND NATURAL RESOURCES
VETERANS' AFFAIRS
JOINT ECONOMIC COMMITTEE

February 19, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590-0001

Dear Secretary Chao:

It has recently come to my attention that the Southeast Arkansas Economic Development District is applying for funding from the Infrastructure For Rebuilding America (INFRA) grant program. They are requesting $29,541,000 this year to perform upgrades on a short rail system in Arkansas and Louisiana.

The Southeast Arkansas Economic Development District plans to use the funds to complete rail rehabilitation that would allow trains to travel up to 25 miles per hour; to improve rail connectivity between customers and other railroads; and upgrade bridges and road crossings. This project is part of a multiyear investment in the railroad. The project is expected to benefit communities from Tallulah, Louisiana, to Southeast Arkansas. The targeted short rail is connected to the Ports of Lake Providence and Madison on the Mississippi River in Louisiana.

I appreciate the department's consideration of this application. I ask that you please keep my office informed on the progress of this proposal as well as when a final decision has been made regarding this grant. Should you have any questions, please feel free to contact Michael Eby in my Baton Rouge Office at (225) 929-7711.

Sincerely,

Bill Cassidy, M.D.

Bill Cassidy, M.D.
United States Senator

BC/ME

3600 JACKSON STREET
SUITE 115A
ALEXANDRIA, LA 71301
(318) 448-7176

5555 HILTON AVENUE
SUITE 100
BATON ROUGE, LA 70808
(225) 929-7711

101 LA RUE FRANCE
SUITE 505
LAFAYETTE, LA 70508
(337) 261-1400

1 LAKESHORE DRIVE
SUITE 1155
LAKE CHARLES, LA 70629
(337) 261-1400

3421 N. CAUSEWAY BOULEVARD
SUITE 204
METAIRIE, LA 70002
(504) 838-0130

1651 LOUISVILLE AVENUE
SUITE 123
MONROE, LA 70201
(318) 324-2111

6425 YOUREE DRIVE
SUITE 415
SHREVEPORT, LA 71105
(318) 798-3215

Congress of the United States

Washington, DC 20515

February 28, 2019

The Honorable Elaine Chao
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

We write in support of the proposal submitted by the Southeast Arkansas Economic Development District (SEAEDD) and its partners for funding under the FY 2019 Infrastructure for Rebuilding America (INFRA) Grant program to construct the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project.

SEAEDD, the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile stretch of the Mississippi River between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This stretch is also served by a parallel 91.3-mile short line railroad that interfaces directly with the Port of Lake Providence and Madison Parish Port, and will soon serve an additional rail connection to the Port of Yellow Bend near Arkansas City, AR.

Funds will be used to modernize rail infrastructure in order to increase the speed, safety and overall efficiency of the rail system, and to improve connectivity between three inland ports. These improvements will reduce shipping costs and provide customers of the ports with a cost-effective alternative for delivering commodities and manufactured goods to market. Greater connectivity for producers and shippers with the region's inland waterway ports will provide a new economic development tool and increased opportunities for a historically underserved area of the country.

Increasing commercial rail and barge traffic is critical to economic growth in this region and throughout the nation. This proposal is a great example of a multimodal transportation project that improves existing infrastructure in a rural area and will provide much needed economic benefits to this region as well as manufacturers and end-users in connected markets.

As you continue to evaluate proposals to improve and rebuild our Nation's infrastructure, we ask that you give all due consideration to this project for funding under the INFRA Grant program. Thank you for your consideration of this request.

Sincerely,

John Kennedy
U.S. Senator

Ralph Abraham, M.D.
U.S. Representative

PRINTED ON RECYCLED PAPER

SENATE
STATE OF LOUISIANA

FRANCIS C. THOMPSON
State Senator
District 34
P.O. Box 68
Delhi, LA 71232
Phone: (318) 878-9408
Fax: (318) 878-5650
Email: thompsof@legis.la.gov

COMMITTEES:

Agriculture, Forestry, Aquaculture and Rural Development, *Chairman*
Commerce, Consumer Protection and International Affairs
Finance, *Interim Member*
Joint Legislative Committee on the Budget
Select Committee on Homeland Security

February 12, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Ms. Secretary,

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi Rivert between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

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I appreciate the opportunity to share with you the importance of the project to our state and our region. I urge your expeditious approval of SEAEDD's and its partner's application for INFRA program funding.

Sincerely,

Francis C. Thompson
State Senator, District 34

LOUISIANA HOUSE OF REPRESENTATIVES

200 Advocate Row, Suite D
Vidalia, Louisiana 71373
Email: larep021@legis.state.la.us
Phone: 318.336.5865
800.259.3660
Fax: 318.336.9268

Agriculture, Forestry,
Aquaculture and Rural Development
Insurance
Commerce

ANDY ANDERS
State Representative - District 21

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D. C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multi modal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District(SEADD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3 mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEADD's and its partners application for INFRA program funding.

Sincerely,

Andy Anders
State Representative/District 21

LOUISIANA HOUSE OF REPRESENTATIVES

P.O. Box 8
806 Louisa Street, Suite B
Rayville, LA 71269
Email: chanyb@legis.la.gov
Phone: 318.728.5875
Fax: 318.728.5876

CHARLES R. "BUBBA" CHANEY
State Representative ~ District 19

Agriculture, Forestry, Aquaculture, and Rural Development
Appropriations
Health and Welfare
House Committee on Enrollment
Joint Legislative Committee on the Budget

February 14, 2019

The Honorable Elaine Chao
Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Madam Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvements Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant for Fiscal year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100 mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3 mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be modernized and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the regions economic development efforts and will expand the effectiveness and cost savings to regional shippers.

Lake Providence, LA
Letter of Support 2019 INFRA Grant

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as we provide a new economic development tool for the region which is so desperately needed. This application for multimodal freight corridor improvements is critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to businesses using this railway and these ports, our state, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Yours truly,

Charles R. Chaney

CHARLES R. CHANEY
LA STATE REPRESENTATIVE
DISTRICT 19

C: Mr. Lee Denny, Assistant Manager, Port of Lake Providence

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER

February 21, 2019

The Honorable Elaine L. Chao
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Dear Secretary Chao: Elaine

I hope this letter finds you well. It was a pleasure to meet you and work together at the White House Infrastructure Summit in August 2017. I am writing to offer my support support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are presenting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence and the Madison Parish Port are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas. This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region. I respectfully request your favorable consideration for this grant application.

Sincerely,

Mike Strain, DVM
Commissioner

Post Office Box 631, 5825 Florida Blvd., Baton Rouge, Louisiana 70821-0631 Telephone: (225) 922-1234 Fax: (225) 922-1253 www.ldaf.state.la.us

666 North Street, Baton Rouge, LA 70802
Phone: 225.572.1916

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Chao:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, Louisiana and the Madison Parish Port, Louisiana are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world. It will also provide a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, as well as for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our organization and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Jennifer L. Marusak
Executive Director
Ports Association of Louisiana

NORTHEAST LOUISIANA ECONOMIC ALLIANCE

NELEA

www.nelea.us

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also serviced by a parallel 91.3 –mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical; much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Tana Trichel, President/CEO

Economic Development
Mail and Operations

LOUISIANA DELTA COMMUNITY COLLEGE | ADVANCED TECHNOLOGY BUILDING
7500 MILLHAVEN ROAD, ROOM 210 | MONROE, LA 71203 | P. 318.345.9288
204 Fair Avenue | Winnsboro, LA 71295
p. 318.435.4 865 | f. 318.435.4895

THIS INSTITUTION IS AN EQUAL OPPORTUNITY PROVIDER

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DISTRICT 5
JANE G. SANDERS

Madison Parish Police Jury

Courthouse Building
Ofc (318) 574-3451

100 North Cedar Street
Fax (318) 574-3122

Tallalah, Louisiana 71282

MARGARET DEW
SECT/TREAS

MARILYN WYCHE
ASST SECT/TREAS

MARGARET WHITNEY
ADMIN CLERK

CLINTON EPPS
SUPERINTENDENT

LARRY HEARN
ASST SUPERINTENDENT

February 25, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application to NFRA program funding.

Sincerely,

Robert D. Fortenberry
President Madison Parish Police Jury

East Carroll Parish Police Jury

400 First Street, Suite 5
Lake Providence, LA 71254

MEMBERS:
BILLY TRAVIS , Dist. 1
KOFI DARDEN-HAWKINS, Dist. 2
BRIAN BLOCKWOOD, Dist. 3
KENDALL L. THOMPSON, Dist.4
S. LEE DENNY, Dist.5

PRESIDENT
S. Lee Denny
VICE-PRESIDENT
Kendall L. Thompson
SECRETARY-TREASURER
Natosha Davis
TELEPHONE 318 / 559-2256
FAX NO. 318 / 559-1502
E-mail: ecpj400@att.net

February 12, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D. C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the port's railroad customer's access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

S. Lee Denny

Gloria Owens Hayden
Interim Mayor
Charles Finlayson
District 1
Martez Robinson
District 2
Andrew Sims
District 3
Marjorie Day
District 4
Michael Whitney
District 5

204 North Cedar Street
Tallulah, Louisiana 71282
Telephone (318) 574-0964
Fax (318) 574-2773

Office of the Mayor

February 21, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary Chao:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

"This Institution is an Equal Opportunity Employer/Provider"

I appreciate the opportunity to share with you the importance of this project to our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Gloria Owens Hayden
Mayor

Town of Lake Providence

Robert N. Amacker Jr.
Mayor
Lee Ann W. Clement
Clerk

EXECUTIVE DEPARTMENT
201 SPARROW STREET
LAKE PROVIDENCE, LOUISIANA 71254
TELEPHONE: 318-559-2288
FAX: 318-559-3442

Alderman:
Jason Condrey
Nathaniel Madere
Barbara McDaniel
Karl Magee
Donald B. Meadows
Attorney: Kenneth "Andy" Brister, Jr.

October 24, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

Town of Lake Providence

Robert N. Amacker Jr.
Mayor
Lee Ann W. Clement
Clerk

EXECUTIVE DEPARTMENT
201 SPARROW STREET
LAKE PROVIDENCE, LOUISIANA 71254
TELEPHONE: 318-559-2288
FAX: 318-559-3442

Alderman:
Jason Condrey
Nathaniel Madere
Barbara McDaniel
Karl Magee
Donald B. Meadows
Attorney: Kenneth "Andy" Brister, Jr.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Robert N. Amacker Jr.
Mayor, Lake Providence

"This institution is an equal opportunity provider and employer"

CONTINENTAL RAIL

October 17, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:
Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Matt Prince
Director of Operations

2929 E. Commercial Blvd., Suite PH-D – Fort Lauderdale, FL 33308
Toll free: 1-855-946-RAIL (7245) – www.ContinentalRail.us

HYDRO

October 16, 2017

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers, with our manufacturing plant, with 350 ee's benefitting from this investment.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a positive step for Arkansas and Louisiana, and a positive step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Fred W. Eubanks
Human Resources Mgr-HRMC/Southeast Region
Hydro Extrusion North America
142 Sapa Drive
Delhi, LA 71232
(318) 341.7402

Mailed 2/21/19

BIG RIVER
★ RICE AND GRAIN ★
AN AGSPRING COMPANY

February 20, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between these two points is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, AR.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers access to the nation's rail network. The improvements will have significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

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I appreciate the opportunity to share with you the importance of this project to our company and the areas we operate in. I urge your expeditious approval of SEAEDD's and its partners' application for INFRA program funding.

Sincerely,

Kevin Tubbs
Operations Manager

P.O. BOX 38 • PIONEER, LA 71266 • (318) 428-2439 • FAX (318) 428-4570

TERRAL

10100 Highway 65 South
Lake Providence, LA 71254
(800) 228-1961

February 26, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mrs. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and the Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Respectfully,

Terral RiverService, Inc.

Neil Martin
Vice President

COMPLEX CHEMICAL CO., INC.
MADISON PARISH PORT INDUSTRIAL PARK
P.O. BOX 1352
TALLULAH, LA 71282
PHONE: (318) 574-0382

February 26, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary Chao:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017-18 INFRA Grant application.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3 – mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and yet – to – be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports railroad customers access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

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I appreciate the opportunity to share with you the importance of this project to our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Travis Melton

VP Sales & Marketing
Complex Chemical Co., Inc.
177 Complex Chemical Rd.
Tallulah, LA 71282
318-574-0382

CHS

405 Port Road
Lake Providence, LA
71254

2/20/19

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are location along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, AR.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured good to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for the multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application of INFRA program funding.

Sincerely,

Larry Stivers

Larry Stivers
CHS Crop Nutrients
East Sales Manager

2/20/2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for the 2019 fiscal year.

The Southeast Arkansas Economic Development District (SAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100 mile long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural southeast Arkansas and Tallulah in rural northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also serviced by a parallel 91.3 mile continuous short line railroad corridor of commerce that directly connects the Port of Lake Providence to the Port of Madison Parish. There is also a yet-to-be-constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an already important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide access to the nation's railway network for each of the respective port's railroad customers. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical step for Arkansas and Louisiana, and a much needed step for the region and the nation. Increased transportation via rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region. I urge your expeditious approval of SEAEDD's and its partners' application for INFRA program funding.

Sincerely,

David Cirilli

Helena Agri-Enterprises, LLC

Date: 2/25/19

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The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

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The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their produce and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Bruce McNabb

Bruce McNabb
Operations Manager
South Delta Division

Entergy

P.O. Box 35803
West Monroe, LA 71294-5803

March 28, 2019

The Honorable Elaine Chao, Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Secretary:

Please accept this letter as support for the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their INFRA Grant application for Fiscal Year 2019.

The Southeast Arkansas Economic Development District (SEAEDD), the Port of Lake Providence, LA and the Madison Parish Port, LA are located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas and Tallulah in rural Northeast Louisiana. This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce that interfaces directly with the existing Port of Lake Providence and Madison Parish Port and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas.

This grant for a multi-state Public Private Partnership will be used to modernize and improve rail safety infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports. The infrastructure improvements described in the grant application are needed to provide the ports' railroad customers' access to the nation's rail network. The improvements will have a significant impact to the region's economic development efforts and will expand the effectiveness and cost savings to regional shippers.

The multimodal improvements described in the grant application will provide shippers in the region with new cost-effective alternatives for delivering their products and manufactured goods to the nation and to the world, as well as providing a new economic development tool for the region, which is so desperately needed. This application for multimodal freight corridor improvements is a critical, much needed step for Arkansas and Louisiana, and a critical much needed step for the region and the nation. Increased transportation of rail and river traffic is important to the growth of our region's and nation's economy.

I appreciate the opportunity to share with you the importance of this project to our firm, our states, and our region, and I urge your expeditious approval of SEAEDD's and its partners application for INFRA program funding.

Sincerely,

Amanda Edge

October 13, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Chao:

The American Association of Port Authorities (AAPA) is writing to express its strong support for public seaports' applications for the FY 2017 Infrastructure For Rebuilding America (INFRA) Grants. Direct and sustainable multimodal funding for freight infrastructure was AAPA's top priority for the FAST Act.

Founded in 1912, AAPA is the unified and collective voice of the seaport industry in the Americas. AAPA empowers port authorities, maritime industry partners and service providers to serve their global customers and create economic and social value for their communities. Our activities, resources and partnerships connect, inform and unify seaport leaders and maritime professionals in all segments of the industry around the western hemisphere. Our letter today is on behalf of our U.S. members.

Last year, AAPA and the American Association of State Highway Transportation Officials (AASHTO) released the *State of Freight II – Implementing the FAST Act and Beyond*. This timely report highlights the work state DOTs and seaports have engaged in since implementation of the FAST Act to develop and finalize state freight plans, in coordination with state freight advisory committees. For example, the survey found that 71 percent of states have state freight plans that they are actively working to make FAST Act compliant. In addition, 57 percent of states have targeted more than 6,200 freight projects for inclusion in their state freight plans, while 35 percent have identified a combined $259 billion in costs for their state's freight plan projects.

Ports are integral partners in developing these state freight plans and a national multimodal freight plan. *The State of Freight II* builds off AAPA's 2015 *State of Freight* report, which identified $28.9 billion in needed freight landside infrastructure investments by 2025.

American seaports and their private-sector partners annually spend more than $30 billion collectively in marine terminal capital improvements that help handle freight and cruise passengers more efficiently. INFRA grants will provide ports with needed funding for multimodal projects that support America's transportation system and freight network. State's have already begun to submit their state freight plans in anticipation of the December 4 grant application deadline. USDOT should already be seeing port-related projects of regional and national significance that would benefit from INFRA grants to make improvements to America's transportation infrastructure.

The governments of Canada and Mexico are making large investments in their freight transportation systems, including their seaports. Goods imported and exported do not need to go through U.S. ports. If we do not maintain our infrastructure, more freight will flow through neighboring countries. In order to keep these important maritime jobs at home, the U.S. government must make significant investments in seaport infrastructure.

As the Department of Transportation begins to evaluate the applications for the INFRA grants, we strongly urge you to focus on seaports and the last mile freight-related projects, including gateways and corridor projects, to help maintain and expand the maritime infrastructure. These projects support U.S. exports and imports, which are vital to our nation's economy, standard of living and U.S. jobs.

Sincerely,



Kurt J. Nagle
President and CEO

BUILDING AMERICA®

October 31, 2017

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary Chao:

On behalf of Union Pacific Railroad, I am writing in support of the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project that the Southeast Arkansas Economic Development District and its partners are requesting in their 2017 INFRA Grant application. This grant will be used to modernize and improve rail infrastructure along an important freight corridor and improve the regional connectivity to three inland waterway ports.

The strategic location of the project provides ready access to the nation's markets via 32,000 miles of Union Pacific track and connectivity to other Class I and short line railroads. Union Pacific has a positive working partnership with the Southeast Arkansas Economic Development District and its partners and looks forward to working with them if they are awarded a 2017 INFRA grant. Furthermore, we look forward to continue working with the parties involved to ensure their rail and roadway improvements plans follow our rail access standards and engineering safety requirements.

Thank you for your consideration and please feel free to contact me if you have any questions.

Sincerely,

Brenda Mainwaring

UNION PACIFIC RAILROAD
24125 Old Aldine Westfield
Spring, TX 77373

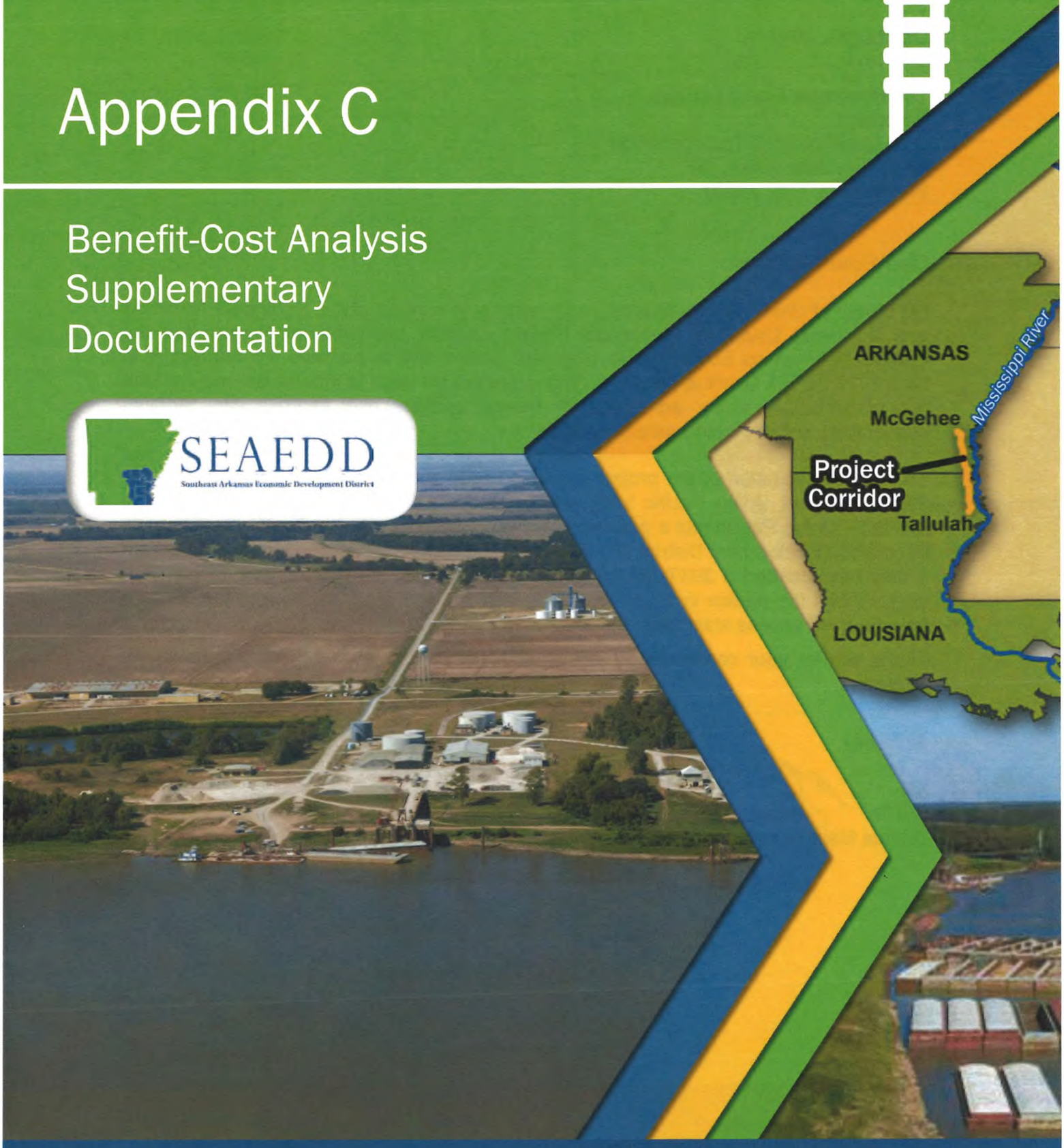
Brenda S. Mainwaring
AVP – Public Affairs

P 281-350-7501
E brendamainwaring@up.com

Appendix C

Benefit-Cost Analysis Supplementary Documentation

SEAEDD
Southeast Arkansas Economic Development District



Benefit-Cost Analysis Supplementary Documentation

INFRA Discretionary Grant Program

Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project

Southeast Arkansas Economic Development District

February 28, 2019

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Executive Summary

The Southeast Arkansas Economic Development District (SEAEDD), Lake Providence Port Commission (LPPC), the Madison Parish Port Commission (MPPC), Yellow Bend Port, the Delta Southern Railroad (DSR), and the North Louisiana & Arkansas Railroad (NLA) are partnering to re-develop a multimodal freight corridor located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas south to Tallulah in rural Northeast Louisiana. The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project (the Project) is a unique public-private partnership between a state agency (SEAEDD), three public ports (Yellow Bend Port, Port of Lake Providence, and Madison Parish Port), and two private short line railroads (NLA and DSR) in one of the most severely economically distressed regions of the US. The Project covers two counties in Southeast Arkansas (Desha and Chicot) and two parishes in Northeast Louisiana (East Carroll and Madison).

The purpose of the Southeast Arkansas and Northeast Louisiana Rail and Port Infrastructure Improvements Project (the Project) is to leverage the strength of and recent investment in connecting multimodal transportation facilities in the region and a long-standing public-private partnership and related long-term planning between local public agencies (including three Ports), area railroads, and other regional stakeholders to develop a project with several direct benefits to rural communities through enhancement of existing and construction of new railroad infrastructure on the McGehee-Tallulah Railroad Corridor and at the Ports. These project improvements accruing to a rural region will catalyze greater opportunities for economic development and job creation, greatly enhance access to domestic multimodal transportation and the global marketplace for local industries and shippers, and reduce truck traffic on the area roadway network and related Port congestion through diversion of freight from truck to rail.

The SE Arkansas and NE Louisiana Multi-modal Freight Corridor Project will provide a severely economically distressed region of the country with an immediate impact on regional economic development opportunities by providing the region's producers and shippers with an expanded and more cost-effective manner to transport their goods to regional, national, and international markets. All labor and materials that will be required to complete the project will be locally sourced, allowing for an immediate opportunity to provide jobs.

A Benefit-Cost Analysis (BCA) of the SE Arkansas and NE Louisiana Multi-modal Freight Corridor Project was conducted in conformance with Federal guidance regarding evaluation methods and monetization values recommended by the USDOT in the December 2018 Benefit-Cost Analysis Guidance for Discretionary Grant Programs. A table summarizing the changes expected from the project (and the associated benefits) is provided below.

Table ES-1: Summary of Infrastructure Improvements and Associated Benefits

Current Status or Baseline & Problems to be Addressed	Changes to Baseline / Alternative	Types of Impacts	Population Affected by Impacts	Summary of Results (discounted at 7%)	Page #
Much of McGehee-Tallulah Railroad Corridor had been closed or underutilized for approximately 15 years, but was recently rehabilitated and placed back into continuous service. However, the original lightweight track on the main line and other constraints from the existing legacy track structure and bridges on the Corridor provide impediments to accommodating fully loaded and heavier industry-standard freight cars. The existing operational constraints have an adverse impact on efficiency to existing shippers and prevent rail from being a viable option for many others in the region who have to rely on trucks to move goods to and from market.	Upgrades to rail infrastructure in the McGehee-Tallulah Railroad Corridor and connections to the local Ports will improve railroad connectivity, access, capacity, efficiency, and safety. The improvements will enable more producers and shippers to move goods by rail instead of freight trucks which will improve shipper efficiencies along with other socioeconomic public benefits.	Shipper cost efficiencies from truck to rail diversion	Shippers	**$62,472,452**	**On Page 19**
		Avoided emissions from reduced freight truck movements	Local and State residents and motorists	**$1,023,597**	**On Page 21**
		Improved safety and avoided accident costs from reduced freight truck movements	Local and State residents and motorists	**$26,682,189**	**On Page 25**
		Avoided pavement maintenance costs from reduced freight truck movements	Federal and State governments	**$2,069,589**	**On Page 28**
		Residual value of capital assets	Project sponsors	**$602,178**	**On Page 29**
		Operations & maintenance costs savings	Project sponsors	**$6,913,877**	**On Page 30**
		Avoided road congestion costs from reduced freight truck movements	Local and State residents and motorists	**n/a**	**On Page 30**
		Trade flow reliability benefits	Shippers and producers	**n/a**	**On Page 30**
		Reduced noise pollution from less truck traffic	Local and State residents	**n/a**	**On Page 30**

The period of analysis used in the estimation of benefits and costs corresponds to 35 years, including 5 years of design, engineering and construction and 30 full years of operation. The total future eligible costs consist of $45 million dollars in capital expenditures and are expected to be financed by Federal, State, and private funds according to the distribution shown in Table ES-2.

Table ES-2: Summary of Project Costs and Anticipated Funding Sources

Owner	Funding Source	Amount	Share
SEAEDD	Public, State – Delta Regional Authority (DRA)	$150,000	1%
LPPC	Public, State – Port Priority Program	$8,300,000	43%
Madison Parish Port	Public, State – Port Priority Program	$10,480,000	54%
NLA	Private – NLA Contribution	$385,000	2%
	Total State & Private	**$19,315,000**	**42.9%**
	Total Federal INFRA Request	**$25,689,421**	**57.1%**
	Total Future Eligible Project Cost	**$45,004,421**	**100 %**

Tables ES-3, ES-4 and ES-5 provide various summaries of the relevant data and calculations used to derive the benefits and costs of the project. Based on the analysis presented in the rest of this document, the project is expected to generate $99.7 million in discounted benefits and $36.9 million in discounted costs, using a 7 percent real discount rate. Therefore, the project is expected to generate a Net Present Value (NPV) of $62.8 million and a Benefit/Cost Ratio (BCR) of 2.70.

Figure 1: Distribution of Project Lifecycle Benefits and Costs, Discounted at 7%

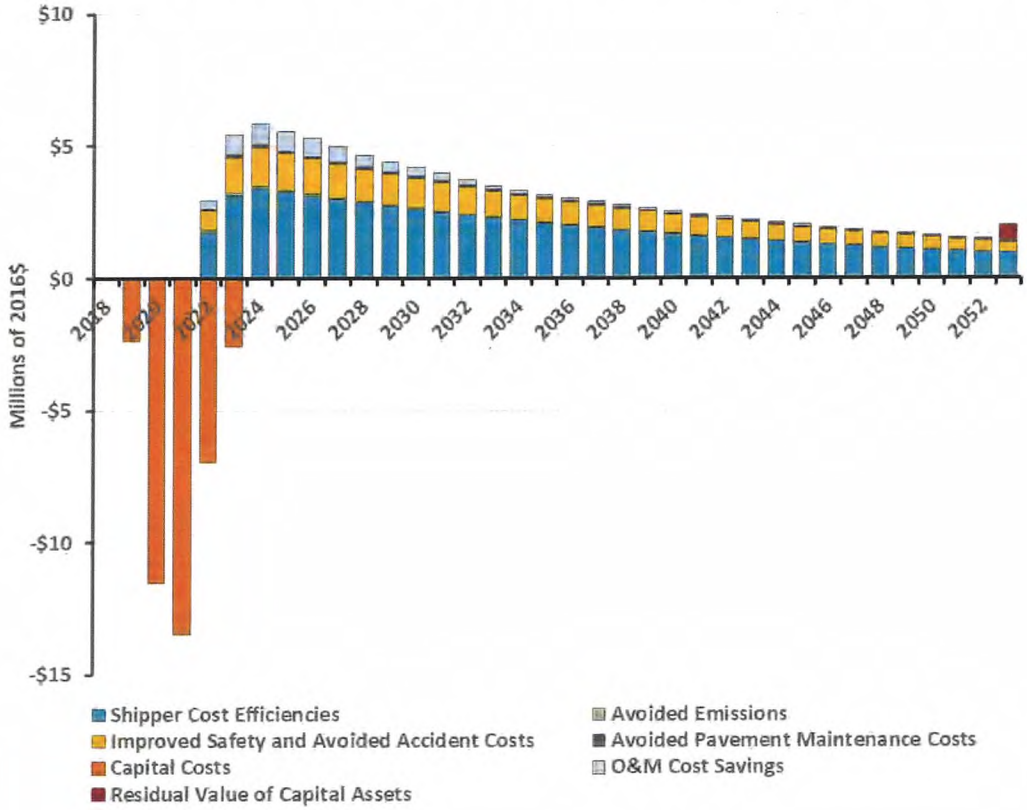


Table ES-3: Summary of Total Project Benefits and Costs

Calendar Year	Project Year	Direct Beneficiaries	Total Benefits (2017$)	Total Costs (2017$)	Undiscounted Net Benefits (2017$)	Discounted Total Benefits at 7%	Discounted Total Costs at 7%	Discounted Net Benefits at 7%
2018	0	Workers otherwise unemployed (shadow wage benefit); not quantified.	$0	$0	$0	$0	$0	$0
2019	1		$0	-$2,515,820	-$2,515,820	$0	-$2,351,234	-$2,351,234
2020	2		$0	-$13,203,762	-$13,203,762	$0	-$11,532,677	-$11,532,677
2021	3		$0	-$16,495,332	-$16,495,332	$0	-$13,465,104	-$13,465,104
2022	4		$3,892,629	-$9,155,107	-$5,262,478	$2,969,668	-$6,984,387	-$4,014,719
2023	5		$7,623,910	-$3,634,400	$3,989,510	$5,435,742	-$2,591,277	$2,844,465
2024	6	Producers and shippers, Federal and State governments, motorists, rail operators and, local residents and businesses.	$8,799,638	$0	$8,799,638	$5,863,570	$0	$5,863,570
2025	7		$8,935,578	$0	$8,935,578	$5,564,629	$0	$5,564,629
2026	8		$9,110,991	$0	$9,110,991	$5,302,680	$0	$5,302,680
2027	9		$9,113,995	$0	$9,113,995	$4,957,410	$0	$4,957,410
2028	10		$9,095,685	$0	$9,095,685	$4,623,785	$0	$4,623,785
2029	11		$9,260,881	$0	$9,260,881	$4,399,778	$0	$4,399,778
2030	12		$9,450,176	$0	$9,450,176	$4,195,991	$0	$4,195,991
2031	13		$9,639,510	$0	$9,639,510	$4,000,054	$0	$4,000,054
2032	14		$9,661,561	$0	$9,661,561	$3,746,920	$0	$3,746,920
2033	15		$9,637,714	$0	$9,637,714	$3,493,151	$0	$3,493,151
2034	16		$9,793,053	$0	$9,793,053	$3,317,246	$0	$3,317,246
2035	17		$9,997,650	$0	$9,997,650	$3,165,000	$0	$3,165,000
2036	18		$10,229,733	$0	$10,229,733	$3,026,609	$0	$3,026,609
2037	19		$10,462,016	$0	$10,462,016	$2,892,834	$0	$2,892,834
2038	20		$10,704,827	$0	$10,704,827	$2,766,331	$0	$2,766,331
2039	21		$10,948,001	$0	$10,948,001	$2,644,086	$0	$2,644,086
2040	22		$11,200,856	$0	$11,200,856	$2,528,181	$0	$2,528,181
2041	23		$11,452,176	$0	$11,452,176	$2,415,801	$0	$2,415,801
2042	24		$11,709,306	$0	$11,709,306	$2,308,450	$0	$2,308,450
2043	25		$11,972,380	$0	$11,972,380	$2,205,901	$0	$2,205,901
2044	26		$12,241,536	$0	$12,241,536	$2,107,937	$0	$2,107,937
2045	27		$12,516,915	$0	$12,516,915	$2,014,352	$0	$2,014,352
2046	28		$12,799,944	$0	$12,799,944	$1,925,140	$0	$1,925,140
2047	29		$13,089,547	$0	$13,089,547	$1,839,904	$0	$1,839,904
2048	30		$13,385,875	$0	$13,385,875	$1,758,464	$0	$1,758,464
2049	31		$13,689,086	$0	$13,689,086	$1,680,650	$0	$1,680,650
2050	32		$13,999,338	$0	$13,999,338	$1,606,300	$0	$1,606,300
2051	33		$14,316,795	$0	$14,316,795	$1,535,257	$0	$1,535,257
2052	34		$14,641,625	$0	$14,641,625	$1,467,374	$0	$1,467,374
2053	35		$21,403,202	$0	$21,403,202	$2,004,687	$0	$2,004,687
Total			**$354,776,131**	**-$45,004,421**	**$309,771,710**	**$99,763,881**	**-$36,924,680**	**$62,839,202**

Table ES-4: Summary of Project Benefits by Benefit Type

Calendar Year	Project Year	Shipper Cost Efficiencies	Avoided Emissions	Improved Safety and Avoided Accident Costs	Avoided Pavement Maintenance Costs	Residual Value of Capital Assets	O&M Cost Savings
2018	0	$0	$0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0	$0	$0
2020	2	$0	$0	$0	$0	$0	$0
2021	3	$0	$0	$0	$0	$0	$0
2022	4	$2,295,607	$100,512	$980,461	$76,049	$0	$440,000
2023	5	$4,406,742	$159,047	$1,882,134	$145,987	$0	$1,030,000
2024	6	$5,115,702	$149,531	$2,184,933	$169,473	$0	$1,180,000
2025	7	$5,234,509	$111,984	$2,235,676	$173,409	$0	$1,180,000
2026	8	$5,356,075	$109,882	$2,287,597	$177,436	$0	$1,180,000
2027	9	$5,480,465	$106,249	$2,340,725	$181,557	$0	$1,005,000
2028	10	$5,607,744	$102,082	$2,395,086	$185,773	$0	$805,000
2029	11	$5,737,978	$102,106	$2,450,709	$190,088	$0	$780,000
2030	12	$5,871,237	$96,812	$2,507,625	$194,502	$0	$780,000
2031	13	$6,007,591	$87,038	$2,565,862	$199,020	$0	$780,000
2032	14	$6,147,112	$80,356	$2,625,452	$203,642	$0	$605,000
2033	15	$6,289,873	$73,045	$2,686,425	$208,371	$0	$380,000
2034	16	$6,435,949	$65,079	$2,748,815	$213,210	$0	$330,000
2035	17	$6,585,418	$51,417	$2,812,653	$218,162	$0	$330,000
2036	18	$6,738,358	$60,172	$2,877,975	$223,228	$0	$330,000
2037	19	$6,894,850	$63,940	$2,944,813	$228,413	$0	$330,000
2038	20	$7,054,976	$72,930	$3,013,203	$233,717	$0	$330,000
2039	21	$7,218,821	$76,852	$3,083,182	$239,145	$0	$330,000
2040	22	$7,386,471	$84,899	$3,154,786	$244,699	$0	$330,000
2041	23	$7,558,015	$85,726	$3,228,053	$250,382	$0	$330,000
2042	24	$7,733,543	$86,545	$3,303,021	$256,197	$0	$330,000
2043	25	$7,913,147	$87,355	$3,379,731	$262,147	$0	$330,000
2044	26	$8,096,922	$88,157	$3,458,222	$268,235	$0	$330,000
2045	27	$8,284,966	$88,949	$3,538,536	$274,465	$0	$330,000
2046	28	$8,477,376	$91,014	$3,620,715	$280,839	$0	$330,000
2047	29	$8,674,255	$93,128	$3,704,803	$287,361	$0	$330,000
2048	30	$8,875,707	$95,291	$3,790,843	$294,035	$0	$330,000
2049	31	$9,081,836	$97,504	$3,878,882	$300,863	$0	$330,000
2050	32	$9,292,753	$99,768	$3,968,965	$307,851	$0	$330,000
2051	33	$9,508,569	$102,085	$4,061,141	$315,000	$0	$330,000
2052	34	$9,729,396	$104,456	$4,155,457	$322,316	$0	$330,000
2053	35	$9,955,352	$106,882	$4,251,964	$329,801	$6,429,203	$330,000
Total		**$225,047,317**	**$2,980,793**	**$96,118,445**	**$7,455,373**	**$6,429,203**	**$16,745,000**

Table ES-5: Summary of Pertinent Quantifiable Data

Calendar Year	Project Year	Freight Ton-miles Diverted from Truck to Rail	Truck-miles Diverted from Public Roads to Rail	Avoided Fatalities	Avoided Injuries
2018	0	0	0	0.00	0.00
2019	1	0	0	0.00	0.00
2020	2	0	0	0.00	0.00
2021	3	0	0	0.00	0.00
2022	4	23,584,625	943,385	0.05	1.24
2023	5	45,274,021	1,810,961	0.10	2.37
2024	6	52,557,731	2,102,309	0.11	2.75
2025	7	53,778,334	2,151,133	0.11	2.82
2026	8	55,027,285	2,201,091	0.12	2.88
2027	9	56,305,242	2,252,210	0.12	2.95
2028	10	57,612,877	2,304,515	0.12	3.02
2029	11	58,950,882	2,358,035	0.12	3.09
2030	12	60,319,960	2,412,798	0.13	3.16
2031	13	61,720,834	2,468,833	0.13	3.23
2032	14	63,154,241	2,526,170	0.13	3.31
2033	15	64,620,939	2,584,838	0.14	3.39
2034	16	66,121,698	2,644,868	0.14	3.46
2035	17	67,657,312	2,706,292	0.14	3.54
2036	18	69,228,589	2,769,144	0.15	3.63
2037	19	70,836,357	2,833,454	0.15	3.71
2038	20	72,481,464	2,899,259	0.15	3.80
2039	21	74,164,777	2,966,591	0.16	3.89
2040	22	75,887,184	3,035,487	0.16	3.98
2041	23	77,649,591	3,105,984	0.16	4.07
2042	24	79,452,929	3,178,117	0.17	4.16
2043	25	81,298,148	3,251,926	0.17	4.26
2044	26	83,186,220	3,327,449	0.18	4.36
2045	27	85,118,141	3,404,726	0.18	4.46
2046	28	87,094,929	3,483,797	0.18	4.56
2047	29	89,117,626	3,564,705	0.19	4.67
2048	30	91,187,298	3,647,492	0.19	4.78
2049	31	93,305,037	3,732,201	0.20	4.89
2050	32	95,471,958	3,818,878	0.20	5.00
2051	33	97,689,203	3,907,568	0.21	5.12
2052	34	99,957,942	3,998,318	0.21	5.24
2053	35	102,279,370	4,091,175	0.22	5.36
Total		**2,312,092,748**	**92,483,710**	**4.90**	**121**

In addition to the monetized benefits presented in Tables ES-3 to ES-5, the project would generate benefits that are difficult to quantify, including

- ***Reduced Road Congestion***

  Fewer freight trucks on Interstate Highways and local roads would help alleviate traffic congestion. This impact is not monetized as a detailed traffic study has not been conducted to assess the impact of the project.

- ***Trade Flow Reliability***

  The requested improvements to the rail would provide an alternate method for the shipment of goods along the corridor in the event of flooding or other disruptions on the Mississippi river and provide minimal delays to goods moving East and West along the Union Pacific and Kansas City Southern Class 1 rails.

- ***Reduced Noise Pollution***

  Studies have indicated that diverting truck freight from public roads to rail reduces noise pollution and benefits a wide range of stakeholders along the transportation corridors.

1 Introduction

This document provides detailed technical information on the economic analyses conducted in support of the USDOT INFRA Grant Application for the Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project.

Section 2, Methodological Framework, introduces the conceptual framework used in the Benefit-Cost Analysis (BCA). Section 3, Project Overview, provides an overview of the project, including a brief description of existing conditions and proposed alternatives; a summary of cost estimates and schedule; and a description of the types of effects that the Project is expected to generate. Section 4, General Assumptions, discusses the general assumptions used in the estimation of project costs and benefits, while estimates of travel demand and traffic volumes can be found in Section 5, Demand Projections. Specific data elements and assumptions pertaining to the "Support for National or Regional Economic Vitality" merit criteria are presented in Section 6, Benefits Measurement, Data, and Assumptions, along with associated benefit estimates. Estimates of the project's NPV, its BCR and other project evaluation metrics are introduced in Section 7, Summary of Findings and Benefit-Cost Outcomes. Next, Section 8, Benefit Cost Analysis Sensitivity, provides the outcomes of the sensitivity analysis. Additional data tables are provided in Section 9, Supplementary Data Tables including annual estimates of benefits and costs, as well as intermediate values to assist USDOT in its review of the application.

2 Methodological Framework

Benefit-Cost Analysis (BCA) is a conceptual framework that quantifies in monetary terms as many of the costs and benefits of a project as possible. Benefits are broadly defined. They represent the extent to which people impacted by the project are made better off, as measured by their own willingness-to-pay. In other words, central to BCA is the idea that people are best able to judge what is "good" for them, what improves their well-being or welfare.

BCA also adopts the view that a net increase in welfare (as measured by the summation of individual welfare changes) is a good thing, even if some groups within society are made worse-off. A project or proposal would be rated positively if the benefits to some are large enough to compensate the losses of others.

Finally, BCA is typically a forward-looking exercise, seeking to anticipate the welfare impacts of a project or proposal over its entire life cycle. Future welfare changes are weighted against today's changes through discounting, which is meant to reflect society's general preference for the present, as well as broader inter-generational concerns.

The specific methodology developed for this application was developed using the above BCA principles and is consistent with the USDOT INFRA guidelines (December 2018). In particular, the methodology involves:

- Establishing existing and future conditions under the Base Case (No-Build) and Alternative Case (Build) scenarios;
- Assessing benefits with respect to each of the five long-term outcomes identified in the INFRA Notice of Funding Opportunity (NOFO);
- Measuring benefits in dollar terms, whenever possible, and expressing benefits and costs in a common unit of measurement;
- Using USDOT guidance for the valuation of travel time savings, safety benefits and reductions in air emissions, while relying on industry best practice for the valuation of other effects;
- Discounting future benefits and costs with the real discount rates recommended by the USDOT (7 percent) , as well as a 3 percent discount rate as a sensitivity; and,
- Conducting a sensitivity analysis to assess the impacts of changes in key estimating assumptions.

3 Project Overview

The Southeast Arkansas Economic Development District (SEAEDD), Lake Providence Port Commission (LPPC), the Madison Parish Port Commission (MPPC), Yellow Bend Port, the Delta Southern Railroad (DSR), and the North Louisiana & Arkansas Railroad (NLA) are partnering to re-develop a multimodal freight corridor located along an approximately 100-mile-long section of the Mississippi River (the designated M-55 Marine Highway) between McGehee in rural Southeast Arkansas south to Tallulah in rural Northeast Louisiana (Figure 2). The Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project (the Project) is a unique public-private partnership between a state agency (SEAEDD), three public ports (Yellow Bend Port, Port of Lake Providence, and Madison Parish Port), and two private short line railroads (NLA and DSR) in one of the most severely economically distressed regions of the US. The Project covers two counties in Southeast Arkansas (Desha and Chicot) and two parishes in Northeast Louisiana (East Carroll and Madison).

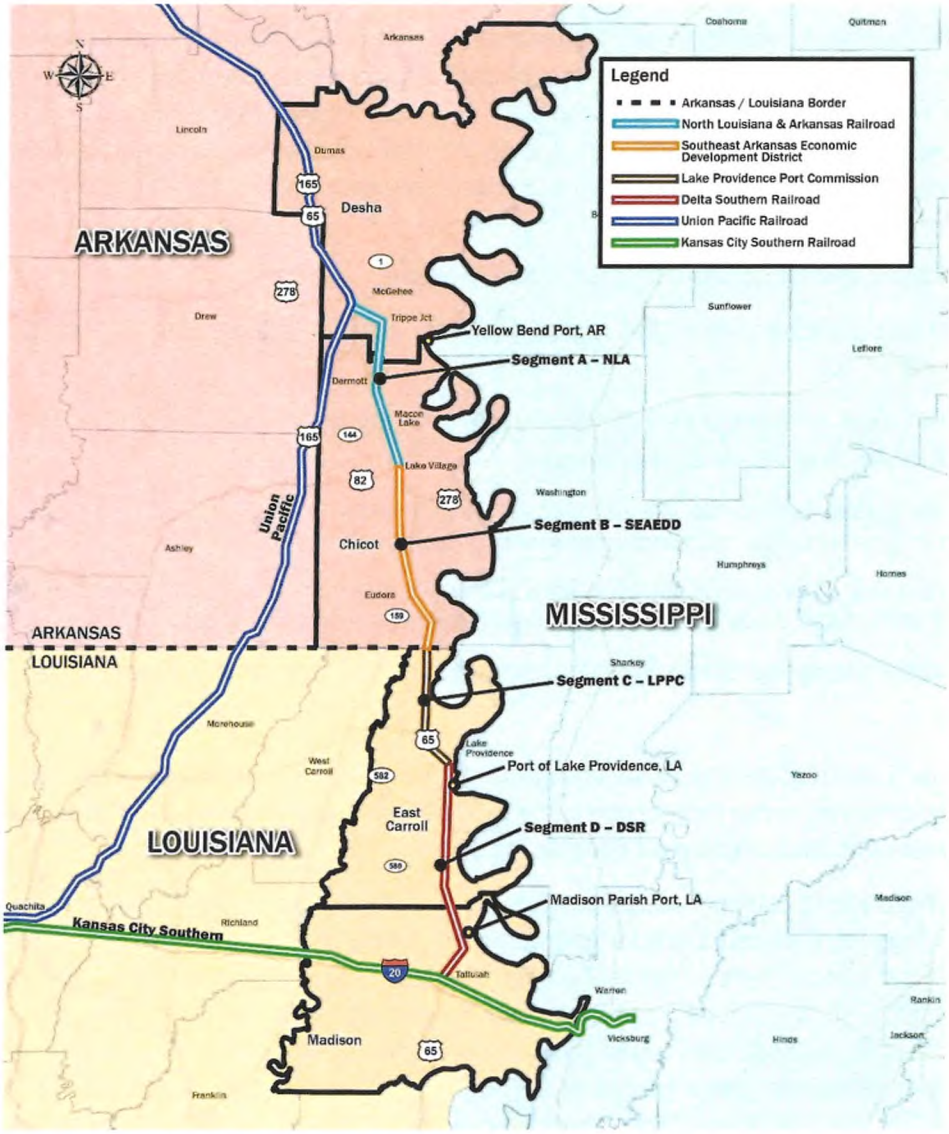
The Port of Lake Providence facility is Louisiana's largest inland port. It ships over 1.3 million tons of freight annually, and is located near Lake Providence, Louisiana, in East Carroll Parish. The Madison Parish Port facility ships approximately 750,000 tons of freight annually and is located 6 miles north of Tallulah, Louisiana. The Ports are located in an agricultural section of Northeast Louisiana and primarily serve the area farmers by providing storage and shipping solutions for grain and fertilizer. In addition to agricultural products, the ports handle aggregates, building materials, and other commodities for shippers and receivers, including steel.

This section of the Mississippi River between McGehee and Tallulah is also served by a parallel 91.3-mile continuous short line railroad corridor of commerce. The McGehee-Tahhulah Railroad Corridor interfaces directly with the existing Port of Lake Providence and Madison Parish Port (and a yet-to-be constructed rail connection to the separate Port of Yellow Bend near Arkansas City, Arkansas); several local railroad shippers; and three other railroads with local, regional, national, and international connections.

Much of the McGehee-Tallulah Railroad Corridor had been closed or underutilized for approximately 15 years, but was recently rehabilitated and placed back into continuous service in 2016. However, most of the track on the main line is comprised of the original lightweight rail of 85 pounds / yard. This condition and other constraints from the existing legacy track structure and bridges on the Corridor provide impediments to accommodating loaded freight cars with a maximum allowable gross weight of 286,000 lbs., which is the current and heavier industry standard for freight transportation by rail.

In terms of area roadway connections for supporting truck transportation in Southeast Arkansas and Northeast Louisiana, U.S. Highway 65 closely parallels the McGehee-Tallulah Railroad Corridor, and Interstate 20, a segment of an important east-west transcontinental interstate highway and trade route, runs through Tallulah.

Figure 2: Project Map



The three ports and the two connecting short line railroads provide a complimentary range of services to the region's shippers - the Lake Providence Port is a high-capacity agricultural niche port, the Madison Parish Port is the region's largest chemical niche port, and the Yellow Bend Port is one the region's largest handlers of wood chips and pellets. This specialization of the ports leads to very little competition between them and allows the partnering short line railroads an opportunity to provide cost-competitive common carrier service to a number of different industries. The improved rail infrastructure will allow for the handling of an even larger variety of commodity types by the railroads and ports.

3.1 Base Case and Alternative Case

The **Base Case** for the Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project is defined as the No-Build scenario. In the Base Case, there are no improvements to the existing track in the project corridor and no infrastructure to connect new shippers to the rail network. Rail operations continue to be more costly and less efficient for existing shippers, track maintenance costs remain high, and several shippers in the region rely on trucks to move goods to and from the market.

Some key assumptions used to define the Base Case include:

- Overall freight volume to and from the region grows at a weighted average rate of **2.3 percent** per year
- Many local producers and shippers have to move goods by truck over an average haul distance of **86 miles** in absence of rail capacity
    - Haul distances based on actual shipper origin/destination pairs and weighted based on the tonnage of commodities and products shipped
    - Assumed that only moves shorter than 500 miles go purely by truck; longer haul moves are hauled an average of **27 miles** to nearby transload facilities
- Rail traffic on the existing line continues to be less efficient and more costly to operate and maintain

The **Alternative Case** is defined as the Build scenario. In the Alternative Case, infrastructure improvements are implemented in the Project corridor which generate substantial public benefits. Some of these improvements and associated benefits include:

- Enhanced railroad transportation operating capacity, efficiency, and safety by upgrading the McGehee-Tallulah Railroad Corridor and connecting branch lines to the Port of Lake Providence and Madison Parish Port to Federal Railroad Administration (FRA) Class 2 Track allowing for train operations up to 25 miles per hour and elimination of any existing weight restrictions on bridges that would preclude accommodation of loaded freight cars with a maximum allowable gross weight of 286,000 lbs. This condition will result from improvements to the existing track structure where required, generally including installation of rail of 115 pounds per yard on the main track, replacement of 75 percent of crossties on the main line, and placement of 1,200 tons of stone ballast per mile.
- Enhanced railroad connectivity on the McGehee-Tallulah Railroad Corridor through development of a more direct and efficient interchange of railcars between the North Louisiana & Arkansas and the Union Pacific Railroad in McGehee, Arkansas, and between NLA and DSR at the Port of Lake Providence facility via a new interchange track that can accommodate carload and unit train interchange between the two short lines.
- Improved rail access and capacity at the Port of Lake Providence via a rail extension to its southern property line and to Madison Parish Port via an additional extension to some existing tracks and development of a new siding.
- Enriched capacity, efficiency, and safety of railroad switching and service operations via the rehabilitation of all current rail sidings on the McGehee-Tallulah Railroad Corridor.

- Improved safety at roadway/railroad grade crossings on the McGehee-Tallulah Railroad Corridor via the upgrade of grade crossing surfaces, signal infrastructure, and signage at select locations, including those interfaces between the railroad and heavily trafficked U.S. Highway 65. Previous analysis determined that there were 32 grade crossings in the Corridor likely in need of upgrades, including: U.S. Highways; State Highways; Parish Roads; Public Roads; and Private Roads.

Some key assumptions used to define the Alternative Case include:

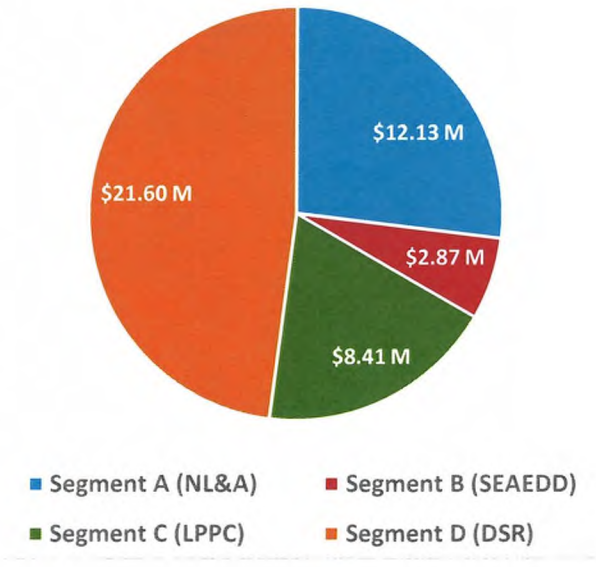
- Overall freight volume to and from the region grows at a weighted average rate of **2.3 percent** per year (same as Base Case)
- Project-related investments including new track and other infrastructure enable new shipments directly by rail, allowing shippers to avoid the average truck haul distance of **93 miles**, and instead move goods over the same distance by rail.
- For the purposes of the BCA, no freight is hauled by truck since only divertible shipper volumes are considered in the analysis
- New track greatly improves local operational efficiencies resulting in permanent operating benefits, and reduces the maintenance costs for the first 10 years of operations.

These project improvements accruing to a rural region will catalyze greater opportunities for economic development and job creation, greatly enhance access to domestic multimodal transportation and the global marketplace for local industries and shippers, and reduce truck traffic on the area roadway network and related Port congestion through diversion of freight from truck to rail.

3.2 Project Cost and Schedule

The Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project is a true public-private partnership, with State and private contributions representing 43.76 percent of the total funds needed. The $25.3 million request for INFRA funds would provide the remaining project funding and help leverage existing investments in the Project corridor. Figure 3 summarizes the uses of project capital expenditure funds, broken down by the project's major components.

Figure 3: Uses of Project Funds (2017$)



The capital costs would be incurred starting in 2019 through project completion in 2023. Some incremental operational and maintenance cost savings would begin to accrue as different segments of the project are constructed, and while incremental maintenance

impacts would level off in future years, operational savings are a permanent benefit to the project. Approximately 47% of the shipper volumes would become accessible by 2022, 89% by 2023, and all 100% of divertible shipper volumes by 2024 when all construction is complete and the first full year of benefits is accrued.

Table 1: Cost Summary Table

Capital Costs	2019	2020	2021	2022	2023	Total
Segment A (NL&A)	$1.97 M	$4.88 M	$5.29 M	-	-	$12.13 M
Segment B (SEAEDD)	-	$1.42 M	$1.45 M	-	-	$2.87 M
Segment C (LPPC)	$0.55 M	$2.20 M	$3.77 M	$1.89 M	-	$8.41 M
Segment D (DSR)	-	$4.71 M	$5.99 M	$7.27 M	$3.63 M	$21.60 M
Total Capital Costs	**$2.52 M**	**$13.20 M**	**$16.50 M**	**$9.16 M**	**$3.63 M**	**$45.00 M**

3.3 Impacts to National and Regional Economic Vitality

The main benefit categories associated with the project are mapped into categories in line with the "Support for National and Regional Economic Vitality" merit criteria.

Table 2: Expected Effects on Benefit Categories

Merit Criteria	Description	Monetized	Qualitative
Support for National or Regional Economic Vitality	Shipper cost efficiencies from truck to rail diversion	Yes	-
	Avoided emissions from reduced freight truck movements	Yes	-
	Improved safety and avoided accident costs from reduced freight truck movements	Yes	-
	Avoided pavement maintenance costs from reduced freight truck movements	Yes	-
	Residual value of capital assets	Yes	-
	Operations & maintenance costs savings	Yes	-
	Avoided road congestion costs from reduced freight truck movements	-	Yes
	Trade flow reliability benefits	-	Yes
	Reduced noise pollution from less truck traffic	-	Yes

4 General Assumptions

The BCA measures benefits against costs throughout a period of analysis beginning at the start of construction and including 30 full years of operations.

The monetized benefits and costs are estimated in 2017 dollars with future dollars discounted in compliance with USDOT INFRA requirements using a 7 percent real rate, and sensitivity testing at 3 percent.

The methodology makes several important assumptions and seeks to avoid overestimation of benefits and underestimation of costs. Specifically:

- Input prices are expressed in 2017 dollars;
- The period of analysis begins in 2018 and ends in 2053. It includes project development and construction years (2019 – 2023 including some initial operations in 2022 and 2023) and 30 full years of operations (2024 - 2053); and,
- A constant 7 percent real discount rate is assumed throughout the period of analysis. A 3 percent real discount rate is used for sensitivity analysis.

5 Demand Projections

Accurate demand projections are important to ensure the reasonable BCA output results. The magnitudes of the long-term benefits accruing over the Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project study period are a function of incremental volumes of freight that can be handled by rail in lieu of trucks, and the demand growth for freight movements to and from the region.

5.1 Methodology

The demand for freight movements and the associated truck (Base Case) and train (Alternative Case) volumes were derived from a detailed assessment of local producers, shippers, and the goods being moved to and from the region. Shipper data for the BCA was derived from interviews and past studies conducted by the local Ports, NLA, and DSR. Some of the specific data collected for shippers included:

- Estimate of truckloads per year required to ship all products
- Estimate of rail carload-equivalents required to ship all freight by train
- Origin and destination pairs of goods being shipped and the associated distance of haul
- Shipping costs by truck and carload

While some shippers suggested they would haul goods by truck over long distances, it was determined that beyond a distance of approximately 500 miles, it becomes more economical to truck goods to a transload facility and ship the remainder of the distance by rail. Given that the average distance to the nearest transload facilities for shippers in the project vicinity was assessed at 27 miles, it was assumed that only origins/destinations within 500 miles would be trucked directly to market. For any movements over longer distances would instead be trucked 27 miles, and moved by rail from there. Given that the remainder of the haul would be by rail and equivalent in the Base and Alternative Cases, only the trucked component is considered for analysis.

A detailed analysis of the U.S. Federal Highway Administration's (FHWA) Freight Analysis Framework (FAF4) forecasts for specific commodities and origin-destination pairs was used to generate a long-term freight movement growth rate.

The diversion of trucks to rail is a key driver of public value for the Project, so freight demand forecasts and modal diversion estimates were derived from shipper consultations and market analysis. Several assumptions were made as part of the analysis, with some of the key ones stipulating that:

- All volumes considered for analysis cannot currently be moved by rail and would have to be moved by truck as the next-best alternative
- New infrastructure proposed under the Alternative Case would allow all identified shippers to move all freight by rail

5.2 Assumptions

All assumptions used in the estimation of demand inputs for the Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project are provided in Table 3.

Table 3: Assumptions used in the Estimation of Demand

Forecast Output	Build Case - Rail	No Build Case - Trucks
Tons of freight	533,925	533,925
Weighted avg. growth /yr	2.32%	2.32%
Shipments (carloads/trucks)	21,297	5,444
Avg. freight per railcar/truck	25	98
Avg. carloads per train	-	100
Total average origin/destination haul distance	738 mi	738 mi
Average distance to the nearest transload facility	27 mi	27 mi
Average haul distance for diversion calculations	86 mi	93 mi
Shipping rate ($/ton-mile)	$0.0929	$0.0819
Shipping rate ($/shipment)	$1,675	$5,893

5.3 Demand Projections

The resulting projections for average freight movements and modal diversion outcomes are presented in the table below. Further details are available in Section 9, and the accompanying BCA spreadsheet model.

Table 4: Demand Projections

Forecast Output	2018	2024	2038	2053
No build case				
Tons of freight	533,925	612,780	845,075	1,192,494
Railcars per year	0	0	0	0
Trains per year	0	0	0	0
Trucks per year	21,297	24,442	33,708	47,566
Train ton-miles per year	0	0	0	0
Truck ton-miles per year	45,794,379	52,557,731	72,481,464	102,279,370
Build case				
Tons of freight	533,925	612,780	845,075	1,192,494
Railcars per year	0	6,248	8,617	12,159
Trains per year	0	62	86	122
Trucks per year	21,297	0	0	0
Train ton-miles per year	0	56,786,733	78,313,608	110,509,171
Truck ton-miles per year	45,794,379	0	0	0
Incremental impacts				
Tons of freight	0	0	0	0
Railcars per year	0	6,248	8,617	12,159
Trains per year	0	62	86	122
Trucks per year	0	-24,442	-33,708	-47,566
Train ton-miles per year	0	56,786,733	78,313,608	110,509,171
Truck ton-miles per year	0	-52,557,731	-72,481,464	-102,279,370

6 Benefits Measurement, Data, and Assumptions

This section describes the measurement approach used for each benefit or impact category identified in Table 2 and provides an overview of the associated methodology, assumptions, and estimates.

6.1 Support for National and Regional Economic Vitality

The Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project is expected to generate substantial benefits in line with the "Support for National and Regional Economic Vitality" merit criteria, where the specific benefits are described below.

6.1.1 Shipper Cost Efficiencies

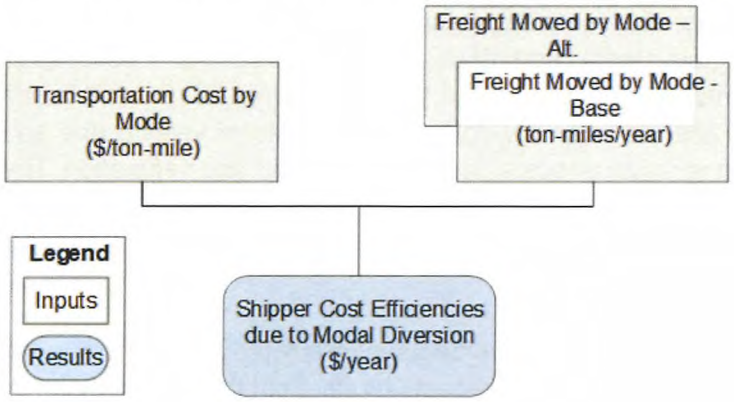
The proposed project would generate shipper cost efficiencies from modal diversion. As rail is generally more efficient in transporting goods across larger distances, the diversion to rail would increase the efficiency of delivering goods and thereby reduce the costs of doing business.

Demand for such services were determined through various interviews with current shipper who transport their goods by truck. It was indicated that the main reason that these shippers transport their goods by trucks was due to a lack of proper rail infrastructure. It should be noted that all the volumes used in this study are based upon current shippers and do not include any induced demand.

6.1.1.1 METHODOLOGY

Increasing rail capacity and freight throughput under the Alternative Case will enable current shippers to move more freight on rail at lower rates compared to truck alternatives when moving goods to market. The increased efficiency and reduced cost of doing business for shippers was estimated using recent average market rates for rail and truck shipments, multiplied by the volumes that would have otherwise continue to ship by truck in the Base Case and the average distance over which they are shipped. The impact on shipper cost efficiencies are demonstrated in Figure 4. Costs of trucking freight in the Base Case include cost of haul to market, as well as additional fees for empty return since these trucks are unlikely to be loaded with freight for return to origin.

Figure 4: Shipper Cost Efficiencies from Modal Diversion



6.1.1.2 ASSUMPTIONS

The assumptions used in the estimation of shipper cost efficiencies are summarized in the table below.

Table 5: Assumptions used in the Estimation of Shipper Cost Efficiency

Variable Name	Unit	Value	Source
Average Freight per Truck	tons/truck	25	Based on shipper data for types of commodities and industry averages. Assuming 25 tons per truck in line with maximum Interstate Highway load limits.
Average Freight per Train	tons/train	9,816	
Average truck shipping rate	$/ton-mile	$0.09	Regional rail rates based on shipper info, input from Delta Southern Railroad. Values inflated to 2017$
Average cost for empty truck return trip	$/truck mile	$2.32	Calculated based on shipper data and spot truck rates from DAT Solutions - Industry Trends - Spot Van Truck Rates for the South Central and South Eastern regions. Values inflated to 2017$.
Average train shipping rate	$/ton-mile	$0.08	Regional rail rates based on shipper info, input from Delta Southern Railroad. Values inflated to 2017$

6.1.1.3 BENEFIT ESTIMATES

Table 6 provides the monetized benefit estimates of shipper cost efficiencies. With a 7 percent discount rate applied, the estimated present value over the projected 30 year benefit period is $62.5 million dollars. See Sections 9.4 – 9.5 for additional information.

Table 6: Estimates of Shipper Cost Efficiencies

Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
Shipper Cost Efficiencies	$2,295,607	$225,047,317	$62,472,452
Total	**$2,295,607**	**$225,047,317**	**$62,472,452**

6.1.2 Environmental Benefits

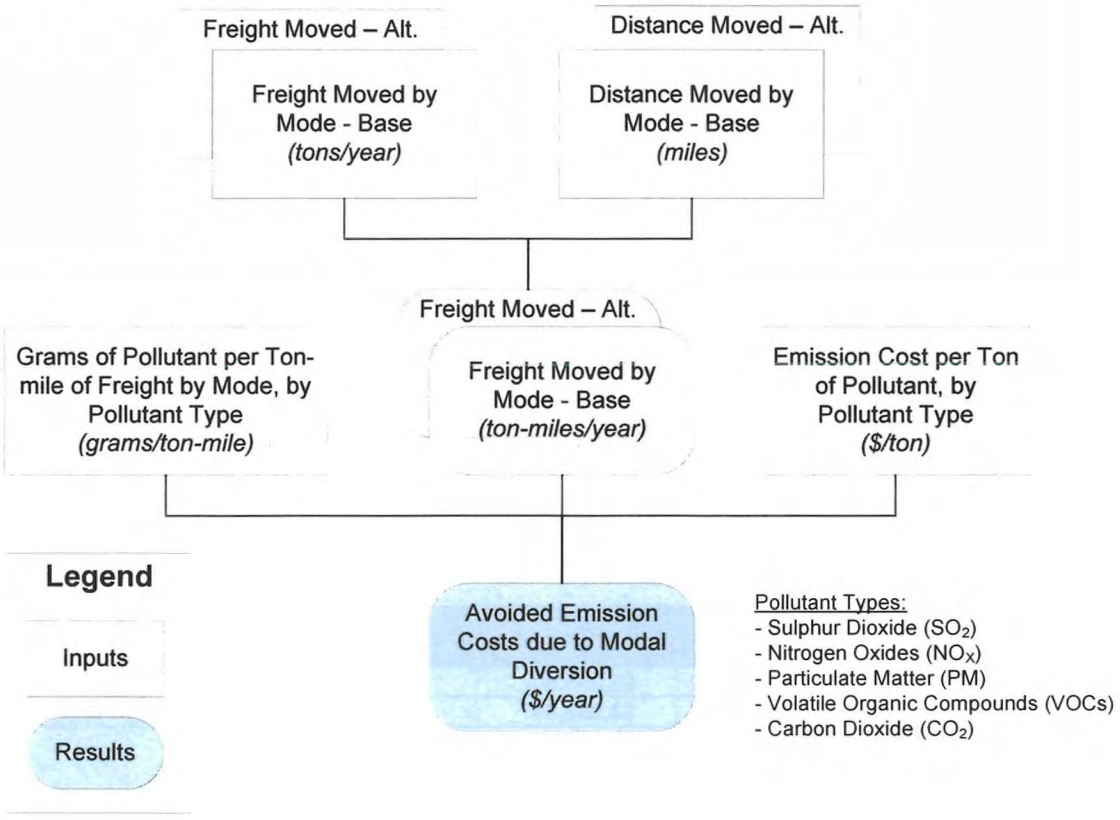
The proposed project would contribute to environmental sustainability through a net reduction in emissions due to reduced freight truck movements and reduced vehicle delay time at several rail crossings. Environmental costs are increasingly considered as an important component in the evaluation of transportation projects and the main environmental impacts of vehicle use and exhaust emissions can impose wide-ranging social costs on people, material, and vegetation. The negative effects of pollution depend not only on the quantity of pollution produced, but also on the types of pollutants emitted and the conditions into which the pollution is released.

6.1.2.1 METHODOLOGY

The environmental cost reduction for reduced truck movements is calculated by subtracting the cost of pollution produced by the increase in freight movements by rail from the cost of pollution prevented by reducing truck hauls. Air emission externalities are included in the calculations and are estimated in monetized costs per ton-mile for specific emission rates based on each pollutant.

Figure 5 below demonstrates the methodology used to estimate emission cost impacts for trucks and trains. Using forecasts of new rail capacity that will displace movements of the same freight by trucks, the change in emission costs from the reduction in the annual production of NO_x, VOC, PM, SO_2, and CO_2 were calculated.

Figure 5: Avoided Emission Costs due to Modal Diversion



6.1.2.2 ASSUMPTIONS

The assumptions used in the estimation of environmental benefits are summarized in the table below.

Table 7: Assumptions used in the Estimation of Environmental Benefits – Trucks

Emissions per Gallon of Fuel Burned - Long-haul Freight Trucks (grams/ton-mile)						
Year	**NOx**	**VOC**	**PM2.5**	**SO2**	**CO2**	**Source/Comment**
2018	0.3543	0.0177	0.0204	0.0009	102.5	Assuming combination Long-haul trucks with an average speed of 27.5 - 32.5mph, 6.3mpg fuel efficiency, and 130 ton-miles per gallon. Model run in June 2018.
2019	0.3272	0.0162	0.0186	0.0009	101.9	
2020	0.3002	0.0148	0.0168	0.0009	101.4	
2021	0.2731	0.0133	0.0151	0.0009	100.8	
2022	0.2460	0.0119	0.0133	0.0008	100.2	
2023	0.2190	0.0104	0.0115	0.0008	99.6	
2024	0.1919	0.0090	0.0097	0.0008	99.0	
2025	0.1649	0.0075	0.0079	0.0008	98.4	
2026	0.1565	0.0071	0.0074	0.0008	98.2	
2027	0.1481	0.0066	0.0068	0.0008	97.9	
2028	0.1397	0.0061	0.0063	0.0008	97.7	
2029	0.1314	0.0057	0.0057	0.0008	97.4	
2030	0.1230	0.0052	0.0052	0.0008	97.2	
2031	0.1146	0.0047	0.0046	0.0008	97.0	
2032	0.1062	0.0043	0.0041	0.0008	96.7	
2033	0.0979	0.0038	0.0035	0.0008	96.5	
2034	0.0895	0.0033	0.0030	0.0008	96.2	
2035	0.0811	0.0029	0.0024	0.0008	96.0	
2036	0.0806	0.0029	0.0024	0.0008	96.0	
2037	0.0801	0.0028	0.0024	0.0008	95.9	
2038	0.0796	0.0028	0.0023	0.0008	95.9	
2039	0.0791	0.0028	0.0023	0.0008	95.9	
2040	0.0786	0.0028	0.0023	0.0008	95.8	
2041	0.0781	0.0027	0.0023	0.0008	95.8	
2042	0.0777	0.0027	0.0022	0.0008	95.8	
2043	0.0772	0.0027	0.0022	0.0008	95.7	
2044	0.0767	0.0027	0.0022	0.0008	95.7	
2045	0.0762	0.0027	0.0022	0.0008	95.7	
2046	0.0762	0.0027	0.0022	0.0008	95.7	
2047	0.0762	0.0027	0.0022	0.0008	95.7	
2048	0.0762	0.0027	0.0022	0.0008	95.7	
2049	0.0762	0.0027	0.0022	0.0008	95.7	
2050	0.0762	0.0027	0.0022	0.0008	95.7	
2051	0.0762	0.0027	0.0022	0.0008	95.7	
2052	0.0762	0.0027	0.0022	0.0008	95.7	
2053	0.0762	0.0027	0.0022	0.0008	95.7	

Table 8: Assumptions used in the Estimation of Environmental Benefits – Locomotives

Emissions per Gallon of Fuel Burned - Line Haul Locomotives (grams/ton-mile)						
Year	**NOx**	**VOC**	**PM2.5**	**SO2**	**CO2**	**Source/Comment**
2018	0.2361	0.0097	0.0057	0.0041	22.34	United States Environmental Protection Agency, Office of Transportation and Air Quality, "Emission Factors for Locomotives", EPA-420-F-09-025, April 2009.
2019	0.2219	0.0088	0.0052	0.0040	22.01	
2020	0.2101	0.0080	0.0047	0.0040	21.68	
2021	0.1966	0.0075	0.0045	0.0039	21.36	
2022	0.1833	0.0069	0.0040	0.0039	21.05	
2023	0.1705	0.0064	0.0037	0.0038	20.74	
2024	0.1580	0.0059	0.0033	0.0038	20.43	
2025	0.1458	0.0054	0.0031	0.0037	20.13	
2026	0.1339	0.0051	0.0028	0.0036	19.83	
2027	0.1243	0.0046	0.0026	0.0036	19.54	
2028	0.1149	0.0042	0.0024	0.0035	19.25	
2029	0.1058	0.0039	0.0020	0.0035	18.96	
2030	0.0969	0.0037	0.0018	0.0034	18.68	
2031	0.0883	0.0032	0.0017	0.0034	18.41	
2032	0.0817	0.0030	0.0015	0.0033	18.14	
2033	0.0752	0.0028	0.0014	0.0033	17.87	
2034	0.0689	0.0025	0.0012	0.0032	17.60	
2035	0.0628	0.0023	0.0012	0.0032	17.34	
2036	0.0585	0.0021	0.0010	0.0031	17.09	
2037	0.0544	0.0021	0.0010	0.0031	16.84	
2038	0.0503	0.0019	0.0008	0.0031	16.59	
2039	0.0464	0.0019	0.0008	0.0030	16.34	
2040	0.0441	0.0017	0.0006	0.0030	16.10	
2041	0.0441	0.0017	0.0006	0.0030	16.10	
2042	0.0441	0.0017	0.0006	0.0030	16.10	
2043	0.0441	0.0017	0.0006	0.0030	16.10	
2044	0.0441	0.0017	0.0006	0.0030	16.10	
2045	0.0441	0.0017	0.0006	0.0030	16.10	
2046	0.0441	0.0017	0.0006	0.0030	16.10	
2047	0.0441	0.0017	0.0006	0.0030	16.10	
2048	0.0441	0.0017	0.0006	0.0030	16.10	
2049	0.0441	0.0017	0.0006	0.0030	16.10	
2050	0.0441	0.0017	0.0006	0.0030	16.10	
2051	0.0441	0.0017	0.0006	0.0030	16.10	
2052	0.0441	0.0017	0.0006	0.0030	16.10	
2053	0.0441	0.0017	0.0006	0.0030	16.10	

Table 9: Assumptions used in the Estimation of Environmental Benefits – Emission Values

Pollutant	Units	Year	Value	Source/Comment
Carbon Dioxide (CO_2)	$/short ton	2018	$0.91	US DOT, BCA Guidance December 2018; The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (July 2018)
		2019	$0.91	
		2020	$0.91	
		2021	$0.91	
		2022	$0.91	
		2023	$0.91	
		2024	$0.91	
		2025	$0.91	
		2026	$0.91	
		2027	$0.91	
		2028	$0.91	
		2029	$0.91	
		2030	$0.91	
		2031	$1.09	
		2032	$1.27	
		2033	$1.45	
		2034	$1.63	
		2035	$1.81	
		2036	$1.81	
		2037	$1.81	
		2038	$1.81	
		2039	$1.81	
		2040	$1.81	
		2041	$1.81	
		2042	$1.81	
		2043	$1.81	
		2044	$1.81	
		2045	$1.81	
		2046	$1.81	
		2047	$1.81	
		2048	$1.81	
		2049	$1.81	
		2050	$1.81	
		2051	$1.81	
		2052	$1.81	
		2053	$1.81	
Nitrogen oxides (NOx)	$/short ton	2017-2053	$8,300	US DOT, BCA Guidance December 2018; The Safer Affordable Fuel-Efficient Vehicles Rule for MY2021-MY2026 Passenger Cars and Light Trucks Preliminary Regulatory Impact Analysis (October 2018)".
Volatile Organic Compounds (VOCs)	$/short ton	2017-2053	$2,000	
Particulate matter (PM)	$/short ton	2017-2053	$377,800	
Sulfur dioxide (SO_2)	$/short ton	2017-2053	$48,900	

6.1.2.3 BENEFIT ESTIMATES

The table below shows the benefit estimates of reducing vehicle delay times and reducing the amount of freight that must be shipped by truck. With a 7 percent discount rate, the estimated present value over the projected 30 year benefit period is $1.02 million dollars. See Sections 9.6 – 9.7 for additional information.

Table 10: Estimates of Environmental Benefits

Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
Avoided Emissions	$100,512	$2,980,793	$1,023,597
Total	**$100,512**	**$2,980,793**	**$1,023,597**

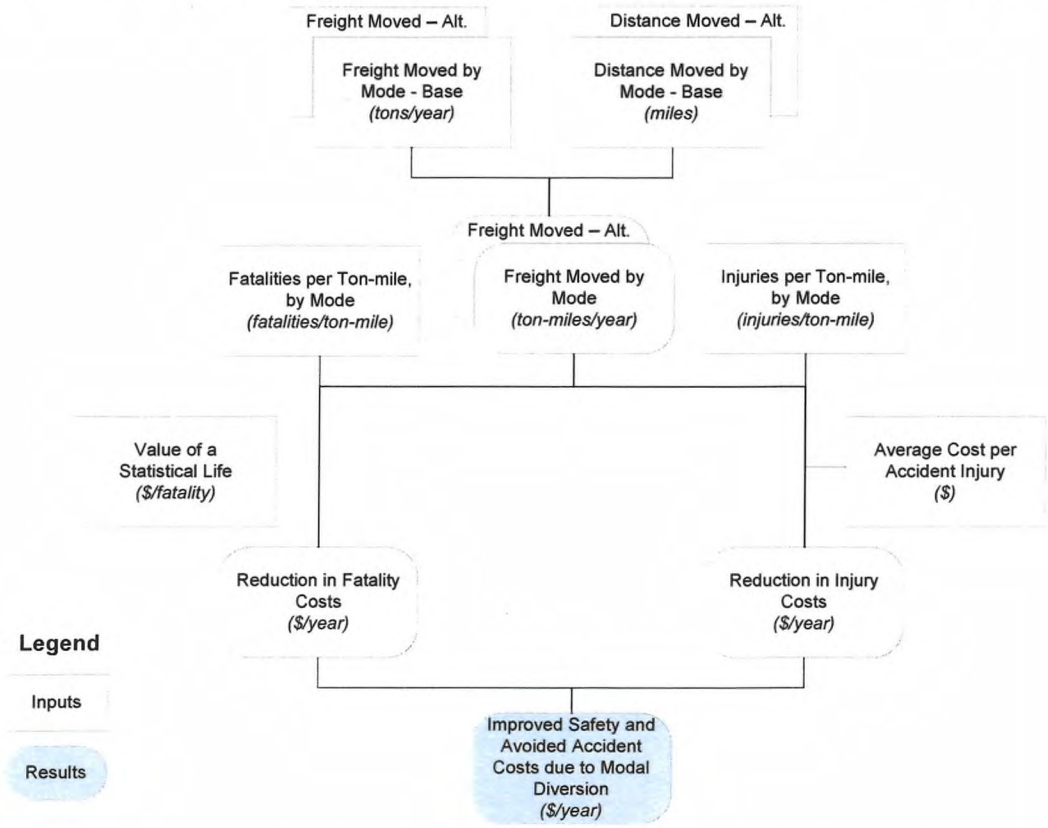
6.1.3 Safety Benefits

The proposed project would contribute to promoting safety through accident reductions due to fewer freight truck movements on public highways.

6.1.3.1 METHODOLOGY

Accident costs, and impacts on life, limb, and property, are a significant component of road user costs. Road safety is a key economic factor in the planning of roads, as well as an important indicator of transportation efficiency. Outside of the economic context, highway safety is often the object of public concern and a leading social issue. Estimating safety benefits requires data on the frequency and severity of accidents for the type of road and area under consideration. In addition, the costs of injuries and fatalities must be monetized. The reduction of trucks on local highways reduces traffic and the likelihood of accidents. Using publicly available data on fatalities and injuries per ton-mile by mode, accident cost impacts were monetized as shown in Figure 6.

Figure 6: Improved Safety and Avoided Accident Costs due to Modal Diversion



While the US DOT BCA Guidance provides a "Severity Unknown" category for injuries based on an assumed distribution of injuries shown in Table 11, which is based on all highway traffic, the vehicles assessed in this study generally are significantly heavier than the average highway vehicle. Moreover, given their heavier weight, it is expected that accidents involving these vehicles are expected to produce more serious injuries.

Table 11: Weighted Average for Severity Unknown Injuries per US DOT BCA Guidance

MAIS Category	Distribution	Value
No Injury	21.54%	$0
MAIS 1-Minor	62.73%	$28,800
MAIS 2-Moderate	10.40%	$451,200
MAIS 3-Serious	3.86%	$1,008,000
MAIS 4-Severe	0.44%	$2,553,600
MAIS 5-Critical	1.03%	$5,692,800
Injury – Severity Unknown	100.00%	$174,000

Road Traffic Related Injury Severity in Truck Drivers: A Prospective Medical and Technical Analysis of 582 Truck Crashes[1] analyzes injury severity for both truck drivers and other parties

[1] Decker, Sebastian, Dietmar Otte, Christian Walter Muller, Mohamed Omar, Christian Krettek, Carl Haasper, and Stephan Brand. "Road Traffic Related Injury Severity in Truck Drivers: A Prospective Medical and Technical Analysis of 582 Truck

involved in the crashes between 2000 and 2011. The findings from this 2016 study can be found in Table 12, which found a significantly higher percentage of critical injuries relative to the assumed distribution from the table above. Applying this adjusted weighting, the cost of injuries with unknown severity increases to $405,271 per injury and was applied to the monetization of expected injuries, but this assumption is tested in the sensitivity section of the report.

Table 12: Adjusted Average for Severity Unknown Injuries

MAIS Category	Distribution	Value
No Injury	49.96%	$0
MAIS 1-Minor	32.80%	$28,800
MAIS 2-Moderate	7.96%	$451,200
MAIS 3-Serious	3.01%	$1,008,000
MAIS 4-Severe	0.88%	$2,553,600
MAIS 5-Critical	5.39%	$5,692,800
Injury – Severity Unknown	100.00%	$405,271

6.1.3.2 ASSUMPTIONS

The assumptions used in the estimation of safety benefits are summarized in the table below.

Table 13: Assumptions used in the Estimation of Safety Benefits

Variable Name	Unit	Value	Source
Fatalities per Billion Ton-Miles by Train	fatalities/Btm	2.54	US Government Accountability Office, Surface Freight Transportation; A Comparison of the Costs of Road, Truck, and Waterways Freight Shipments That Are Not Passed on to Consumers, January 2011, Table 4.
Fatalities per Billion Ton-Miles by Truck	fatalities/Btm	0.39	
Injuries per Billion Ton-Miles by Truck	injuries/Btm	55.98	
Injuries per Billion Ton-Miles by Train	injuries/Btm	3.32	
Average Cost per Accident Injury	$/injury	$405,271	US DOT BCA Guidance for estimating costs of various MAIS injuries. Injuries for unknown severity for accidents calculated based on weighted average of data from "Road Traffic Related Injury Severity in Truck Drivers: A Prospective Medical and Technical Analysis of 582 Truck Crashes"
Value of a Statistical Life	$/fatality	$9,600,000	US DOT, Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses. 2016. Obtained from US DOT BCA Guidance 2018.
Annual Growth in Real Accident Costs	%	0.00%	

6.1.3.3 BENEFIT ESTIMATES

The table below shows the benefit estimates of increased road safety and reduction of the probability of accidents due to a reduction in freight truck traffic. With a 7 percent discount rate applied to the safety benefit, the estimated present value over the projected 30 year benefit period is $26.7 million dollars. See Sections 9.6 – 9.9 for additional information.

Crashes," Archives of Trauma Research, 5(2) June 2016. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5035669/#A31380R21.

Table 14: Estimate of Safety Benefits

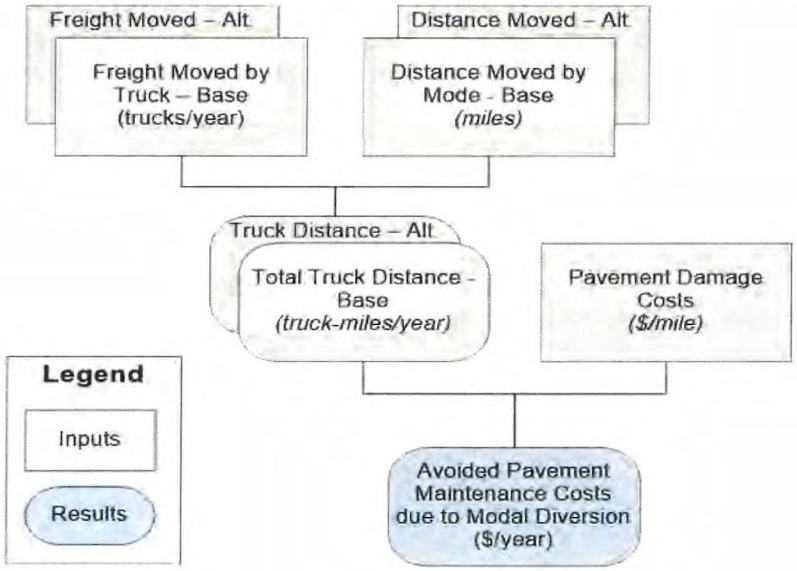
Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
Improved Safety and Avoided Accident Costs	$980,461	$96,118,445	$26,682,189
Total	**$980,461**	**$96,118,445**	**$26,682,189**

6.1.4 Avoided Pavement Maintenance Costs

6.1.4.1 METHODOLOGY

In estimating the pavement maintenance costs, ton-miles of goods transported by truck in both the Base and Alternative case are multiplied by the pavement maintenance cost factor from US DOT. Figure 7 outlines the methodology used to monetize the avoided pavement maintenance costs.

Figure 7: Avoided Pavement Maintenance Costs due to Modal Diversion



6.1.4.2 ASSUMPTIONS

The assumptions used in the estimation of avoided pavement maintenance costs are summarized in the table below.

Table 15: Assumptions used in the Estimation of Avoided Pavement Maintenance Costs

Variable Name	Unit	Value	Source
Pavement maintenance cost - rural interstate trucks	$/truck mile	$0.08	Addendum to the 1997 Federal Highway Cost Allocation Study, Final Report, U.S. Department of Transportation and Federal Highway Administration, May 2000; Table 13. Assuming 60 kip 5-axle trucks 65% on rural and 35% on urban highways, escalated to 2017$.

6.1.4.3 BENEFIT ESTIMATES

The table below shows the benefit estimates of reducing truck volumes. With a 7 percent discount rate, the estimated present value over the projected 30 year benefit period is $2.1 million dollars. See Section 9.10 for additional information.

Table 16: Estimates of Avoided Pavement Maintenance Costs

Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
Avoided Pavement Maintenance Costs	$76,049	$7,455,373	$2,069,589
Total	**$76,049**	**$7,455,373**	**$2,069,589**

6.1.5 Residual Value of Capital Assets

6.1.5.1 METHODOLOGY

The residual value of capital assets are calculated in line with the US DOT BCA Guidance based upon an estimated useful life of 35 years for railroads, determined through consultation with the SEADD, NLA, LPPC, and DSR.

6.1.5.2 ASSUMPTIONS

The table below highlights the assumptions used in the estimation of the residual value of the capital assets.

Table 17: Assumptions used in the Estimation of the Residual Value of Capital Assets

Variable Name	Unit	Value	Source
Useful Life of Assets from Segment A	years	35	North Louisiana & Arkansas Railroad (NLA)
Useful Life of Assets from Segment B	years	35	Southeast Arkansas Economic Development District
Useful Life of Assets from Segment C	years	35	Lake Providence Port Commission
Useful Life of Assets from Segment D	years	35	The Delta Southern Railroad

6.1.5.3 BENEFIT ESTIMATES

The table below shows the benefit estimate of the residual value. With a 7 percent discount rate, the estimated present value over the projected 30 year benefit period is $0.6 million dollars. See Section 9.11 for additional information.

Table 18: Estimates of the Residual Value of Capital Assets

Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
Residual Value of Capital Assets	$0	$6,429,203	$602,178
Total	**$0**	**$6,429,203**	**$602,178**

6.1.6 O&M Cost Savings

6.1.6.1 METHODOLOGY

The project is expected to generate both operations and maintenance cost savings from upgrading the current railroad infrastructure through improved railway efficiencies and reduced maintenance costs. The improved rail efficiencies generated by the project is expected to result in a permanent reduction in operations cost. Meanwhile, the railroad infrastructure is expected to reduce the maintenance cost, however as the railroad ages it is expected to incur maintenance costs. Specifically, it Is assumed that after 10 years of completing the railroad, maintenance costs would reflect current maintenance costs.

6.1.6.2 ASSUMPTIONS

The assumptions used in the estimation of O&M cost savings are summarized in the table below.

Table 19: Assumptions used in the Estimation of O&M Cost Savings

Variable Name	Unit	Value	Source
Operation Costs Savings - NL&A	$/year	$180,000	North Louisiana & Arkansas Railroad (NL&A). Value from a permanent railroad efficiency improvement.
Operation Cost Savings - DSR	$/year	$150,000	Delta Southern Railroad (DSR). Value from a permanent railroad efficiency improvement.
Average Annual Maintenance Costs Savings - NL&A	$/year	$525,000	North Louisiana & Arkansas Railroad (NL&A). Reduce maintenance cost for new rail for 10 years
Average Annual Maintenance Cost Savings - DSR	$/year	$125,000	Delta Southern Railroad (DSR). Reduce maintenance cost for new rail for 10 years

6.1.6.3 BENEFIT ESTIMATES

The table below presents the benefit estimates for O&M cost savings through modal diversion. With a 7 percent discount rate, the estimated present value over the projected 30 years benefit period is $6.9 million dollars. See Section 9.12 for additional information.

Table 20: Estimates of O&M Cost Savings

Values in 2017$	In Project Opening Year	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7%
O&M Cost Savings	$440,000	$16,745,000	$6,913,877
Total	**$440,000**	**$16,745,000**	**$6,913,877**

6.1.7 Other Economic and Social Impacts

In addition to the monetized benefits presented in this section, the project would generate benefits that are difficult to quantify. A brief description of those benefits is provided below.

- ***Reduced Road Congestion***

  Fewer freight trucks on Interstate Highways and local roads would help alleviate traffic congestion. This impact is not monetized as a detailed traffic study has not been conducted to assess the impact of the project.

- ***Trade Flow Reliability***

  In 2011 the Mississippi River experienced record flooding and in 2012 the River was at low water flow levels. Both events caused numerous barge shipping challenges and delays. The requested improvements to the rail would provide an alternate method for the shipment of goods along the corridor and also provide minimal delays to goods moving East and West along the Union Pacific and Kansas City Southern Class 1 rails. Disruptions to the regional freight network have severe impacts on local farms and hinder the delivery of input materials and international exports from manufacturing plants in the south.

- ***Reduced Noise Pollution***

  Studies have indicated that diverting truck freight from public roads to rail reduces noise pollution and benefits a wide range of stakeholders along the transportation corridors.

7 Summary of Findings and Benefit-Cost Outcomes

The tables below summarize the BCA findings. Annual costs and benefits are computed over the lifecycle of the project (35 years). As stated earlier, construction is expected to be completed by 2023. Benefits accrue during the full operation of the project.

Table 21: Overall Results of the Benefit Cost Analysis

Project Evaluation Metric	7% Discount Rate	3% Discount Rate
Total Discounted Benefits	$99,763,881	$194,387,594
Total Discounted Costs	$36,924,680	$41,253,181
Net Present Value	$62,839,202	$153,134,413
Benefit / Cost Ratio	2.70	4.71
Payback Period (years)	10.50	9.36
Internal Rate of Return (%)	18.1%	

Table 22: Benefit Estimates by Benefit Category

Impact Categories	7% Discount Rate	3% Discount Rate
Shipper Cost Efficiencies	$62,472,452	$122,830,587
Avoided Pavement Maintenance Costs	$2,069,589	$4,069,134
Residual Value of Capital Assets	$602,178	$2,284,832
O&M Cost Savings	$6,913,877	$10,964,703
Improved Safety and Avoided Accident Costs	$26,682,189	$52,461,345
Avoided Emissions	$932,486	$1,657,411
Total Benefit Estimates	**$99,672,770**	**$194,268,012**

Considering all monetized benefits and costs, the estimated internal rate of return of the project is 18.1 percent. With a 7 percent real discount rate, the $36.9 million investment would result in $99.8 million in total benefits for a Net Present Value of $62.8 million and a Benefit/Cost ratio of approximately 2.70.

With a 3 percent real discount rate, the Net Present Value of the project would increase to $153.1 million, for a Benefit/Cost ratio of 4.71.

8 Benefit Cost Analysis Sensitivity

8.1 Variation in Key Inputs and Assumptions

The BCA outcomes presented in the previous sections rely on a large number of assumptions and long-term projections — both of which are subject to considerable uncertainty.

The primary purpose of the sensitivity analysis is to help identify the variables and model parameters whose variations have the greatest impact on the BCA outcomes: the "critical variables."

The sensitivity analysis can also be used to:

- Evaluate the impact of changes in individual critical variables – how much the final results would vary with reasonable departures from the "preferred" or most likely value for the variable; and
- Assess the robustness of the BCA and evaluate, in particular, whether the conclusions reached under the "preferred" set of input values are significantly altered by reasonable departures from those values.

The outcomes of the quantitative analysis for Southeast Arkansas and Northeast Louisiana Multi-modal Freight Corridor Improvement Project using a 7 percent discount rate are summarized in the table below. The table provides the percentage changes in project NPV associated with variations in variables or parameters, as indicated in the column headers. Given the overwhelming majority of the benefits being derived from impacts associated with the track capacity constraints, three parameters in the sensitivity focused on critical assumptions for the benefits and costs of the project: freight movement demand growth, average haul distance, and the capital costs of the new infrastructure. In addition, a sensitivity for the cost of injuries of unknown severity was conducted to ensure assess the variation between applying the adjusted value and the value provided in the latest US DOT BCA Guidance.

Table 23: Sensitivity Analysis Results

Original NPV (Discounted at 7%)	Parameters	Change in Parameter Value	New NPV (Discounted at 7%)	Change in NPV	New B/C Ratio
$62,839,202	Avg. Annual Freight Growth Rate	+2.0% higher growth per year	$98,701,847	+57.07%	3.67
		-2.0% lower growth per year	$38,514,557	-38.71%	2.04
	Avg. Haul Distance	+25% increase in distance	$62,839,202	+36.70%	3.33
		-25% reduction in distance	$39,777,245	-36.70%	2.08
	Injury Cost	Using cost of injury of unknown severity from the US DOT BCA guidance.	$55,062,178	-12.38%	2.49
	Capital Cost Estimate	+25% increase in capital cost	$53,758,576	-14.45%	2.16
		-25% reduction in capital cost	$71,919,827	14.45%	3.60

As can be expected, using a lower freight growth forecast results in lower project benefits as fewer trucks would be needed for the gradual growth in demand. The benefit-cost ratio remains well above 1.0 and demonstrates that even at a very conservative (0.3%/year) demand growth rate, there is a strong case for this project. Inversely, a more aggressive growth rate (4.3%) could result in the BCR reaching as high as 3.67.

Changes in the haul distance have a more uniform and significant impact on results since every ton-mile of freight transported is incrementally beneficial by rail over truck. A 25% increase in average distance increases the NPV by 37% and changes the BCR to 3.33; an inverse 25% decrease reduces the NPV by 37% to $39.8M and a BCR of 2.08.

By applying a cost of injuries of unknown severity aligned with the values presented in the US DOT BCA Guidance 2018 of $174,000 per injury, the NPV decreases by 12% but still results in a BCR greater than 1.0.

Changes in the capital cost estimates have a relatively less impactful influence on the net present value, but a greater influence on the BCR, resulting in a potential range of 2.16 to 3.60.

Given that these variables drive the overwhelming majority of the analysis results, the sensitivity analysis indicates that the project is expected to be highly beneficial from the standpoint of its stakeholders and society as a whole.

9 Supplementary Data Tables

This section reports on all economic benefits in line with the "Support for National and Regional Economic Vitality" merit criteria in annual form for the Southeast Arkansas Economic Development District project. Results are reported by year and benefit type. For example, tables providing estimates of annual emission reductions (in tons) are provided under Environmental Benefits.

9.1 Annual Estimates of Total Project Benefits and Costs

Calendar Year	Project Year	Total Benefits (2017$)	Total Costs (2017$)	Undiscounted Net Benefits (2017$)	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0	$0
2019	1	$0	-$2,515,820	-$2,515,820	$0	-$2,351,234
2020	2	$0	-$13,203,762	-$13,203,762	$0	-$11,532,677
2021	3	$0	-$16,495,332	-$16,495,332	$0	-$13,465,104
2022	4	$3,892,629	-$9,155,107	-$5,262,478	$2,969,668	-$4,014,719
2023	5	$7,623,910	-$3,634,400	$3,989,510	$5,435,742	$2,844,465
2024	6	$8,799,638	$0	$8,799,638	$5,863,570	$5,863,570
2025	7	$8,935,578	$0	$8,935,578	$5,564,629	$5,564,629
2026	8	$9,110,991	$0	$9,110,991	$5,302,680	$5,302,680
2027	9	$9,113,995	$0	$9,113,995	$4,957,410	$4,957,410
2028	10	$9,095,685	$0	$9,095,685	$4,623,785	$4,623,785
2029	11	$9,260,881	$0	$9,260,881	$4,399,778	$4,399,778
2030	12	$9,450,176	$0	$9,450,176	$4,195,991	$4,195,991
2031	13	$9,639,510	$0	$9,639,510	$4,000,054	$4,000,054
2032	14	$9,661,561	$0	$9,661,561	$3,746,920	$3,746,920
2033	15	$9,637,714	$0	$9,637,714	$3,493,151	$3,493,151
2034	16	$9,793,053	$0	$9,793,053	$3,317,246	$3,317,246
2035	17	$9,997,650	$0	$9,997,650	$3,165,000	$3,165,000
2036	18	$10,229,733	$0	$10,229,733	$3,026,609	$3,026,609
2037	19	$10,462,016	$0	$10,462,016	$2,892,834	$2,892,834
2038	20	$10,704,827	$0	$10,704,827	$2,766,331	$2,766,331
2039	21	$10,948,001	$0	$10,948,001	$2,644,086	$2,644,086
2040	22	$11,200,856	$0	$11,200,856	$2,528,181	$2,528,181
2041	23	$11,452,176	$0	$11,452,176	$2,415,801	$2,415,801
2042	24	$11,709,306	$0	$11,709,306	$2,308,450	$2,308,450
2043	25	$11,972,380	$0	$11,972,380	$2,205,901	$2,205,901
2044	26	$12,241,536	$0	$12,241,536	$2,107,937	$2,107,937
2045	27	$12,516,915	$0	$12,516,915	$2,014,352	$2,014,352
2046	28	$12,799,944	$0	$12,799,944	$1,925,140	$1,925,140
2047	29	$13,089,547	$0	$13,089,547	$1,839,904	$1,839,904
2048	30	$13,385,875	$0	$13,385,875	$1,758,464	$1,758,464
2049	31	$13,689,086	$0	$13,689,086	$1,680,650	$1,680,650
2050	32	$13,999,338	$0	$13,999,338	$1,606,300	$1,606,300
2051	33	$14,316,795	$0	$14,316,795	$1,535,257	$1,535,257
2052	34	$14,641,625	$0	$14,641,625	$1,467,374	$1,467,374
2053	35	$21,403,202	$0	$21,403,202	$2,004,687	$2,004,687
Total		**$354,776,131**	**-$45,004,421**	**$309,771,710**	**$99,763,881**	**$62,839,202**

9.2 Annual Demand Projections (1 of 2)

Calendar Year	Project Year	Base Case		Alternative Case	
		Train ton-miles per year	Truck ton-miles per year	Train ton-miles per year	Truck ton-miles per year
2018	0	0	45,794,379	0	45,794,379
2019	1	0	46,857,910	0	46,857,910
2020	2	0	47,946,140	0	47,946,140
2021	3	0	49,059,644	0	49,059,644
2022	4	0	50,199,007	25,482,337	26,614,382
2023	5	0	51,364,832	48,916,947	6,090,810
2024	6	0	52,557,731	56,786,733	0
2025	7	0	53,778,334	58,105,551	0
2026	8	0	55,027,285	59,454,997	0
2027	9	0	56,305,242	60,835,783	0
2028	10	0	57,612,877	62,248,636	0
2029	11	0	58,950,882	63,694,302	0
2030	12	0	60,319,960	65,173,541	0
2031	13	0	61,720,834	66,687,135	0
2032	14	0	63,154,241	68,235,880	0
2033	15	0	64,620,939	69,820,594	0
2034	16	0	66,121,698	71,442,111	0
2035	17	0	67,657,312	73,101,286	0
2036	18	0	69,228,589	74,798,994	0
2037	19	0	70,836,357	76,536,129	0
2038	20	0	72,481,464	78,313,608	0
2039	21	0	74,164,777	80,132,367	0
2040	22	0	75,887,184	81,993,365	0
2041	23	0	77,649,591	83,897,583	0
2042	24	0	79,452,929	85,846,025	0
2043	25	0	81,298,148	87,839,717	0
2044	26	0	83,186,220	89,879,711	0
2045	27	0	85,118,141	91,967,082	0
2046	28	0	87,094,929	94,102,930	0
2047	29	0	89,117,626	96,288,381	0
2048	30	0	91,187,298	98,524,587	0
2049	31	0	93,305,037	100,812,727	0
2050	32	0	95,471,958	103,154,007	0
2051	33	0	97,689,203	105,549,661	0
2052	34	0	99,957,942	108,000,952	0
2053	35	0	102,279,370	110,509,171	0
Total		**0**	**2,534,456,013**	**2,498,132,832**	**222,363,266**

9.3 Annual Demand Projections (2 of 2)

Calendar Year	Project Year	Base Case		Alternative Case	
		Railcars per year	Trucks per year	Railcars per year	Trucks per year
2018	0	0	21,297	0	21,297
2019	1	0	21,792	0	21,792
2020	2	0	22,298	0	22,298
2021	3	0	22,816	0	22,816
2022	4	0	23,345	2,804	12,377
2023	5	0	23,888	5,382	2,833
2024	6	0	24,442	6,248	0
2025	7	0	25,010	6,393	0
2026	8	0	25,591	6,542	0
2027	9	0	26,185	6,694	0
2028	10	0	26,793	6,849	0
2029	11	0	27,416	7,008	0
2030	12	0	28,052	7,171	0
2031	13	0	28,704	7,337	0
2032	14	0	29,370	7,508	0
2033	15	0	30,052	7,682	0
2034	16	0	30,750	7,860	0
2035	17	0	31,465	8,043	0
2036	18	0	32,195	8,230	0
2037	19	0	32,943	8,421	0
2038	20	0	33,708	8,617	0
2039	21	0	34,491	8,817	0
2040	22	0	35,292	9,021	0
2041	23	0	36,111	9,231	0
2042	24	0	36,950	9,445	0
2043	25	0	37,808	9,665	0
2044	26	0	38,686	9,889	0
2045	27	0	39,585	10,119	0
2046	28	0	40,504	10,354	0
2047	29	0	41,445	10,594	0
2048	30	0	42,407	10,840	0
2049	31	0	43,392	11,092	0
2050	32	0	44,400	11,350	0
2051	33	0	45,431	11,613	0
2052	34	0	46,486	11,883	0
2053	35	0	47,566	12,159	0
Total		**0**	**1,178,667**	**274,860**	**103,412**

9.4 Shipper Cost Efficiencies: Pertinent Quantifiable Impacts

Calendar Year	Project Year	Freight Ton-miles Diverted from Truck to Rail	Truck-miles Diverted from Public Roads to Rail
2018	0	0	0
2019	1	0	0
2020	2	0	0
2021	3	0	0
2022	4	23,584,625	943,385
2023	5	45,274,021	1,810,961
2024	6	52,557,731	2,102,309
2025	7	53,778,334	2,151,133
2026	8	55,027,285	2,201,091
2027	9	56,305,242	2,252,210
2028	10	57,612,877	2,304,515
2029	11	58,950,882	2,358,035
2030	12	60,319,960	2,412,798
2031	13	61,720,834	2,468,833
2032	14	63,154,241	2,526,170
2033	15	64,620,939	2,584,838
2034	16	66,121,698	2,644,868
2035	17	67,657,312	2,706,292
2036	18	69,228,589	2,769,144
2037	19	70,836,357	2,833,454
2038	20	72,481,464	2,899,259
2039	21	74,164,777	2,966,591
2040	22	75,887,184	3,035,487
2041	23	77,649,591	3,105,984
2042	24	79,452,929	3,178,117
2043	25	81,298,148	3,251,926
2044	26	83,186,220	3,327,449
2045	27	85,118,141	3,404,726
2046	28	87,094,929	3,483,797
2047	29	89,117,626	3,564,705
2048	30	91,187,298	3,647,492
2049	31	93,305,037	3,732,201
2050	32	95,471,958	3,818,878
2051	33	97,689,203	3,907,568
2052	34	99,957,942	3,998,318
2053	35	102,279,370	4,091,175
Total		**2,312,092,748**	**92,483,710**

9.5 Shipper Cost Efficiencies Benefits: Annual Benefit Estimates

Calendar Year	Project Year	Shipper Cost Efficiencies	Total Shipper Cost Efficiencies	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$2,295,607	$2,295,607	$1,751,308	$2,039,617
2023	5	$4,406,742	$4,406,742	$3,141,946	$3,801,295
2024	6	$5,115,702	$5,115,702	$3,408,808	$4,284,319
2025	7	$5,234,509	$5,234,509	$3,259,789	$4,256,135
2026	8	$5,356,075	$5,356,075	$3,117,285	$4,228,135
2027	9	$5,480,465	$5,480,465	$2,981,010	$4,200,320
2028	10	$5,607,744	$5,607,744	$2,850,693	$4,172,688
2029	11	$5,737,978	$5,737,978	$2,726,072	$4,145,238
2030	12	$5,871,237	$5,871,237	$2,606,900	$4,117,968
2031	13	$6,007,591	$6,007,591	$2,492,937	$4,090,877
2032	14	$6,147,112	$6,147,112	$2,383,956	$4,063,965
2033	15	$6,289,873	$6,289,873	$2,279,739	$4,037,230
2034	16	$6,435,949	$6,435,949	$2,180,079	$4,010,671
2035	17	$6,585,418	$6,585,418	$2,084,775	$3,984,286
2036	18	$6,738,358	$6,738,358	$1,993,637	$3,958,075
2037	19	$6,894,850	$6,894,850	$1,906,483	$3,932,036
2038	20	$7,054,976	$7,054,976	$1,823,140	$3,906,169
2039	21	$7,218,821	$7,218,821	$1,743,440	$3,880,472
2040	22	$7,386,471	$7,386,471	$1,667,224	$3,854,944
2041	23	$7,558,015	$7,558,015	$1,594,340	$3,829,584
2042	24	$7,733,543	$7,733,543	$1,524,642	$3,804,391
2043	25	$7,913,147	$7,913,147	$1,457,991	$3,779,363
2044	26	$8,096,922	$8,096,922	$1,394,254	$3,754,500
2045	27	$8,284,966	$8,284,966	$1,333,303	$3,729,801
2046	28	$8,477,376	$8,477,376	$1,275,016	$3,705,264
2047	29	$8,674,255	$8,674,255	$1,219,278	$3,680,889
2048	30	$8,875,707	$8,875,707	$1,165,976	$3,656,674
2049	31	$9,081,836	$9,081,836	$1,115,004	$3,632,618
2050	32	$9,292,753	$9,292,753	$1,066,261	$3,608,720
2051	33	$9,508,569	$9,508,569	$1,019,649	$3,584,980
2052	34	$9,729,396	$9,729,396	$975,074	$3,561,396
2053	35	$9,955,352	$9,955,352	$932,448	$3,537,967
Total		**$225,047,317**	**$225,047,317**	**$62,472,452**	**$122,830,587**

9.6 Environmental Benefits: Pertinent Quantifiable Impacts

Calendar Year	Project Year	Annual Emissions Avoided - NOx (tons)	Annual Emissions Avoided - VOC (tons)	Annual Emissions Avoided - PM (tons)	Annual Emissions Avoided - SO2 (tons)	Annual Emissions Avoided - CO2 (tons)	Freight Ton-miles Diverted from Truck to Rail	Truck-miles Diverted from Public Roads to Rail
2018	0	0	0.0	0.0	0.0	0	0	0
2019	1	0.00	0.00	0.00	0.00	0	0	0
2020	2	0.00	0.00	0.00	0.00	0	0	0
2021	3	0.00	0.00	0.00	0.00	0	0	0
2022	4	1.25	0.11	0.23	-0.09	2,013	23,584,625	943,385
2023	5	1.74	0.17	0.37	-0.16	3,851	45,274,021	1,810,961
2024	6	1.23	0.15	0.36	-0.19	4,456	52,557,731	2,102,309
2025	7	0.44	0.10	0.28	-0.19	4,544	53,778,334	2,151,133
2026	8	0.71	0.09	0.26	-0.19	4,654	55,027,285	2,201,091
2027	9	0.86	0.10	0.25	-0.19	4,767	56,305,242	2,252,210
2028	10	0.99	0.10	0.24	-0.19	4,883	57,612,877	2,304,515
2029	11	1.11	0.09	0.23	-0.19	5,000	58,950,882	2,358,035
2030	12	1.21	0.08	0.22	-0.19	5,121	60,319,960	2,412,798
2031	13	1.31	0.09	0.19	-0.19	5,244	61,720,834	2,468,833
2032	14	1.25	0.07	0.17	-0.19	5,369	63,154,241	2,526,170
2033	15	1.18	0.06	0.15	-0.20	5,498	64,620,939	2,584,838
2034	16	1.10	0.04	0.12	-0.20	5,629	66,121,698	2,644,868
2035	17	0.99	0.03	0.09	-0.20	5,763	67,657,312	2,706,292
2036	18	1.33	0.04	0.10	-0.20	5,915	69,228,589	2,769,144
2037	19	1.67	0.05	0.10	-0.20	6,071	70,836,357	2,833,454
2038	20	2.02	0.06	0.12	-0.20	6,230	72,481,464	2,899,259
2039	21	2.37	0.06	0.12	-0.20	6,394	74,164,777	2,966,591
2040	22	2.59	0.08	0.14	-0.20	6,561	75,887,184	3,035,487
2041	23	2.61	0.08	0.14	-0.21	6,711	77,649,591	3,105,984
2042	24	2.63	0.08	0.14	-0.21	6,863	79,452,929	3,178,117
2043	25	2.64	0.08	0.14	-0.22	7,019	81,298,148	3,251,926
2044	26	2.66	0.08	0.14	-0.22	7,179	83,186,220	3,327,449
2045	27	2.67	0.08	0.14	-0.23	7,343	85,118,141	3,404,726
2046	28	2.74	0.08	0.14	-0.23	7,513	87,094,929	3,483,797
2047	29	2.80	0.09	0.15	-0.24	7,688	89,117,626	3,564,705
2048	30	2.86	0.09	0.15	-0.24	7,866	91,187,298	3,647,492
2049	31	2.93	0.09	0.15	-0.25	8,049	93,305,037	3,732,201
2050	32	3.00	0.09	0.16	-0.25	8,236	95,471,958	3,818,878
2051	33	3.07	0.09	0.16	-0.26	8,427	97,689,203	3,907,568
2052	34	3.14	0.10	0.17	-0.26	8,623	99,957,942	3,998,318
2053	35	3.21	0.10	0.17	-0.27	8,823	102,279,370	4,091,175
Total		**62.3**	**2.73**	**5.67**	**-6.64**	**198,302**	**2,312,092,748**	**92,483,710**

9.7 Environmental Benefits: Annual Benefit Estimates

Calendar Year	Project Year	Avoided Emissions Costs due to Modal Diversion	Total Environmental Sustainability Benefits	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$100,512	$100,512	$76,680	$89,304
2023	5	$159,047	$159,047	$113,398	$137,195
2024	6	$149,531	$149,531	$99,639	$125,230
2025	7	$111,984	$111,984	$69,738	$91,053
2026	8	$109,882	$109,882	$63,953	$86,742
2027	9	$106,249	$106,249	$57,792	$81,431
2028	10	$102,082	$102,082	$51,893	$75,958
2029	11	$102,106	$102,106	$48,510	$73,764
2030	12	$96,812	$96,812	$42,986	$67,902
2031	13	$87,038	$87,038	$36,118	$59,269
2032	14	$80,356	$80,356	$31,163	$53,125
2033	15	$73,045	$73,045	$26,475	$46,885
2034	16	$65,079	$65,079	$22,044	$40,555
2035	17	$51,417	$51,417	$16,277	$31,108
2036	18	$60,172	$60,172	$17,803	$35,345
2037	19	$63,940	$63,940	$17,680	$36,464
2038	20	$72,930	$72,930	$18,846	$40,379
2039	21	$76,852	$76,852	$18,561	$41,312
2040	22	$84,899	$84,899	$19,163	$44,308
2041	23	$85,726	$85,726	$18,084	$43,436
2042	24	$86,545	$86,545	$17,062	$42,574
2043	25	$87,355	$87,355	$16,095	$41,721
2044	26	$88,157	$88,157	$15,180	$40,878
2045	27	$88,949	$88,949	$14,315	$40,044
2046	28	$91,014	$91,014	$13,689	$39,780
2047	29	$93,128	$93,128	$13,090	$39,519
2048	30	$95,291	$95,291	$12,518	$39,259
2049	31	$97,504	$97,504	$11,971	$39,000
2050	32	$99,768	$99,768	$11,448	$38,744
2051	33	$102,085	$102,085	$10,947	$38,489
2052	34	$104,456	$104,456	$10,469	$38,236
2053	35	$106,882	$106,882	$10,011	$37,984
Total		**$2,980,793**	**$2,980,793**	**$1,023,597**	**$1,776,992**

9.8 Safety Benefits: Pertinent Quantifiable Impacts

Calendar Year	Project Year	Fatalities Avoided	Injuries Avoided
2018	0	0.00	0.00
2019	1	0.00	0.00
2020	2	0.00	0.00
2021	3	0.00	0.00
2022	4	0.05	1.24
2023	5	0.10	2.37
2024	6	0.11	2.75
2025	7	0.11	2.82
2026	8	0.12	2.88
2027	9	0.12	2.95
2028	10	0.12	3.02
2029	11	0.12	3.09
2030	12	0.13	3.16
2031	13	0.13	3.23
2032	14	0.13	3.31
2033	15	0.14	3.39
2034	16	0.14	3.46
2035	17	0.14	3.54
2036	18	0.15	3.63
2037	19	0.15	3.71
2038	20	0.15	3.80
2039	21	0.16	3.89
2040	22	0.16	3.98
2041	23	0.16	4.07
2042	24	0.17	4.16
2043	25	0.17	4.26
2044	26	0.18	4.36
2045	27	0.18	4.46
2046	28	0.18	4.56
2047	29	0.19	4.67
2048	30	0.19	4.78
2049	31	0.20	4.89
2050	32	0.20	5.00
2051	33	0.21	5.12
2052	34	0.21	5.24
2053	35	0.22	5.36
Total		**4.90**	**121.14**

9.9 Safety Benefits: Annual Benefit Estimates

Calendar Year	Project Year	Improved Safety and Avoided Accident Costs	Total Safety Benefits	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$980,461	$980,461	$747,989	$871,127
2023	5	$1,882,134	$1,882,134	$1,341,936	$1,623,545
2024	6	$2,184,933	$2,184,933	$1,455,913	$1,829,847
2025	7	$2,235,676	$2,235,676	$1,392,267	$1,817,809
2026	8	$2,287,597	$2,287,597	$1,331,402	$1,805,850
2027	9	$2,340,725	$2,340,725	$1,273,199	$1,793,970
2028	10	$2,395,086	$2,395,086	$1,217,540	$1,782,169
2029	11	$2,450,709	$2,450,709	$1,164,314	$1,770,445
2030	12	$2,507,625	$2,507,625	$1,113,415	$1,758,797
2031	13	$2,565,862	$2,565,862	$1,064,741	$1,747,227
2032	14	$2,625,452	$2,625,452	$1,018,195	$1,735,733
2033	15	$2,686,425	$2,686,425	$973,684	$1,724,314
2034	16	$2,748,815	$2,748,815	$931,119	$1,712,971
2035	17	$2,812,653	$2,812,653	$890,414	$1,701,702
2036	18	$2,877,975	$2,877,975	$851,489	$1,690,507
2037	19	$2,944,813	$2,944,813	$814,265	$1,679,386
2038	20	$3,013,203	$3,013,203	$778,669	$1,668,338
2039	21	$3,083,182	$3,083,182	$744,629	$1,657,362
2040	22	$3,154,786	$3,154,786	$712,077	$1,646,459
2041	23	$3,228,053	$3,228,053	$680,948	$1,635,628
2042	24	$3,303,021	$3,303,021	$651,180	$1,624,868
2043	25	$3,379,731	$3,379,731	$622,713	$1,614,178
2044	26	$3,458,222	$3,458,222	$595,490	$1,603,559
2045	27	$3,538,536	$3,538,536	$569,458	$1,593,010
2046	28	$3,620,715	$3,620,715	$544,564	$1,582,530
2047	29	$3,704,803	$3,704,803	$520,758	$1,572,120
2048	30	$3,790,843	$3,790,843	$497,992	$1,561,777
2049	31	$3,878,882	$3,878,882	$476,222	$1,551,503
2050	32	$3,968,965	$3,968,965	$455,404	$1,541,296
2051	33	$4,061,141	$4,061,141	$435,495	$1,531,157
2052	34	$4,155,457	$4,155,457	$416,457	$1,521,084
2053	35	$4,251,964	$4,251,964	$398,251	$1,511,077
Total		**$96,118,445**	**$96,118,445**	**$26,682,189**	**$52,461,345**

9.10 Avoided Pavement Maintenance Costs: Annual Benefits Estimates

Calendar Year	Project Year	Avoided Pavement Maintenance Costs	Total Avoided Pavement Maintenance Costs	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$76,049	$76,049	$58,017	$67,568
2023	5	$145,987	$145,987	$104,086	$125,929
2024	6	$169,473	$169,473	$112,927	$141,931
2025	7	$173,409	$173,409	$107,990	$140,997
2026	8	$177,436	$177,436	$103,269	$140,070
2027	9	$181,557	$181,557	$98,755	$139,148
2028	10	$185,773	$185,773	$94,438	$138,233
2029	11	$190,088	$190,088	$90,309	$137,324
2030	12	$194,502	$194,502	$86,361	$136,420
2031	13	$199,020	$199,020	$82,586	$135,523
2032	14	$203,642	$203,642	$78,976	$134,631
2033	15	$208,371	$208,371	$75,523	$133,745
2034	16	$213,210	$213,210	$72,222	$132,866
2035	17	$218,162	$218,162	$69,064	$131,992
2036	18	$223,228	$223,228	$66,045	$131,123
2037	19	$228,413	$228,413	$63,158	$130,261
2038	20	$233,717	$233,717	$60,397	$129,404
2039	21	$239,145	$239,145	$57,757	$128,552
2040	22	$244,699	$244,699	$55,232	$127,707
2041	23	$250,382	$250,382	$52,817	$126,867
2042	24	$256,197	$256,197	$50,508	$126,032
2043	25	$262,147	$262,147	$48,300	$125,203
2044	26	$268,235	$268,235	$46,189	$124,379
2045	27	$274,465	$274,465	$44,170	$123,561
2046	28	$280,839	$280,839	$42,239	$122,748
2047	29	$287,361	$287,361	$40,392	$121,941
2048	30	$294,035	$294,035	$38,626	$121,138
2049	31	$300,863	$300,863	$36,938	$120,341
2050	32	$307,851	$307,851	$35,323	$119,550
2051	33	$315,000	$315,000	$33,779	$118,763
2052	34	$322,316	$322,316	$32,302	$117,982
2053	35	$329,801	$329,801	$30,890	$117,206
Total		**$7,455,373**	**$7,455,373**	**$2,069,589**	**$4,069,134**

9.11 Residual Value of Capital Assets: Annual Benefit Estimates

Calendar Year	Project Year	Residual Value of Capital Assets	Total Residual Value of Capital Assets	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$0	$0	$0	$0
2023	5	$0	$0	$0	$0
2024	6	$0	$0	$0	$0
2025	7	$0	$0	$0	$0
2026	8	$0	$0	$0	$0
2027	9	$0	$0	$0	$0
2028	10	$0	$0	$0	$0
2029	11	$0	$0	$0	$0
2030	12	$0	$0	$0	$0
2031	13	$0	$0	$0	$0
2032	14	$0	$0	$0	$0
2033	15	$0	$0	$0	$0
2034	16	$0	$0	$0	$0
2035	17	$0	$0	$0	$0
2036	18	$0	$0	$0	$0
2037	19	$0	$0	$0	$0
2038	20	$0	$0	$0	$0
2039	21	$0	$0	$0	$0
2040	22	$0	$0	$0	$0
2041	23	$0	$0	$0	$0
2042	24	$0	$0	$0	$0
2043	25	$0	$0	$0	$0
2044	26	$0	$0	$0	$0
2045	27	$0	$0	$0	$0
2046	28	$0	$0	$0	$0
2047	29	$0	$0	$0	$0
2048	30	$0	$0	$0	$0
2049	31	$0	$0	$0	$0
2050	32	$0	$0	$0	$0
2051	33	$0	$0	$0	$0
2052	34	$0	$0	$0	$0
2053	35	$6,429,203	$6,429,203	$602,178	$2,284,832
Total		**$6,429,203**	**$6,429,203**	**$602,178**	**$2,284,832**

9.12 O&M Costs Savings: Annual Benefit Estimates

Calendar Year	Project Year	O&M Cost Savings	Total O&M Cost Savings	Total Benefits Discounted at 7%	Total Benefits Discounted at 3%
2018	0	$0	$0	$0	$0
2019	1	$0	$0	$0	$0
2020	2	$0	$0	$0	$0
2021	3	$0	$0	$0	$0
2022	4	$440,000	$440,000	$335,674	$390,934
2023	5	$1,030,000	$1,030,000	$734,376	$888,487
2024	6	$1,180,000	$1,180,000	$786,284	$988,231
2025	7	$1,180,000	$1,180,000	$734,845	$959,448
2026	8	$1,180,000	$1,180,000	$686,771	$931,503
2027	9	$1,005,000	$1,005,000	$546,653	$770,249
2028	10	$805,000	$805,000	$409,221	$598,996
2029	11	$780,000	$780,000	$370,572	$563,489
2030	12	$780,000	$780,000	$346,329	$547,076
2031	13	$780,000	$780,000	$323,672	$531,142
2032	14	$605,000	$605,000	$234,629	$399,976
2033	15	$380,000	$380,000	$137,729	$243,908
2034	16	$330,000	$330,000	$111,782	$205,645
2035	17	$330,000	$330,000	$104,470	$199,655
2036	18	$330,000	$330,000	$97,635	$193,840
2037	19	$330,000	$330,000	$91,248	$188,194
2038	20	$330,000	$330,000	$85,278	$182,713
2039	21	$330,000	$330,000	$79,699	$177,391
2040	22	$330,000	$330,000	$74,485	$172,225
2041	23	$330,000	$330,000	$69,612	$167,208
2042	24	$330,000	$330,000	$65,058	$162,338
2043	25	$330,000	$330,000	$60,802	$157,610
2044	26	$330,000	$330,000	$56,825	$153,019
2045	27	$330,000	$330,000	$53,107	$148,562
2046	28	$330,000	$330,000	$49,633	$144,235
2047	29	$330,000	$330,000	$46,386	$140,034
2048	30	$330,000	$330,000	$43,351	$135,956
2049	31	$330,000	$330,000	$40,515	$131,996
2050	32	$330,000	$330,000	$37,865	$128,151
2051	33	$330,000	$330,000	$35,387	$124,419
2052	34	$330,000	$330,000	$33,072	$120,795
2053	35	$330,000	$330,000	$30,909	$117,277
Total		**$16,745,000**	**$16,745,000**	**$6,913,877**	**$10,964,703**

Re: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Patrecia Hargrove <phargrove@southeastarkansas.org>
Thu 12/5/2019 12:13 PM
To: Dixon, Marc (FRA) <marc.dixon@dot.gov>

Good Morning Marc -
Sorry it is taken me so long to get back with you. We have two members who are getting clarification on the state and/or local match in order to verify their scope. They should have their answers by this weekend. We will have the information to you by early next week.
Sorry for the delay

Patrecia Hargrove
SEAEDD
870-536-1971

Get

From: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Sent: Wednesday, December 4, 2019 12:07 PM
To: Patrecia Hargrove
Subject: RE: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

From: Patrecia Hargrove [mailto:phargrove@southeastarkansas.org]
Sent: Friday, November 1, 2019 9:16 AM
To: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Subject: Re: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

Marc-
Will do
Thanks

Patrecia Hargrove

Get

From: Dixon, Marc (FRA) <
Sent: Friday, November 1, 2019 7:59:31 AM
To: Patrecia Hargrove <
Subject: RE: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

From: Patrecia Hargrove [
Sent: Friday, November 1, 2019 8:48 AM
To: Dixon, Marc (FRA) <
Subject: Fwd: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

Good Morning Marc -

Yesterday I sent you a spreadsheet that updated the scope of work for our INFRA project. This morning I received some additional updates so please ignore yesterday's email. I will send you another updated spreadsheet as soon as possible. Sorry for the inconvenience.

I will be out of the office until next Tuesday but I will be checking my emails. Have a great weekend

Patrecia Hargrove
SEAEDD
870-536-1971

Get

From: Patrecia Hargrove <
Sent: Thursday, October 31, 2019 3:52 PM
To: Dixon, Marc (FRA)
Subject: Re: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

Marc –
Here is the information you requested. Sorry for the delay. We had to get the consortium together the make sure the elements were correct moving forward. Contact me if you have any questions.

Patrecia Hargrove
SEAEDD
870-536-1971

SEADD Project Cost (by Component)
91.3 Miles
Segment A (NLA) 24.1 M. 25%

INFRA Grant Reduction

Component	Cost Estimate	Rehab + Bridges	INFRA		Scope element moving forward in grant agreement (Yes/No)
Rail Infrastructure Rehabilitation Class II	$ 5,843,167	$ 5,543,167	$ 3,299,316		Yes
Bridge Upgrades (286,000 lb	$ 150,000	$ 150,000			No
At Grade Highway Rail Crossing Upgrades	$ 255,000				No
Miscellaneous (Anchors	$ 75,916				No
UP Interchange	$ 1,815,000		See Note 1	$ 1,815,000	Yes
Industrial Sidings	$ 3,487,220				No
Subtotal 1	$ 11,326,303	$ 5,693,167	$ 3,299,316	$ 1,815,000	-
Right-of-way Acquisition (LV Industrial)	$ 35,000				No
Yellow Bend Environmental Study - New Rail Corridor	$ 300,000				No
Subtotal 2	$ 11,661,303				-



Project Development (4%)	$ 486,452	$ 227,727	$ 131,973		Yes
Project Development (18%)			$ 328,700		Yes
Total	$ 12,127,755	$ 5,920,694	$ 3,757,989	$ 1,815,000	

Segment B (SEAEDD) 21.8 M 24%

Component	Cost Estimate	Rehab + Bridges	INFRA		Scope element moving forward in grant agreement Yes/No
Rail Infrastructure Rehabilitation (Class II)	$ 1,891,657	$ 1,891,657	$ 1,747,427		Yes
At Grade Highway Rail Crossing Upgrades	$ 180,000			$ -	No
Miscellaneous (Anchors)	$ 34,808				No
Big River	$ 582,000				No
Eudora Siding	$ 71,540				No
Subtotal	$ 2,760,005	$ 1,891,657	$ 1,747,427	$ -	-
Project Development (4%)	$ 110,400	$ 75,666	$ 69,897	$ -	Yes
Total	$ 2,870,405	$ 1,967,323	$ 1,817,324	$ -	-

Segment C (LPPC) 18.2 M 18%

Component	Cost Estimate	Rehab + Bridges	INFRA		Scope element moving forward in grant agreement Yes/No
Rail Infrastructure Rehabilitation (Class II)	$ 2,564,784			$ 2,564,784	Yes
Miscellaneous (Anchors)	$ 51,030			$ 51,030	Yes
NLA-DSRR Interchange	$ 2,160,000			$ 2,160,000	Yes
Industrial Leads	$ 2,422,950			$ 1,037,786	Yes
Port of Lake Providence Lead/Tracks	$ 885,400			$ 885,400	Yes
Subtotal	$ 8,084,174	$ -	$ -	$ 6,699,000	-
Project Development (4%)	$ 323,367	$ -	$ 104,633		Yes
Project Development (18%)			$ 734,973		Yes
Total	$ 8,407,541	$ -	$ 839,606	$ 6,699,000	-

Segment D (DSR + Madison Port) 29.2 M 32%

Component	Cost Estimate	Rehab + Bridges	INFRA		Scope element moving forward in grant agreement Yes/No
Rail Infrastructure Rehabilitation (Class II)	$ 7,591,250	$ 7,591,250	$ 2,503,596		Yes
Bridge Upgrades (286,000 lb)	$ 200,000	$ 200,000	See Note 2	$ 200,000	Yes
Track to river bank	$ 1,395,000			$ 1,395,000	Yes
Lead Extension back to the Main	$ 2,295,000			$ 2,295,000	Yes
CR 800/CR 493	$ 2,880,000			$ 2,880,000	Yes
River Transload Dock	$ 1,750,000			$ 1,750,000	Yes
Subtotal	$ 16,081,250	$ 7,791,250	$ 2,503,596	$ 8,520,000	-
Project Development (4%)	$ 643,250	$ 310,450	$ 100,144	$ -	Yes
Project Development (18%)			$ 1,497,800		Yes
Total	$ 16,724,500	$ 8,071,700	$ 4,101,340	$ 8,520,000	-

Total Project Cost Segments A-D $ 40,130,201 $ 10,516,259

(Cost Verification) $ 10,516,258

Total Project Cost Segments A-D INFRA & Others (DRA & DOTD) $ 27,550,259

*Note 1: LPPC is proposing to build UP interchange on track it owns in Arkansas w PPP funds; seeking LADOTD approval.
*Note 2: DSR has completed Bridge upgrade Sec D using its own funds; it also has rehabbed from the Madison Port to Tallulah
Project Development is 4 per cent for rehab and 18 per cent for new track.

From: "Dixon, Marc (FRA)" <
Date: Wednesday, October 23, 2019 at 1:04 PM
To: Patrecia Hargrove <
Subject: Request: Verify list of scope elements moving forward I SEADD FY19 INFRA

Patrecia –

Below is an excerpt from the reduced table from the spreadsheet that SEADD sent to USDOT's Office of the Secretary in July 2019. I added the far right column (with '*Scope element moving forward in grant agreement (Yes/No)*' heading) with my understanding of what elements are moving forward from today's call. Please verify that I've marked the elements correctly and note of any corrections.

After I receive your feedback, I'll coordinate with my Environmental Protection Specialist colleagues to determine the class of action.

Segment A (NLA) 24.1 M 26%

Component	Cost Estimate	INFRA	NON-FED MATCH	Scope element moving forward in grant agreement (Yes/No)
Rail Infrastructure Rehabilitation (Class II)	$ 5,543,167	$ 3,365,203		YES
Bridge Upgrades (286,000 lb)	$ 150,000			
At Grade Highway Rail Crossing Upgrades	$ 255,000			
Miscellaneous (Anchors)	$ 75,916			NO
UP Interchange	$ 1,815,000	$ 1,055,561		YES
Industrial Sidings	$ 3,487,220			NO
Subtotal (1)	$ 11,326,303	$ 4,420,764		-
Right-of-way Acquisition (LV Industrial)	$ 35,000			
Yellow Bend Environmental Study - New Rail Corridor	$ 300,000			NO
Subtotal (2)	$ 11,661,303			-
Project Development (4%)	$ 486,452	$ 176,831		YES
Total	$ 12,127,755	$ 4,597,594		-

Segment B (SEAEDD) 21.8 M 24%

Component	Cost Estimate	INFRA		Scope element moving forward in grant agreement (Yes/No)
Rail Infrastructure Rehabilitation (Class II)	$ 1,891,657	$ 1,747,427		YES
At Grade Highway Rail Crossing Upgrades	$ 180,000		$ 144,230	YES
Miscellaneous (Anchors)	$ 34,808			NO
Big River	$ 582,000			NO
Eudora Siding	$ 71,540			NO
Subtotal	$ 2,760,005	$ 1,747,427	$ 144,230	-
Project Development (4%)	$ 110,400	$ 69,897	$ 5,769	YES
Total	$ 2,870,405	$ 1,817,324	$ 149,999	-

Segment C (LPPC) 16.2 M 18%

Component	Cost Estimate	INFRA	Scope element moving

				Scope element moving forward in grant agreement (Yes/No)
Rail Infrastructure Rehabilitation (Class I)	$ 2,564,784		$ 2,564,784	YES
Miscellaneous (Anchors)	$ 51,030		$ 51,030	YES
NLA-DSRR Interchange	$ 2,160,000		$ 2,160,000	YES
Industrial Leads	$ 2,422,960		$ 2,422,960	YES
Port of Lake Providence Lead/Tracks	$ 885,400		$ 885,400	YES
Subtotal	$ 8,084,174	$ -	$ 8,084,174	YES
Project Development (4%)	$ 323,367	$ -	$ 323,367	YES
Total	$ 8,407,541	$ -	$ 8,407,541	-

Segment D (DSR + Madison Port) 29.2 M 32%

Component	Cost Estimate	INFRA		Scope element moving forward in grant agreement (Yes/No)
Rail Infrastructure Rehabilitation (Class II)	$ 7,561,250	$ 3,943,597		YES
Bridge Upgrades (286,000 lb)	$ 200,000			YES
Track to river bank	$ 1,395,000		$ 1,395,000	YES
Lead Extension back to the Main	$ 2,295,000		$ 2,295,000	YES
Doubling the Lead	$ 2,880,000		$ 2,880,000	YES
River Transload Dock	$ 1,750,000		$ 1,750,000	YES
Subtotal	$ 16,081,250	$ 3,943,597	$ 8,320,000	-
Project Development (4%)	$ 643,250	$ 157,744	$ 332,800	YES
Total	$ 16,724,500	$ 4,101,341	$ 8,652,800	-

Total Project Cost Segments A-D	$ 40,130,201	$ 10,515,259	

Total Project Cost Segments A-D INFRA & Others (DRA & DOTD)	$ 27,726,599

Thanks,

Federal Railroad Administration
Office of Railroad Policy and Development
Work phone: 202-493-0614
Cell phone: 202-380-6981

From: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Sent: Friday, November 1, 2019 7:59:31 AM
To: Patrecia Hargrove <phargrove@southeastarkansas.org>
Subject: RE: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Hi Patrecia -

I saw the email from yesterday and I was getting ready to ask a clarifying question. In the updated spreadsheet that you send, please make sure any notes are 100% clear if the respective scope elements are part of the federal project or not. The way that notes 1 and 2 are written, it's not 100% clear and leaves me with more questions. The detail/extra information is good, but also include language such as, "X and Y elements are part of the federal project/scope; A and B elements were completed and are NOT part of the federal project", for example.

Thanks,

Marc Dixon
South Central Regional Manager
Federal Railroad Administration
Office of Railroad Policy and Development
Work phone: 202-493-0614
Cell phone: 202-380-6981

From: Patrecia Hargrove [mailto:phargrove@southeastarkansas.org]
Sent: Friday, November 1, 2019 8:48 AM
To: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Subject: Fwd: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Good Morning Marc -

Yesterday I sent you a spreadsheet that updated the scope of work for our INFRA project. This morning I received some additional updates so please ignore yesterday's email. I will send you another updated spreadsheet as soon as possible. Sorry for the inconvenience.

I will be out of the office until next Tuesday but I will be checking my emails. Have a great weekend

Patrecia Hargrove
SEAEDD
870-536-1971

Get Outlook for iOS

Cell phone: 202-380-6981

From: Patrecia Hargrove [mailto:phargrove@southeastarkansas.org]
Sent: Thursday, December 5, 2019 1:13 PM
To: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Subject: Re: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Good Morning Marc -
Sorry it is taken me so long to get back with you. We have two members who are getting clarification on the state and/or local match in order to verify their scope. They should have their answers by this weekend. We will have the information to you by early next week.
Sorry for the delay

Patrecia Hargrove
SEAEDD
870-536-1971

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From: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Sent: Wednesday, December 4, 2019 12:07 PM
To: Patrecia Hargrove
Subject: RE: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Hello, Patrecia-

Just checking in and following up on our Nov. 1 emails below. When do you plan to send the updated spreadsheet?

Are there any concerns amongst the project partners in light of my Nov. 19 email response to your email from the same day– copy attached?

Thanks,

Marc Dixon
South Central Regional Manager
Federal Railroad Administration
Office of Railroad Policy and Development
Work phone: 202-493-0614
Cell phone: 202-380-6981

From: Patrecia Hargrove [mailto:phargrove@southeastarkansas.org]
Sent: Friday, November 1, 2019 9:16 AM
To: Dixon, Marc (FRA) <marc.dixon@dot.gov>
Subject: Re: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Marc-
Will do
Thanks

Patrecia Hargrove

Get Outlook for iOS

From: Patrecia Hargrove <phargrove@southeastarkansas.org>
Sent: Tuesday, December 17, 2019 2:15 PM
To: Wyly Gilfoil <Wyly_Gilfoil@msn.com>
Subject: FW: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Wyly –
This is the spreadsheet I sent to Marc

Patrecia Hargrove
SEAEDD
870-536-1971

From: Patrecia Hargrove <phargrove@southeastarkansas.org>
Date: Friday, December 13, 2019 at 4:04 PM
To: "Dixon, Marc (FRA)" <marc.dixon@dot.gov>
Subject: Re: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Good Afternoon Marc –
Please find attached the list of scope elements for the SEAEDD FY19 INFRA. Let me know if you have any questions.
Thanks

Patrecia Hargrove
SEAEDD
870-536-1971

From: "Dixon, Marc (FRA)" <marc.dixon@dot.gov>
Date: Thursday, December 5, 2019 at 2:06 PM
To: Patrecia Hargrove <phargrove@southeastarkansas.org>
Subject: RE: Request: Verify list of scope elements moving forward | SEADD FY19 INFRA

Got it. Thanks for the update!

Marc Dixon
South Central Regional Manager
Federal Railroad Administration
Office of Railroad Policy and Development
Work phone: 202-493-0614

Expires 01/31/2024

OMB Control No. 2130-0615

Paperwork Burden Statement: Public reporting burden for this information collection is estimated to average 2 hours per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB Control Number. The valid OMB control number for this information collection is 2130-0615. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden, to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., NW, Washington, DC 20590.

FRA GRANT/COOPERATIVE AGREEMENT
Quarterly Progress Report

A. Submission Information

1. Report Submission Date (mm/dd/yy): 10/28/22 2. Report Quarter: Q4 3. FFY: 2022

4. Agreement Number	5. Project Title		6. Project Type
69A36521402520INFRA	Southeast Arkansas and Northeast Louisiana Multimodal Freight C		PE/NEPA/FD/Construction
7. Completed By (Name)	8. Title	9. Email	10. Phone
Patrecia Hargrove	Executive Director	phargrove@southeastarkansas.org	870-536-1971

☐ 11. *Certification*: By checking this box, I certify that I have reviewed this report and that, to the best of my knowledge, the report is complete, accurate, and meets the terms and conditions of the award.

B. Overall Project Status

	a. Status	b. Explanation
12. Scope	On-Track	Currently planning on completing the scope as described in the Detailed Work Plan. The Consortium executed a change order with the current track construction contractor to purchase and install another track mile of rail in Segment B. This is due to the amount of rails that need to be replaced due to broken and short rail segments to achieve Class 2 track.
13. Schedule	On-Track	The Track Rehab for Segments A&B is extending longer due to the ballast delivery by railcar from the Union Pacific Railroad. Continuing to work on making the ballast deliveries more consistent. The additional rail relay was completed within the ballast and surfacing activities. The overall project schedule remains the same.
14. Budget	On-Track	The purchase and relaying of the additional track mile of rail increased the Contractor's contract. Due to the cost of the Segment A & B rail rehabilitation being over budget, the cost of the additional mile of rail, brush and tree cutting, and anticipated higher cost of Segment C track rehabilitation; the Consortium is shifting budget costs from Segment D to Segments A, B, and C. The Consortium is identifying possible funding sources and has applied for grants to fund Segment D.

15. Significant Activities this Quarter	16. Significant Activities Planned for Next Quarter
- Received FRA approval on the Cultural Resource Report. - Received concurrence from the Louisiana SHPO on the Cultural Resources Report. - Track Rehab Segment A & B Construction. - Received bids for Brush and Tree Clearing in Segments A B & C and awarded contract - Received bid for Bridge Rehab in Segments A & B. - Working on Phase 2 Engineering Design for the preliminary engineering of the Segment C New Track Construction locations. Submitted plans and project manual to LA DOTD for review.	- Submit and receive FRA approval on the Categorical Exclusion (CE) Worksheet for new track construction work. - Complete Track Rehab Segment A & B and conduct punch list site inspection. - Brush and Tree Clearing Award, Pre-Con Meeting, and NTP - Bridge Rehabilitation Award, Pre-Con Meeting, and NTP - Finalize Phase 2 Engineering Design and receive review comments from LA DOTD and FRA. - Prepare Segment C new track construction Bid Package and conduct the bid process.



17. Amendment Request?	17 a. Status	17 b. Explanation
No	N/A	

C. Financial Status

Budget Status

18. Budget Changes?	18 a. Status	18 b. Explanation
Yes	Anticipated	See Item 14 for explanation. The Consortium is identifying funding sources for increasing the grant match to cover budget overruns.

Expenditures and Reimbursement Status

Funding Source	Actual Expenditures this Quarter
19. FRA Grant:	$ 446,117.80
20. Grantee Match:	$ 50,422.19
21. Other Federal Funds:	$ 0.00
22. Total:	$ 496,539.99

23. Accomplishments Related to Expenditures in this Quarter	24. Accomplishments Related to Expenditures in other Quarters (if applicable)
The expenditures in the 4th quarter of 2022 is related to the contractor HDR Engineering's work towards completing the project's phase 2 engineering design and track rehabilitation construction services and Queen City Railroad Construction's work on the Segment A&B track rehabilitation.	N/A

Reimbursement Forecast

25. Planned Reimbursement Requests to FRA		26. Unliquidated Obligations	
25 a. Next Quarter	25 b. Next Four Quarters (Cumulative)	26 a. Any reported on this quarter's SF-425?	26 b. Explanation
750,000.00	4,412,691.93	No	

D. Major Milestones

If your project contains one or more of the following components, please report on all that apply:

		Completion Date mm/dd/yy			
27. Milestone Name	28. Status	29. Planned	30. Actual	31. Change to Status?	32. Status Notes
All Projects					
27 a. Award of Sub-Contract(s)	On-Track	2/25/21	2/25/21	N/A	HDR for Environmental Review. Other contracts for Engineering and Construction to follow.
27 b. Project Work Begun	On-Track	2/25/21	2/25/21	N/A	
27 c. Project Substantially Complete	On-Track	4/30/24		N/A	
Projects with a Construction Component					
27 d. Construction Notice to Proceed Issued	On-Track	9/1/21	9/1/21	Yes	Contract awarded to Queen City Railroad Construction for the Segment A & B Track Rehabilitation.
27 e. ROW Acquisition Complete	Off-Track			N/A	
27 f. Construction Ground-Breaking	Off-Track			N/A	
27 g. Construction Substantially Complete	On-Track	4/30/24		Yes	
27 h. Environmental Mitigation Substantially Complete	Off-Track			N/A	
27 i. Ribbon-Cutting Ceremony	Off-Track			N/A	
27 j. Commencement of Service	Off-Track			N/A	
Projects with a Rolling Stock Component					
27 k. Test Vehicle Complete	Off-Track			N/A	
27 l. First Rolling Stock Delivery	Off-Track			N/A	

E. Statement of Work Task Status

				Completion Date (mm/dd/yy)			
33. Task #	34. Task Name	35. Status	36. Task Started?	37. Planned	38. Actual	39. Percent Complete (%)	40. Change to Status?
1	Project Administration	On-Track	Yes	9/30/25		10%	No
2	Environmental Review	On-Track	Yes	8/31/21		95%	N/A
3	Engineering	On-Track	Yes	4/30/22		70%	No
4A	Track Construction	On-Track	Yes	4/30/24		25%	No
4B	Railroad Bridge Construction	On-Track	No	4/30/24		0%	N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
	Contingency (optional)						

E. Statement of Work Task Status (Continued)

41. Status Notes

Expires 01/31/2024

OMB Control No. 2130-0615

Paperwork Burden Statement: Public reporting burden for this information collection is estimated to average 2 hours per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB Control Number. The valid OMB control number for this information collection is 2130-0615. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden, to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., NW, Washington, DC 20590

FRA GRANT/COOPERATIVE AGREEMENT
Quarterly Progress Report

A. Submission Information

1. Report Submission Date (mm/dd/yy): 5/8/23 2. Report Quarter: Q2 3. FFY: 2023

4. Agreement Number	5. Project Title		6. Project Type
69A36521402520INFRA	Southeast Arkansas and Northeast Louisiana Multimodal Freight C		PE/NEPA/FD/Construction
7. Completed By (Name)	8. Title	9. Email	10. Phone
Patrecia Hargrove	Executive Director	phargrove@southeastarkansas.org	870-536-1971

☐ 11. *Certification*: By checking this box, I certify that I have reviewed this report and that, to the best of my knowledge, the report is complete, accurate, and meets the terms and conditions of the award.

B. Overall Project Status

	a. Status	b. Explanation
12. Scope	On-Track	Currently planning on completing the scope as described in the Detailed Work Plan. The Consortium executed a change order with the current track construction contractor to purchase and install another track mile of rail in Segment B. This is due to the amount of rails that need to be replaced due to broken and short rail segments to achieve Class 2 track.
13. Schedule	On-Track	The Track Rehab for Segments A&B is extending longer due to the ballast delivery by railcar from the Union Pacific Railroad. The additional rail relay was completed within the ballast and surfacing activities. The track construction contractor is completing the punch list items. The bridge contractor received notice to proceed in Q2, 2023. The overall project schedule remains the same.
14. Budget	On-Track	The purchase and relaying of the additional track mile of rail increased the Contractor's contract. Due to the cost of the Segment A & B rail rehabilitation being over budget, the cost of the additional mile of rail, brush and tree cutting, and anticipated higher cost of Segment C track rehabilitation; the Consortium is shifting budget costs from Segment D to Segments A, B, and C. The Consortium is identifying possible funding sources and has applied for grants to fund Segment D.

15. Significant Activities this Quarter	16. Significant Activities Planned for Next Quarter
- Track Rehab Segment A & B Construction working on punch list items. - Brush and Tree Clearing in Segments A B & C continuing. - Bridge Rehab in Segments A & B executed contract and NTP. - Re-submitted the Categorical Exclusion (CE) Worksheet for new track construction in Segment C & D. - Working on Phase 2 Engineering Design for the preliminary engineering of the Segment C New Track Construction locations.	- Receive FRA approval on the Categorical Exclusion (CE) Worksheet for new track construction work in Segment C & D. - Complete Track Rehab Segment A & B punch list items and perform site inspection. - Brush and Tree Clearing completed. - Bridge Rehabilitation receive materials and start work. - Finalize Phase 2 Engineering Design and receive review comments from LA DOTD and FRA. - Prepare Segment C new track construction Bid Package and conduct the bid process.



17. Amendment Request?	17 a. Status	17 b. Explanation
No	N/A	

C. Financial Status

Budget Status

18. Budget Changes?	18 a. Status	18 b. Explanation
Yes	Anticipated	See Item 14 for explanation. The Consortium is identifying funding sources for increasing the grant match to cover budget overruns.

Expenditures and Reimbursement Status

Funding Source	Actual Expenditures this Quarter
19. FRA Grant:	$ 446,117.80
20. Grantee Match:	$ 50,422.19
21. Other Federal Funds:	$ 0.00
22. Total:	$ 496,539.99

23. Accomplishments Related to Expenditures in this Quarter	24. Accomplishments Related to Expenditures in other Quarters (if applicable)
The expenditures in the 2nd quarter of 2023 is related to the contractor HDR Engineering's work towards completing the project's phase 2 engineering design and track rehabilitation construction services and Queen City Railroad Construction's work on the Segment A&B track rehabilitation.	N/A

Reimbursement Forecast

25. Planned Reimbursement Requests to FRA		26. Unliquidated Obligations	
25 a. Next Quarter	25 b. Next Four Quarters (Cumulative)	26 a. Any reported on this quarter's SF-425?	26 b. Explanation
750,000.00	4,412,691.93	No	

D. Major Milestones

If your project contains one or more of the following components, please report on all that apply:

		Completion Date mm/dd/yy			
27. Milestone Name	28. Status	29. Planned	30. Actual	31. Change to Status?	32. Status Notes
All Projects					
27 a. Award of Sub-Contract(s)	On-Track	2/25/21	2/25/21	N/A	HDR for Environmental Review. Other contracts for Engineering and Construction to follow.
27 b. Project Work Begun	On-Track	2/25/21	2/25/21	N/A	
27 c. Project Substantially Complete	On-Track	4/30/24		N/A	
Projects with a Construction Component					
27 d. Construction Notice to Proceed Issued	On-Track	9/1/21	9/1/21	Yes	Contract awarded to Queen City Railroad Construction for the Segment A & B Track Rehabilitation.
27 e. ROW Acquisition Complete	N/A			N/A	
27 f. Construction Ground-Breaking	N/A			N/A	
27 g. Construction Substantially Complete	On-Track	4/30/24		Yes	
27 h. Environmental Mitigation Substantially Complete	N/A			N/A	
27 i. Ribbon-Cutting Ceremony	N/A			N/A	
27 j. Commencement of Service	N/A			N/A	
Projects with a Rolling Stock Component					
27 k. Test Vehicle Complete	N/A			N/A	
27 l. First Rolling Stock Delivery	N/A			N/A	

E. Statement of Work Task Status

				Completion Date (mm/dd/yy)			
33. Task #	34. Task Name	35. Status	36. Task Started?	37. Planned	38. Actual	39. Percent Complete (%)	40. Change to Status?
1	Project Administration	On-Track	Yes	9/30/25		10%	No
2	Environmental Review	On-Track	Yes	8/31/21		95%	N/A
3	Engineering	On-Track	Yes	4/30/22		70%	No
4A	Track Construction	On-Track	Yes	4/30/24		25%	No
4B	Railroad Bridge Construction	On-Track	No	4/30/24		0%	N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
		Off-Track	N/A				N/A
	Contingency (optional)						

E. Statement of Work Task Status (Continued)

41. Status Notes

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON JANUARY 18, 2024

The Lake Providence Port Commission met in regular session on Thursday, 18 January 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, and Francis Lensing, Secretary-Treasurer were present. Jerry King, Vice President, was absent. Commissioners Mark Buntyn, Roger Clement and Karvan Powell were present. Wyly Gilfoil, executive director, and Bryant Killen, deputy director, were also present.

The minutes from the meeting held 20 December 2023, were accepted on a motion by Mr. Buntyn and second by Mr. Powell.

The financial reports for the period ending December 2023 were approved on a motion by Mr. Clement and seconded by Mr. Buntyn.

The bills for January 2024 were approved as presented on a motion by Mr. Powell and seconded by Mr. Buntyn.

Mr. Gilfoil presented project reports on construction in progress and in design. HDR and Buchart Horn submitted an INFRA application for Railroad Rehabilitation on 1 Mar 2019. US DOT awarded 10.5 million in Federal appropriations 20 July 2019. HDR was selected as the engineering firm for the INFRA project. The Arkansas portion of the Rail, segments A & B, are complete. Categorical Exclusion for the Louisiana sections has been completed. We have received approval to advertise from FRA and LA DOTD. A Feeder Line Application was filed with the Surface Transportation Board on 10 Nov 2020 to acquire the 20 miles of track from MP 471 to MP 491. STB directed the parties to mediation which was unsuccessful. A second feeder line application was filed with the STB in January 2023 seeking to acquire the entire line from LPPC down to the KCS in Tallulah. The STB has directed the parties to file information for the case. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Powell and seconded by Mr. Clement.

On a motion by Mr. Buntyn and second by Mr. Powell, Mr. Thom was authorized to execute an amendment to the lease with MacroSource. The Commission authorized Mr. Thom to execute audit agreements with David Hartt on a motion by Mr. Powell and second by Mr. Clement. On a motion by Mr. Buntyn and second by Mr. Powell the Commission authorized Mr. Thom to carry out an application with LA DOTD.

The Commission adjourned at 8:52 a.m. on a motion by Mr. Clement and seconded by Mr. Powell.

_____
James A. Thom, IV
President

Attest:

_____
Francis X. Lensing
Secretary



REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON FEBRUARY 22, 2024

The Lake Providence Port Commission met in regular session on Thursday, 22 February 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jerry King, Vice President, and Francis Lensing, Secretary-Treasurer were present. Jim Thom, President, was absent. Commissioners Mark Buntyn, Roger Clement and Karvan Powell were present. Wyly Gilfoil, executive director, and Bryant Killen, deputy director, were also present.

The minutes from the meeting held 18 January 2024, were accepted on a motion by Mr. Clement and second by Mr. Buntyn.

The financial reports for the period ending January 2024 were approved on a motion by Mr. Powell and seconded by Mr. Buntyn.

The bills for February 2024 were approved as presented on a motion by Mr. Lensing and seconded by Mr. Powell.

Mr. Gilfoil presented project reports on construction in progress and in design. HDR and Buchart Horn submitted an INFRA application for Railroad Rehabilitation on 1 Mar 2019. US DOT awarded 10.5 million in Federal appropriations 20 July 2019. HDR was selected as the engineering firm for the INFRA project. The Arkansas portion of the Rail, segments A & B, are complete. Categorical Exclusion for the Louisiana sections has been completed. We have received approval to advertise from FRA and LA DOTD. A Feeder Line Application was filed with the Surface Transportation Board on 10 Nov 2020 to acquire the 20 miles of track from MP 471 to MP 491. STB directed the parties to mediation which was unsuccessful. A second feeder line application was filed with the STB in January 2023 seeking to acquire the entire line from LPPC down to the KCS in Tallulah. The STB has directed the parties to file information for the case. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Clement and seconded by Mr. Buntyn.

On a motion by Mr. Lensing and second by Mr. Powell, the board passed a resolution authorizing an application to the LADOTD Port Construction and Priority Program. The Commission passed a second resolution to engage Foley & Judell for bonding purposes, on a motion by Mr. Powell and second by Mr. Buntyn. A third resolution, to extend the commission's contract with Van Ness Feldman, was approved with a motion by Mr. Lensing and second by Mr. Clement.

The Commission adjourned at 8:52 a.m. on a motion by Mr. Clement and seconded by Mr. Powell.

_____
James A. Thom, IV
President

Attest:

_____
Francis X. Lensing
Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON MARCH 20, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 20 March 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, Jerry King, Vice President, and Francis Lensing, Secretary-Treasurer were present. Commissioner Karvan Powell was present. Commissioners Mark Buntyn and Roger Clement were absent. Wyly Gilfoil, executive director, and Bryant Killen, deputy director, were also present.

The minutes from the meeting held 22 February 2024, were accepted on a motion by Mr. King and second by Mr. Powell.

The financial reports for the period ending February 2024 were approved on a motion by Mr. Lensing and seconded by Mr. King.

The bills for March 2024 were approved as presented on a motion by Mr. Powell and seconded by Mr. Lensing.

Mr. Gilfoil presented project reports on construction in progress and in design. HDR and Buchart Horn submitted an INFRA application for Railroad Rehabilitation on 1 Mar 2019. US DOT awarded 10.5 million in Federal appropriations 20 July 2019. HDR was selected as the engineering firm for the INFRA project. The Arkansas portion of the Rail, segments A & B, are complete. Categorical Exclusion for the Louisiana sections has been completed. We have received approval to advertise from FRA and LA DOTD with a bid opening date originally of 14 Mar amended to 4 Apr. A Feeder Line Application was filed with the Surface Transportation Board on 10 Nov 2020 to acquire the 20 miles of track from MP 471 to MP 491. STB directed the parties to mediation which was unsuccessful. A second feeder line application was filed with the STB in January 2023 seeking to acquire the entire line from LPPC down to the KCS in Tallulah. The STB has directed the parties to file information for the case. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. King and seconded by Mr. Powell.

On a motion by Mr. Lensing and second by Mr. Powell, the board passed a resolution authorizing the selection of Bryant Hammett & Associates as engineer for the Third Lane Addition subject to EDA concurrence. The Commission passed a second resolution giving preliminary approval to the issuance of not to exceed Ten Million Dollars of Revenue Bonds for the Commission; making application to the State Bond Commission for approval of said Bonds; and providing for other matters in connection therewith, on a motion by Mr. Lensing and second by Mr. King.

The Commission adjourned at 8:46 a.m. on a motion by Mr. King and seconded by Mr. Powell.

_____
James A. Thom, IV, President

Attest:

_____
Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON MAY 15, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 15 May 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, and Francis Lensing, Secretary-Treasurer were present. Jerry King, Vice President, was absent. Commissioners Mark Buntyn, Roger Clement, and Karvan Powell were present. Wyly Gilfoil, executive director, Bryant Killen, deputy director, and Billy Townsend with MacroSource were also present.

The minutes from the meeting held 11 April 2024, were accepted on a motion by Mr. Lensing and second by Mr. Clement.

The financial reports for the period ending April 2024 were approved on a motion by Mr. Buntyn and seconded by Mr. Powell.

The bills for May 2024 were approved as presented on a motion by Mr. Clement and seconded by Mr. Powell.

Mr. Gilfoil presented project reports on construction in progress and in design. HDR and Buchart Horn submitted an INFRA application for Railroad Rehabilitation on 1 Mar 2019. US DOT awarded 10.5 million in Federal appropriations 20 July 2019. HDR was selected as the engineering firm for the INFRA project. The Arkansas portion of the Rail, segments A & B, are complete. We opened bids for Segment C on 4 Apr. A Feeder Line Application was filed with the Surface Transportation Board on 10 Nov 2020 to acquire the 20 miles of track from MP 471 to MP 491. STB directed the parties to mediation which was unsuccessful. A second feeder line application was filed with the STB in January 2023 seeking to acquire the entire line from LPPC down to the KCS in Tallulah. The STB has directed the parties to file information for the case. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Powell and seconded by Mr. Clement.

On a motion by Mr. Lensing and second by Mr. Buntyn, the board passed a resolution certifying compliance with the bid law for SPN H.014377. The Commission passed a second resolution awarding the contract for SPN H.014377 to Prewett Enterprises, Inc. dba as B&P Enterprises, on a motion by Mr. Powell and second by Mr. Buntyn.

The Commission adjourned at 9:06 a.m. on a motion by Mr. Lensing and seconded by Mr. Clement

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_____
James A. Thom, IV, President

Attest:

_____
Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON JUNE 19, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 19 June 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, Jerry King, Vice President, and Francis Lensing, Secretary-Treasurer were present. Commissioners Mark Buntyn, Roger Clement, and Karvan Powell were present. Wyly Gilfoil, executive director, and Bryant Killen, deputy director, were also present.

The minutes from the meeting held 15 May 2024, were accepted on a motion by Mr. Lensing and second by Mr. King.

The financial reports for the period ending May 2024 were approved on a motion by Mr. Powell and seconded by Mr. King.

The bills for June 2024 were approved as presented on a motion by Mr. Powell and seconded by Mr. King.

Mr. Gilfoil presented project reports on construction in progress and in design. HDR and Buchart Horn submitted an INFRA application for Railroad Rehabilitation on 1 Mar 2019. US DOT awarded 10.5 million in Federal appropriations 20 July 2019. HDR was selected as the engineering firm for the INFRA project. The Arkansas portion of the Rail, segments A & B, are complete. We opened bids for Segment C on 4 Apr. The Contract with B&P Enterprises was signed 5 June in the amount of $12,948,001.00. A Feeder Line Application was filed with the Surface Transportation Board on 10 Nov 2020 to acquire the 20 miles of track from MP 471 to MP 491. STB directed the parties to mediation which was unsuccessful. A second feeder line application was filed with the STB in January 2023 seeking to acquire the entire line from LPPC down to the KCS in Tallulah. The STB has directed the parties to file information for the case. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. King and seconded by Mr. Powell.

On a motion by Mr. King and second by Mr. Powell, the board authorized Mr. Killen to execute an intergovernmental agreement with NELA Multimodal District. The Commission adopted a resolution to submit a DRA application for Rail Rehabilitation, on a motion by Mr. King and second by Mr. Powell. On a motion by Mr. King and second by Mr. Buntyn, the Commission adopted a resolution to share revenue with Tensas and Vidalia Ports from the Vidalia Branch Railroad.

The Commission adjourned at 8:33 a.m. on a motion by Mr. King and seconded by Mr. Buntyn.

_____
James A. Thom, IV, President

Attest:

_____
Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON JULY 17, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 17 July 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, and Francis Lensing, Secretary-Treasurer, were present. Jerry King, Vice President, was absent. Commissioners Mark Buntyn and Roger Clement were present. Commissioner Karvan Powell was absent. Wyly Gilfoil, executive director, Bryant Killen, deputy director, and Neil Martin with Terral RiverService were also present.

The minutes from the meeting held 19 June 2024, were accepted on a motion by Mr. Lensing and second by Mr. Buntyn.

The financial reports for the period ending June 2024 were approved on a motion by Mr. Clement and seconded by Mr. Buntyn.

The bills for July 2024 were approved as presented on a motion by Mr. Buntyn and seconded by Mr. Lensing.

Mr. Gilfoil presented project reports on construction in progress and in design. We opened bids for Rail Rehab Segment C on 4 Apr. The Contract with B&P Enterprises was signed 5 June in the amount of $12,948,001.00. STB is awaiting judicial determination from Louisiana on right of the Commission to own property outside East Carroll Parish in order to proceed with the Feeder Line Application. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Clement and seconded by Mr. Lensing.

Mr. Thom opened the Public Comment Period for the Millage Rate Adoption. There were no public comments on the Millage Rate Adoption, Mr. Thom then closed the Public Comment Period. The Commission adopted the Millage Rate for 2024 as 2.98 mills with no rollover, on a motion by Mr. Lensing and second by Mr. Buntyn.

The Commission adjourned at 8:28 a.m. on a motion by Mr. Lensing and seconded by Mr. Clement.

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James A. Thom, IV, President

Attest:

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Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON AUGUST 21, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 21 August 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, Jerry King, Vice President, and Francis Lensing, Secretary-Treasurer, were present. Commissioners Mark Buntyn, Roger Clement and Karvan Powell were present. Wyly Gilfoil, executive director, Bryant Killen, deputy director, Neil Martin and Tyler Webb with Terral RiverService were also present.

The minutes from the meeting held 17 July 2024, were accepted on a motion by Mr. Buntyn and second by Mr. Powell.

The financial reports for the period ending July 2024 were approved on a motion by Mr. Lensing and seconded by Mr. Clement.

The bills for August 2024 were approved as presented on a motion by Mr. King and seconded by Mr. Powell.

Mr. Gilfoil presented project reports on construction in progress and in design. We opened bids for Rail Rehab Segment C on 4 Apr. The Contract with B&P Enterprises was signed 5 June in the amount of $12,948,001.00. STB is awaiting judicial determination from Louisiana on right of the Commission to own property outside East Carroll Parish in order to proceed with the Feeder Line Application. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Lensing and seconded by Mr. Clement.

The Commission added an agenda item to Authorize a DOTD Reimbursement Agreement on a motion by Mr. Buntyn and second by Mr. Powell. On a motion by Mr. Lensing and second by Mr. Powell, the Commission authorized a Reimbursement Agreement with LADOTD.

The Commission adjourned at 8:49 a.m. on a motion by Mr. Powell and seconded by Mr. Clement.

_____
James A. Thom, IV, President

Attest:

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Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON SEPTEMBER 18, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 18 September 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, and Francis Lensing, Secretary-Treasurer, were present. Jerry King, Vice President, was absent. Commissioners Mark Buntyn, Roger Clement and Karvan Powell were present. Wyly Gilfoil, executive director, Bryant Killen, deputy director, Dan Forsse with Terral RiverService and Winn Nettles with BHA were also present.

The minutes from the meeting held 19 August 2024, were accepted on a motion by Mr. Powell and second by Mr. Lensing.

The financial reports for the period ending August 2024 were approved on a motion by Mr. Powell and seconded by Mr. Buntyn.

The bills for September 2024 were approved as presented on a motion by Mr. Clement and seconded by Mr. Buntyn.

Mr. Gilfoil presented project reports on construction in progress and in design. We opened bids for Rail Rehab Segment C on 4 Apr. The Contract with B&P Enterprises was signed 5 June in the amount of $12,948,001.00. STB is awaiting judicial determination from Louisiana on right of the Commission to own property outside East Carroll Parish in order to proceed with the Feeder Line Application. We received an EDA grant of $ 380,688 for construction of a third lane from the office to Stepan and we are about 40 per cent on design. LA DOTD awarded 5 million to the Rail Reconstruction Project Tallulah – Newellton. The Commission approved the project report on a motion by Mr. Lensing and seconded by Mr. Powell.

On a motion by Mr. Lensing and second by Mr. Powell, the Commission authorized a LA Capital Outlay Application.

The Commission adjourned at 8:32 a.m. on a motion by Mr. Lensing and seconded by Mr. Clement.

_____
James A. Thom, IV, President

Attest:

_____
Francis X. Lensing, Secretary

REGULAR MEETING OF THE LAKE PROVIDENCE PORT COMMISSION
HELD ON DECEMBER 16, 2024

The Lake Providence Port Commission met in regular session on Wednesday, 16 December 2024 at 8:00 a.m. in the Port Commission office at the Lake Providence Port.

Officers Jim Thom, President, Jerry King, Vice President, and Francis Lensing, Secretary-Treasurer, were present. Commissioners, Roger Clement, and Karvan Powell were present. Commissioner Mark Buntyn was absent. Wyly Gilfoil, Executive Director, Bryant Killen, Deputy Director, were also present.

The minutes from the meeting held 20 November 2024, were accepted on a motion by Mr. Lensing and second by Mr. Powell.

The financial reports for the period ending October 2024 were approved on a motion by Mr. King and seconded by Mr. Clement.

The bills for December 2024 were approved as presented on a motion by Mr. Powell and seconded by Mr. Lensing.

Mr. Gilfoil presented project reports on construction in progress and in design. We opened bids for Rail Rehab Segment C on 4 Apr. The Contract with B&P Enterprises was signed 5 June in the amount of $12,948,001.00. STB is awaiting judicial determination from Louisiana on right of the Commission to own property outside East Carroll Parish in order to proceed with the Feeder Line Application. We received an EDA grant of $380,688 for construction of a third lane from the office to Stepan and we are about 90 per cent on design. LA DOTD awarded 15 million to the Rail Reconstruction Project Tallulah – Newellton, of that 7 million has been appropriated. Mr. Killen gave an update that the port was included in the WRDA bill for a feasibility study of Hagaman Chute at a 90/10 cost share. The Commission approved the project report on a motion by Mr. Lensing and seconded by Mr. Powell.

In Other Business, on a motion by Mr. Clement and second by Mr. King, the commission adopted a 2025 Budget. On a motion by Mr. King, and a second by Mr. Lensing the commission adopted an audit agreement. On a motion by Mr. Lensing and a second by Mr. Clement, the commission adopted AUP agreement. On a motion by Mr. King and a second by Mr. Lensing, the commission agreed to turn in Compliance Questionnaire. On a motion by Mr. Lensing and a second by Mr. Powell, the commission added agenda item "Professional Legal Services Agreements". On a motion by Mr. Lensing and a second by Mr. King, the commission adopted the professional services agreement with BPCM. On a motion by Mr. Lensing and a second by Mr. Powell, the commission adopted the professional services agreement with Andy Brister. On a motion by Mr Powell and a second by Mr. Lensing, the commission adopted the professional services agreement with Richard Streeter. The Commission elected to enter into Executive Session to discuss personnel on a motion by Mr. King and a second by Mr. Powell. The Commission exited Executive Session on a motion by Mr. Powell and a second by Mr. Clement. Other Business was approved on a motion by Mr. Lensing and a second by Mr. Powell.

The Commission adjourned at 9:124 a.m. on a motion by Mr. Lensing and seconded by Mr. Clement.

_____
James A. Thom, IV, President

Attest: _____
Francis X. Lensing, Secretary

FINAL AGENDA
STATE BOND COMMISSION
April 18, 2024
8:00 AM - SENATE COMMITTEE ROOM A-B
State Capitol Building

1. **Call to Order and Roll Call**

2. **Approval of the minutes of the March 21, 2024 meeting.**

Local Governmental Units - Elections (November 5, 2024)

3. **L24-120 - Caldwell Parish, Town of Columbia**

   3.0 mills tax, 10 years, 2025-2034, constructing, maintaining, and improving public streets.

Local Political Subdivisions - Loans

4. **L24-124 - DeSoto Parish, City of Mansfield (LDH Program)**

   Not exceeding $1,130,000 Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, construct, acquire, extend, facilitate, a lead service line inventory and improve the water portions of the system, including, but not limited to, mains, meters, valves, hydrants, erosion control and related work.

5. **L24-116 - DeSoto Parish, Waterworks District No. 1 (LDH Program)**

   Not exceeding $500,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations, and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

6. **L24-114 - East Baton Rouge Parish, Central Fire Protection District No. 4**

   Not exceeding $1,500,000 Limited Tax Revenue Bonds, not exceeding 6.5%, not exceeding 9 years, acquisition, construction, and equipping of a new fire station.

7. **L24-123 - Natchitoches Parish, City of Natchitoches (LDH Program)**

   Not exceeding $2,700,000 Taxable Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, inventory of lead service line of the waterworks plant and system including, but not limited to mains, meters, valves, hydrants, erosion control and related work.

8. **L24-119 - Sabine Parish, Waterwork District No. 1 (LDH Program)**

   Not exceeding $1,750,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

Local Political Subdivisions - Bonds - Final Approval

9. **L24-121 - Jefferson Davis Parish, Town of Lake Arthur (DEQ Project)**

   Not exceeding $1,250,257 Taxable Utilities Revenue Bonds, not exceeding 0.95%, not exceeding 22 years, constructing and acquiring extensions, improvements and replacements to the sewerage component of the combined utility system, including equipment and fixtures therefor.

10. **L24-117 - Lafayette Parish, City of Lafayette**

    Not exceeding $400,000,000 Utilities Revenue Bonds, not exceeding 8%, not exceeding 30 years, **(1)** constructing and acquiring improvements and extensions to the Utilities System, including necessary equipment and furnishings therefor, **(2)** funding a reserve, and **(3)** funding capitalized interest on the Bonds.

11. **L24-118 - Pointe Coupee Parish, Fire Protection District No. 4**



Not exceeding $3,000,000 Revenue Bonds, not exceeding 7%, not exceeding 20 years, acquiring and constructing fire protection facilities, including vehicles and equipment therefor.

12. L23-254A - Pointe Coupee Parish School Board

Not exceeding $4,000,000 Revenue Bonds, not exceeding 8%, not exceeding 15 years, construction and improvement, of classroom facilities including permanent replacement of existing modular facilities.

State Agencies, Boards and Commissions

13. S24-009 - Louisiana Housing Corporation (Lafitte Phase VII Project)

Not exceeding $14,336,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 51-unit multifamily housing development in New Orleans.

14. S24-010 - Louisiana Housing Corporation (Canal Crossing Senior Apartments Project)

Not exceeding $11,000,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 49-unit multifamily housing development in New Orleans.

Port, Harbor and/or Terminal Districts

15. L24-115 - East Carroll Parish, Lake Providence Port Commission

Not exceeding $10,000,000 Revenue Bonds, not exceeding 6.75%, not exceeding 25 years, acquiring, constructing, repairing, rehabilitating or extending rail lines.

16. S24-011 - Lake Charles Harbor and Terminal District

Not exceeding $40,000,000 Revenue Bonds, not exceeding 6%, not exceeding 10 years, renovation, construction, reconstruction, and equipping of docks and wharves and various capital improvements.

Public Trust - Final Approval

17. S24-012 - Louisiana Public Facilities Authority (Tulane University of Louisiana Project)

Not exceeding $600,000,000 Revenue and Refunding Bonds, not exceeding 8% fixed and/or 10% variable rate (convertible to other rates) tax-exempt and/or not exceeding 10% fixed and/or 12% variable rate (convertible to other rates) taxable, not exceeding 40 years, **(1)** approximately $297,000,000 Refunding Bonds, refunding Refunding Revenue Bonds Series 2007A-2 and 2016A and Taxable Refunding Revenue Bonds Series 2007C and 2016B; **(2)** approximately $303,000,000 Revenue Bonds, **(a)** constructing, installing, acquiring, equipping, furnishing, and renovating infrastructure and capital expenditures throughout all campuses of the University including but not limited to enterprise resource planning systems, housing improvements, medical center conversion to provide a nursing school, administration offices and additional educational facilities, and improvements to all facilities and **(b)** paying capitalized interest, if desired.

Costs of Issuance Reporting

18. L23-167A - Natchitoches Parish, City of Natchitoches

Reporting on changes in costs of issuance.

19. L23-240A - Vernon Parish School Board, Wardwide School District, Ward 7

Reporting on changes in costs of issuance.

20. S23-012A - Louisiana Community Development Authority (South Foster YMCA Project)

Reporting on changes in costs of issuance.

Other Business

21. Monthly Reports

22. Adjourn

Notice is hereby further provided that the Commission may vote to hold an Executive Session on any agenda or other duly approved item that is exempted from discussion at an open meeting pursuant to La.R.S. 42:17.

In compliance with Americans with Disabilities Act, contact Cassie Berthelot at (225) 342-0040 To advise special assistance is needed and describe the type of assistance necessary.

MINUTES
STATE BOND COMMISSION
March 21, 2024
8:00 AM - Senate Committee Room A-B
State Capitol Building

1. **Call to Order and Roll Call**

The items listed on the Agenda are incorporated and considered to be a part of the minutes herein.

Treasurer Fleming called the meeting to order. Then Ms. Snell called the roll.

MEMBERS PRESENT:

Mr. Kyle Ruckert, representing Governor Jeff Landry
Mr. Brandon Burris, representing Lieutenant Governor Billy Nungesser
Honorable Nancy Landry, Secretary of State
Mr. Brett Robinson, representing Attorney General Liz Murrill
Senator Rick Edmonds, representing the President of the Senate
Senator Glen Womack, Chair, Senate Finance Committee
Senator Franklin Foil, Chair, Senate Revenue and Fiscal Affairs Committee (arrived after approval of minutes)
Senator John C. "Jay" Morris III, Senator at Large (arrived after approval of minutes)
Representative Phillip R. DeVillier, Speaker of the House
Representative Jack McFarland, Chair, House Appropriations Committee
Representative Julie Emerson, Chair, House Ways and Means Committee
Representative Tony Bacala, Representative at Large
Mr. Craig Cassagne, representing Commissioner of Administration Taylor Barras
Honorable John Fleming, MD, State Treasurer

MEMBERS ABSENT:

None

2. **Approval of the minutes of the February 15, 2024 meeting.**

Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the minutes were approved.

Local Political Subdivisions - Loans

3. **L24-111 - Catahoula Parish, Village of Sicily Island (DEQ Project)**

Not exceeding $800,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, and replacements to the sewerage system, including equipment, fixtures and accessories therefor.

Ms. Folse provided a synopsis. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Local Political Subdivisions - Bonds - Final Approval

4. **L24-106 - Lafourche Parish, Water District No. 1**

   Not exceeding $30,000,000 Water Revenue Bonds, not exceeding 8%, not exceeding 25 years, **(1)** constructing and acquiring improvements, extensions, and replacements to the waterworks system, including equipment, fixtures and accessories therefor, and **(2)** funding a reserve fund.

   Ms. Folse provided a synopsis. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Political Subdivisions - Bonds

Ms. Folse provided a synopsis on Items 5 and 6.

5. **S24-007 - Louisiana Community Development Authority (New Iberia Road Projects)**

   Not exceeding $16,000,000 Revenue Bonds, not exceeding 7%, not exceeding 20 years, constructing and improving public roads and streets.

   Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

6. **S24-008 - Louisiana Community Development Authority (Cameron Parish Port, Harbor and Terminal District Project)**

   Not exceeding $3,650,000 Revenue Bonds, not exceeding 9%, not exceeding 20 years, **(1)** acquisition of immovable property and improvements on property and port facilities and **(2)** funding a debt service reserve fund, if necessary.

   Senator John C. "Jay" Morris III, Senator at Large, was recused from the item. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Corporations

7. **L24-113 - Greater Ouachita Water Company**

   Not exceeding $22,500,000 Waterworks and Sewer System Revenue Bonds, not exceeding 8%, not exceeding 30 years, **(1)** finance certain infrastructure improvements to the Company's waterworks and sewerage plant system, **(2)** funding a debt service reserve fund, if necessary, and **(3)** funding a capitalized interest fund.

   Ms. Folse provided a synopsis. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Ms. Folse provided a synopsis on Items 8 through 13.

8. **L21-366A - Plaquemines Parish, Plaquemines Port, Harbor & Terminal District (NOLA Terminal, LLC Project)**

   Amendment of a prior approval granted on November 18, 2021, **(1)** to reflect change in interest rate from not exceeding 10% to not exceeding 11% tax-exempt and 12% taxable, **(2)** to reflect a change in project name, **(3)** to remove the series designation and **(4)** to reflect a change in cost of issuance and professionals.

   Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

9. **S21-042A - Louisiana Community Development Authority (Livingston Parish, Louisiana - North Park Project)**

   Amendment of a prior approval granted on October 21, 2021, to provide for issuance to be taxable and/or tax- exempt.

   Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

10. **S23-034A - Louisiana Housing Corporation (Landry Commons Project)**

    Amendment of a prior approval granted on July 20, 2023, to reflect change in cost of issuance and professionals.

    Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

11. **S23-035A - Louisiana Housing Corporation (Loop Commons Project)**

    Amendment of a prior approval granted on July 20, 2023, to reflect change in cost of issuance and professionals.

    Senator John C. "Jay" Morris III, Senator at Large, was recused from the item. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

12. **S23-036A - Louisiana Housing Corporation (Parkway Commons Project)**

    Amendment of a prior approval granted on July 20, 2023, to reflect change in cost of issuance and professionals.

    Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

13. **S23-037A - Louisiana Housing Corporation (Ridge Commons Project)**

    Amendment of a prior approval granted on July 20, 2023, to reflect change in cost of issuance and professionals.

    Senator John C. "Jay" Morris III, Senator at Large, was recused from the item. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Costs of Issuance Reporting

Ms. Folse provided a status update on Items 14 through 22.

14. **S22-046A - Louisiana Housing Corporation (Cypress Court Project)**
    Reporting on changes in costs of issuance.
15. **S23-014B - Louisiana Housing Corporation (Tivoli Place Project)**
    Reporting on changes in costs of issuance.
16. **S23-017A - Louisiana Housing Corporation (Calcasieu Heights Senior Village Project)**
    Reporting on changes in costs of issuance.
17. **S23-019A - Louisiana Housing Corporation (Capstone at The Oaks Apartments Project)**
    Reporting on changes in costs of issuance.
18. **S23-022A - Louisiana Housing Corporation (MacArthur Place Project)**
    Reporting on changes in cost of issuance.
19. **S23-025A - Louisiana Housing Corporation (The Reserve at Power Place Project)**
    Reporting on changes in costs of issuance.
20. **S23-041A - Jefferson Parish Finance Authority**
    Reporting on changes in costs of issuance.
21. **S23-044A - Louisiana Housing Corporation (Ridgefield Apartments Project)**
    Reporting on changes in costs of issuance.
22. **S23-045A - Capital Area Finance Authority (Mortgage-Backed Securities Program)**
    Reporting on changes in costs of issuance.

Lines of Credit

Ms. Folse provided a synopsis on Items 23 through 25.

23. **Priority 5 - Non-Cash - State Projects**

    Request submitted by the Office of the Commissioner, Division of Administration, Office of the Governor, for granting of Lines of Credit for which no cash expenditures will be made this fiscal year in the amount of $34,480,000 for State projects contained in Priority 5 of the current Capital Outlay Act (Act 465 of the 2023 Regular Session) and listed in the attached exhibit.

    Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

24. **Priority 5 - Non-Cash - Non-State Projects - Local Governments**

    Request submitted by the Office of the Commissioner, Division of Administration, Office of the Governor, for granting of Lines of Credit for which no cash expenditures will be made this fiscal year in the amount of $204,090,400 for Non-State - Local Government projects contained in Priority 5 of the current Capital Outlay Act (Act 465 of the 2023 Regular Session) and listed in the attached exhibit.

    Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

25. Priority 5 - Non-Cash - Non-State Projects - Non-Government Organizations

Request submitted by the Office of the Commissioner, Division of Administration, Office of the Governor, for granting of Lines of Credit for which no cash expenditures will be made this fiscal year in the amount of $13,000,000 for Non-State Non-Government Organization projects contained in Priority 5 of the current Capital Outlay Act (Act 465 of the 2023 Regular Session) and listed in the attached exhibit.

Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

State of Louisiana

26. S24-006A - State of Louisiana (General Obligation Bonds)

Status update.

Ms. Folse provided a status update.

27. Investment Banking Pool

Consideration and authorization of the State Bond Commission staff, in conjunction with the State's Municipal Advisor, to proceed with a solicitation for offer/request for qualification of a pool of investment banking firms and authorization of the review, evaluation and grading by the evaluation team. Such solicitation for offer/request for qualification to contain certain certifications from each investment banking firm to be reviewed by the State Bond Commission prior to the review, evaluation and grading by the evaluation team.

Ms. Folse provided a synopsis. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

28. Bond Counsel

Consideration and authorization to develop solicitation for offers to obtain Bond Counsel for the complete portfolio of Gasoline and Fuels Tax Revenue Bonds, including the tender, refunding, refinancing, restructuring of certain Gasoline and Fuels Tax Revenue Bonds; and authorization of the review, evaluation and grading of the responses by the evaluation team.

Ms. Folse provided a synopsis. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

29. Legal Counsel

Consideration and authorization for the Director to execute a contract with Legal Counsel for the Internal Revenue Service Examination on the State of Louisiana General Obligation Bonds, Series 2014D-2.

Ms. Folse provided a synopsis. Senator John C. "Jay" Morris III, Senator at Large, was recused from the item. Representative Phillip R. DeVillier, Speaker of the House moved approval, seconded by Senator Rick Edmonds, representing the President of the Senate and without objection, the item was approved.

Other Business

30. Monthly Reports

Ms. Folse provided information relative to the monthly reports.

Treasurer Fleming announced S & P Global upgraded its rating of the State of Louisiana's General Obligation Bonds from AA- to AA.

31. Adjourn

On the motion of the Chairman and without any objection, the meeting was adjourned.

(A verbatim transcript in specific order items were considered is available with the Bond Commission.)

Agenda Item # 3

STATE BOND COMMISSION

April 18, 2024

Local Governmental Units - Elections (November 5, 2024)

SYNOPSIS

APPLICATION NO: L24-120
ENTITY: Caldwell Parish, Town of Columbia
TYPE OF REQUEST: 3.0 Mills Ad Valorem Tax
ANALYST: Conner Berthelot

SUBMITTED BY:
James Mixon, Town Attorney

PARAMETERS:
3.0 mills tax, 10 years, 2025-2034, constructing, maintaining, and improving public streets.

LEGISLATIVE AUTHORITY:
Article VI, Section 32

RECOMMENDATION:
The application meets the technical requirements therefore staff recommends the proposition be presented to the voters.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**

STATE BOND COMMISSION

April 18, 2024

Local Governmental Units - Elections (November 5, 2024)

ANALYSIS SUMMARY

APPLICATION NO: L24-120
ENTITY: Caldwell Parish, Town of Columbia
TYPE OF REQUEST: 3.0 Mills Ad Valorem Tax
ANALYST: Conner Berthelot

PROPOSITION PARAMETERS:
3.0 mills tax, 10 years, 2025-2034, constructing, maintaining, and improving public streets.

Based on the current taxable assessed valuation of the Town, a 3.0 mills tax will generate an estimated $12,101 annually.

The proposed proposition was last presented to the voters at the October 19, 2013, election for which it passed.

The proposition is considered a renewal tax.

The Notice of Election reflects the estimated cost of the election is $1,600.

Agenda Item # 3

SBC Tracking # L24-120

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - ELECTIONS

Government Unit: * Town of Columbia

Authority to Hold a Special Election *

Town of Columbia of the Parish of Caldwell, State of Louisiana (the "Town"), on Saturday, November 5, 2024, to submit to the election of the Town the following proposition:

Proposition Language *

Shall the Town of Columbia, State of Louisiana, (the "Town"), be authorized to levy a special tax of three (3) mills on all property subject to taxation within the Town, (an estimated $12,101.00 expected at this time to be collected from the levy of the tax for an entire year), for a period of ten (10) years, beginning with the year 2025 and ended with the year 2034, for the purpose of constructing, maintaining and improving public streets within and for the Town?

Citation(s): * Article VI, Section 32

As Set Forth By: * Resolution adopted March 11, 2024, by the Mayor of the Town of Columbia, acting as the governing authority of the Town of Columbia, of Caldwell Parish, State of Louisiana

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

Agenda Item # 4

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

SYNOPSIS

APPLICATION NO: L24-124
ENTITY: DeSoto Parish, City of Mansfield (LDH Program)
TYPE OF REQUEST: $1,130,000 Revenue Bonds
ANALYST: Clarrissa Johnson

SUBMITTED BY:

Alex Washington Jr., Washington & Wells, LLC

PARAMETERS:

Not exceeding $1,130,000 Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, construct, acquire, extend, facilitate, a lead service line inventory and improve the water portions of the system, including, but not limited to, mains, meters, valves, hydrants, erosion control and related work.

LEGISLATIVE AUTHORITY:

R.S. 39:1430

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**
- **Additional Supporting Documentation**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

ANALYSIS SUMMARY

APPLICATION NO: L24-124
ENTITY: DeSoto Parish, City of Mansfield (LDH Program)
TYPE OF REQUEST: $1,130,000 Revenue Bonds
ANALYST: Clarrissa Johnson

PARAMETERS:

Not exceeding $1,130,000 Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, construct, acquire, extend, facilitate, a lead service line inventory and improve the water portions of the system, including, but not limited to, mains, meters, valves, hydrants, erosion control and related work.

Bond proceeds will be used to perform field investigations of the existing service line to document the type of material, size, length, etc., of homes and businesses to ensure that the system has plans in place to rapidly respond by taking actions to reduce elevated levels of lead in drinking water. The goal of this project is to complete all inventory field investigations to be in compliance with the EPA's October 16, 2024, deadline.

Maximum Interest Cost	0%
Maximum Debt Service	$226,000

Computation of Legal Bonds Test

Estimated Sales Tax		$ 1,011,528
Maximum Allowable Debt Service	75%	$ 758,646
Maximum Current Debt Service		$ 399,855
Estimated Maximum Debt Service Including Proposed Issue		$ 624,940
Legal Bonds Test Ratio		1.21

Outstanding Debt Secured by Same Pledge of Revenue Includes:
Sales Tax Refunding Bonds, Series 2021

A review of the proposition reveals that the purposes for which the bonds will be sold are in agreement with the purposes stated within the proposition, including funding proceeds into bonds.

Selection Method:	Private Placement
Purchaser:	Louisiana Department of Health
Terms:	
Interest Rate	Not exceeding 0%
Maturity	Not exceeding 5 years
Security:	½% sales tax authorized at an election held on October 4, 2008, to be levied through December 31, 2038.

In a letter dated March 28, 2024, LDH indicated that the City meets the financial requirements for a loan through DWRLF. DWRLF has approved lending the system legally available moneys, the maximum $1.13M. The proposed loan shall be entitled to principal forgiveness of up to 49% of the total amount of draws on the Loan, until a maximum of $553,700 is reached; however, the availability of principal forgiveness is conditioned upon availability of sums in the DWRLF that are eligible for principal forgiveness. At this time, it appears that there will be adequate principal forgiveness available for the Loan. The coverage calculation above does not assume any principal forgiveness.

STATE BOND COMMISSION

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LDH Letter Grade

Pursuant to the Community Drinking Water Infrastructure Sustainability Act, the City received a final "D" grade published May 1, 2023. Attached is the report card outlining the grade.

Community water systems or local governing authorities that operate a community water system with a "D" or "F" grade may be prohibited from incurring any additional debt for anything not directly related to the improvement and sustainability of the drinking water system pursuant to a plan approved by LDH and will no longer be allowed to use water revenues for anything other than the water system.

The City does have a plan that has been approved by LDH, including an increase in water rates in October, 2023. The proposed debt is a component of the plan.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L24-124
Agenda Item # 4

Applicant: * City of Mansfield, State of Louisiana

Parameters / Purposes: *

Authority to incur debt and issue on aggregate principal amount of not exceeding One Million One Hundred Thirty Thousand Dollars ($1,130,000.00) of Utilities Revenue Bonds (the "Bonds")(LDH Program), in one or more series, to bear interest at a rate or rates not exceeding zero per centum (0%) per annum, to mature not later than five (5) years from their date of issuance all in the manner provided for by La. R.S. 39:1430, and other constitutional and statutory authority supplemental thereto, for the purposes of (i) construct, acquire, extend, facilitate a lead service line inventory and improve the water portions of the System, including, but not limited to, mains, meters, valves, hydrants, erosion control and related work (the "Project"); and (ii) paying the costs of issuing the Bonds.

Citation(s): * La. 39:1430

Security: * 1/2% sales tax authorized at an election held on October 4, 2008, to be levied through December 31, 2038.

As Set Forth By: * Resolution adopted by the Issuer on March 25, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 4

	Firm/Vendor	Paid From Proceeds Y / N	$1,130,000 L24-124 DeSoto Parish, City of Mansfield (LDH Program) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$1,400,000 L23-070 Calcasieu Parish, City of Lake Charles (Southwest Water Plant - LDH Program) Revenue Bonds March 16, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Washington & Wells	Y	16,950	15.00	22,625	16.16
Co-Bond Counsel				0.00		0.00
Issuer Counsel	Blanchard Walker	Y	1,500	1.33		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel	Foley & Judell	Y	7,213	6.38	8,800	6.29
Trustee Counsel				0.00		0.00
Total Legal			**25,663**	**22.71**	**31,425**	**22.45**
Other						
Publishing/Advertising	The Enterprise	N	2,500	2.21	4,000	2.86
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	703	0.62	865	0.62
Issuer Financing				0.00		0.00
Municipal Advisor	RSI Group	Y	14,750	13.05		0.00
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**17,953**	**15.89**	**4,865**	**3.48**
TOTAL ISSUANCE COSTS			**43,616**	**38.60**	**36,290**	**25.92**

LOUISIANA DEPARTMENT OF HEALTH
Engineering Services

MANSFIELD WATER SYSTEM

Parish: DE SOTO **PWSID: LA1031009**

2022 Water Grade

60 / 100 = 60%

D

 Federal Water Quality	Points deducted for federal violations, which include Treatment Technique and Maximum Contaminant Level Violations, may pose a public health risk over an extended period of time. Max of 30 points	-0
 State Water Quality	Points deducted for state violations, which include no water operator, inadequate water disinfection, and boil notices and water outages, may lead to other issues of concern if not resolved. Max of 10 points	-3
 Financial Sustainability	Points deducted for lack of financial sustainability which can affect operations and maintenance of the water system. An effective water rate can provide for the repair, maintenance, and future replacement of infrastructure. Max of 10 points	-10
 Operations & Maintenance	Points deducted for operation and maintenance deficiencies noted during water system inspections, which may affect the water quality being distributed to consumers. Max of 15 points	-12
 Infrastructure	Points deducted for infrastructure deficiencies noted during water system inspections, which may lead to unsafe drinking water and/or water service disruption. Max of 20 points	-0
 Customer Satisfaction	Points deducted for customer complaints received by the water system and/or the Louisiana Department of Health, which are confirmed to be a water quality or quantity issue in the water system. Max of 10 points	-10
 Secondary Contaminants	Points deducted for levels of iron and/or manganese greater than the secondary maximum contaminant levels. These levels do not pose a health risk but may cause undesirable water quality issues. Max of 5 points	-5
	Points granted for having an asset management plan; a storage assessment and maintenance program; well assessment & maintenance program; participation in management training; or participation in a capacity development program. Max of 10 points	+0

www.ldh.la.gov/watergrade

Agenda Item # 4

LOUISIANA DEPARTMENT OF HEALTH
Engineering Services

2022 Water Grade Details
MANSFIELD WATER SYSTEM

Standard	Standard Maximum	Point Deductions	Detailed Assessment of Standards		System Deductions
Federal Water Quality	-30	5 each	Maximum contaminant level violations	0	- 0
		5 each	Treatment technique violations for Lead and Copper Rule	0	
		10	Is the system non-compliant with an administrative order?	No	
State Water Quality	-10	1 each	Chlorine violations	3	- 3
		10	Does the water System have an operator?	Yes	
		5 each	Water outages and/or boil notices	0	
Financial Sustainability	-10	5	Did the system submit an acceptable rate study or implement an adequate rate?	No	- 10
		5	Did the water system submit an acceptable audit?	No	
		10	Is the system under a fiscal administrator for poor financial management practices?	No	
		5	Are there other negative circumstances that affect fiscal control of the water system?	No	
Operations & Maintenance	-15	3 each	Unresolved significant deficiencies	4	- 12
Infrastructure	-20	5 each	Unresolved significant deficiencies	0	- 0
Customer Satisfaction	-10	1 each	Valid water complaints reported	0	- 10
		10	Did the system submit a water complaint log?	No	
Secondary Contaminants	-5	5	Manganese and/or Iron level(s) over the secondary maximum contaminant level(s)	Yes	- 5
Bonus	+10	5 each	Asset management plan, storage or well assessment & maintenance plan, participation in capacity development or management training	0	+ 0
				Total Deductions + Bonus	-40
				Score	60 / 100 = 60%

Agenda Item # 5

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

SYNOPSIS

APPLICATION NO: L24-116
ENTITY: DeSoto Parish, Waterworks District No. 1 (LDH Program)
TYPE OF REQUEST: $500,000 Revenue Bonds
ANALYST: Conner Berthelot

SUBMITTED BY:

J. Hardy Andrews, Foley & Judell, LLP

PARAMETERS:

Not exceeding $500,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations, and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

LEGISLATIVE AUTHORITY:

R.S. 39:501-531 (R.S. 39:526)

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

LLocal Political Subdivisions - Loans

ANALYSIS SUMMARY

APPLICATION NO: L24-116
ENTITY: DeSoto Parish, Waterworks District No. 1 (LDH Program)
TYPE OF REQUEST: $500,000 Revenue Bonds
ANALYST: Conner Berthelot

PARAMETERS:

Not exceeding $500,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations, and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

Bond proceeds will be used to replace membrane filters that will increase efficiency and performance, and lower contaminants such as iron and manganese.

These bonds will be purchased by the Drinking Water Revolving Loan Fund (DWRLF), which is administered by the Louisiana Department of Health (LDH). The DWRLF is funded in part with capitalization grants from the U.S. Environmental Protection Agency (EPA). Under federal law, EPA requires that each state use a certain percentage of its annual grant funds to provide additional subsidization to loan recipients in the form of grants, negative interest rate loans and/or principal forgiveness.

LDH has formulated program guidelines, which essentially provides for partial forgiveness loans and 100% forgiveness loans. Staff has relied on the LDH Administrator to ensure the entity is a qualified applicant and meets all program eligibility requirements. Pursuant to a letter dated March 22, 2024, from LDH, the proposed loan shall be entitled to principal forgiveness of up to 100% of the total amount of draws on the Loan; however, the availability of principal forgiveness is conditioned upon availability of sums in the DWRLF that are eligible for principal forgiveness. At this time, it appears that there will be adequate principal forgiveness available for the Loan. Due to the nature of the transaction, a coverage ratio was not completed.

Selection Method:	Private Placement
Purchaser:	Louisiana Department of Health(DWRLF)
Terms:	
Interest Rate	Non-interest bearing
Maturity	Not exceeding 10 years
Security:	Excess annual revenues above statutory, necessary and usual charges applicable fiscal years.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # Agenda Item # 5 L24-116

Applicant: * Waterworks District No. 1 of the Parish of DeSoto, State of Louisiana

Parameters / Purposes: *

to issue not exceeding $500,000 of Taxable Excess Revenue Bonds (LDH Program) of the Issuer, in one or more series, to mature over a period not to exceed ten (10) years, to be non-interest bearing, for the purpose of (i) to pay a portion of the costs constructing and acquiring improvements, extensions, renovations and replacements to the drinking water system of the Issuer, including equipment, fixtures and accessories therefor, both personal and real, a work of public improvement for the Issuer, and (ii) pay the costs of issuance of the Bonds.

Citation:
R.S. 39:526 and the other applicable provisions of Part II of Chapter 4 of Subtitle II of Title 39 of the Louisiana Revised Statutes of 1950, as amended, and other constitutional and statutory authority.

Security:
Secured by and payable from the revenues of the Issuer of subsequent years, after the payment from such revenues of (1) all charges required by law or regulation, (2) all contractual obligations, (3) all necessary and usual charges provided for by ordinance or resolution, excluding depreciation and (4) all payments in respect of bonds for which a pledge or dedication of specified taxes or revenues has been provided by law or in proceedings authorizing such bonds, regardless of the date of issue of such bonds, all in accordance with the provisions of the Act.

The proceeds of the Bond will be advanced as needed and the LDH will forgive the repayment of each advance.

Citation(s): * La. R.S. 39:526 - see above

Security: * See above

As Set Forth By: * A resolution adopted by the Governing Authority on February 26, 2024.
An approval resolution adopted by the DeSoto Parish Police Jury on March 18, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 5

	Firm/Vendor	Paid From Proceeds Y / N	$500,000 L24-116 DeSoto Parish, Waterworks District No. 1 (LDH Program) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$550,000 L24-005 Bossier Parish, City of Bossier City (LDH Program) Excess Revenue Loan February 15, 2024 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
LDH/Bond Counsel	Foley & Judell, LLP	Y	9,300	18.60	10,250	18.64
Co-Bond Counsel				0.00		0.00
Issuer Counsel	TBD	Y	2,500	5.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
LDH Counsel				0.00		0.00
Total Legal			**11,800**	**23.60**	**10,250**	**18.64**
Other						
Publishing/Advertising	Mansfield Enterprise	Y	2,000	4.00	2,500	4.55
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	325	0.65	355	0.65
Issuer Financing				0.00		0.00
Municipal Advisor				0.00		0.00
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**2,325**	**4.65**	**2,855**	**5.19**
TOTAL ISSUANCE COSTS			**14,125**	**28.25**	**13,105**	**23.83**

Agenda Item # 6

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

SYNOPSIS

APPLICATION NO: L24-114
ENTITY: East Baton Rouge Parish, Central Fire Protection District No. 4
TYPE OF REQUEST: $1,500,000 Revenue Bonds
ANALYST: Brandon Rinaudo

SUBMITTED BY:

Tracy A. Morganti, Breazeale, Sachse & Wilson, L.L.P.

PARAMETERS:

Not exceeding $1,500,000 Limited Tax Revenue Bonds, not exceeding 6.5%, not exceeding 9 years, acquisition, construction, and equipping of a new fire station.

LEGISLATIVE AUTHORITY:

R.S. 39:522

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval contingent upon adoption and verification of the certified resolution by the Metropolitan Council of the City of Baton Rouge and Parish of East Baton Rouge authorizing the incurrence of the debt, which was adopted on April 17, 2024.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

ANALYSIS SUMMARY

APPLICATION NO: L24-114
ENTITY: East Baton Rouge Parish, Central Fire Protection District No. 4
TYPE OF REQUEST: $1,500,000 Revenue Bonds
ANALYST: Brandon Rinaudo

PARAMETERS:
Not exceeding $1,500,000 Limited Tax Revenue Bonds, not exceeding 6.5%, not exceeding 9 years, acquisition, construction, and equipping of a new fire station.

Bond proceeds will be used to build a new replacement fire station for Station 33 in Greenwell Springs. The existing station will be torn down and the Engine company will be relocated to a temporary site less than a mile away during construction.

Maximum Interest Cost	6.5%
Maximum Debt Service	$221,988

Computation of Legal Bonds Test

Estimated Ad Valorem Revenues		$ 1,129,350
Maximum Allowable Debt Service	75%	$ 847,013
Maximum Current Debt Service		$ -
Estimated Maximum Debt Service Including Proposed Issue		$ 221,988
Legal Bonds Test Ratio		3.82

Outstanding Debt Secured by Same Pledge of Revenue Includes: None

The purposes of the requested bonds are consistent with the proposition purposes for the millage pledged as security.

Selection Method:	Private Placement
Purchaser:	Investar Bank, National Association
Terms:	
Interest Rate	Not exceeding 6.5%
Maturity	Not exceeding 9 years
Security:	Avails of a 5.0 mills tax authorized at an election held on April 24, 2021, to be levied through 2032.

In a letter dated February 16, 2024, Investar Bank, N.A. expressed willingness to purchase the bonds in accordance with the above parameters.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L24-114
Agenda Item # 6

Applicant: * Central Fire Protection District No. 4

Parameters / Purposes: *

Par Amount: Not to Exceed $1,500,000 Limited Tax Revenue Bonds

Interest Rate: Not to Exceed 6.50% per annum

Maturity Date: Not to Exceed 9 years from the date of of Bonds

Purpose: (i) paying a portion of the costs of acquisition, construction and equipping of a new, approximately 6,236 square foot fire station to be located at 7019 Donnybrook Avenue, Greenwell Springs, Louisiana; and (ii) paying the costs incurred in connection with the issuance of the Bonds.

Citation(s): Part II, Chapter 4, Subtitle II of LRS of 1950, as amended (particularly R.S. 39:522)

Citation(s): * see above

Security: * 5.0 mills ad valorem tax levied by the District for a period of ten (10) years, commencing 2023, and annually thereafter, to and including the year 2032 pursuant to an election held in the District on April 24, 2021

As Set Forth By: * Resolution of the District adopted on February 20, 2024, and a resolution of the Metropolitan Council of the City of Baton Rouge and Parish of East Baton Rouge adopted on April 17, 2024

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 6

	Firm/Vendor	Paid From Proceeds Y / N	$1,500,000 L24-114 East Baton Rouge, Central Fire Protection District No. 4 Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$700,000 L24-006 Rapides Parish, Fire Protection District No. 18 Revenue Bonds January 18, 2024 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Breazeale, Sachse & Wilson	Y	22,375	14.92	12,000	17.14
Co-Bond Counsel				0.00		0.00
Issuer Counsel	Olinde Law Firm LLC	Y	6,000	4.00	5,000	7.14
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel				0.00		0.00
Total Legal			**28,375**	**18.92**	**17,000**	**24.29**
Other						
Publishing/Advertising	The Advocate	Y	1,500	1.00	1,500	2.14
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	925	0.62	445	0.64
Issuer Financing				0.00		0.00
Municipal Advisor				0.00	2,500	3.57
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent	Investar Bank	Y	1,000	0.67	2,500	3.57
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**3,425**	**2.28**	**6,945**	**9.92**
TOTAL ISSUANCE COSTS			**31,800**	**21.20**	**23,945**	**34.21**

Agenda Item # 7

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

SYNOPSIS

APPLICATION NO: L24-123
ENTITY: Natchitoches Parish, City of Natchitoches (LDH Program)
TYPE OF REQUEST: $2,700,000 Revenue Bonds
ANALYST: Clarrissa Johnson

SUBMITTED BY:

Alex Washington Jr., Washington & Wells, LLC

PARAMETERS:

Not exceeding $2,700,000 Taxable Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, inventory of lead service line of the waterworks plant and system including, but not limited to mains, meters, valves, hydrants, erosion control and related work.

LEGISLATIVE AUTHORITY:

R.S. 39:1430

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

ANALYSIS SUMMARY

APPLICATION NO: L24-123
ENTITY: Natchitoches Parish, City of Natchitoches (LDH Program)
TYPE OF REQUEST: $2,700,000 Revenue Bonds
ANALYST: Clarrissa Johnson

PARAMETERS:

Not exceeding $2,700,000 Taxable Utilities Revenue Bonds, not exceeding 0%, not exceeding 5 years, inventory of lead service line of the waterworks plant and system including, but not limited to mains, meters, valves, hydrants, erosion control and related work.

Bond proceeds will be used to perform field investigations of the existing service line to document the type of material, size, length, etc., of homes and businesses to ensure that the system has plans in place to rapidly respond by taking actions to reduce elevated levels of lead in drinking water. The goal of this project is to complete all inventory field investigations to be in compliance with the EPA's October 16, 2024, deadline.

Maximum Interest Cost	0%
Maximum Debt Service	$450,000

Calculation of Coverage Ratio:

Annual Net Income Excluding Debt Service and Depreciation	$ 2,512,479
Maximum Current Debt Service	$ 1,235,627
Debt Service on Proposed Issue	$ 450,000
Maximum Combined New Debt Service	$ 1,685,627
Coverage Ratio	1.49

Outstanding Debt Secured by Same Pledge of Revenue Includes:
Utilities Revenue Refunding Bonds, Series 2021
Taxable Utilities Revenue Bonds, Series 2022
Utilities Revenue Bonds, Series 2023

Selection Method:	Private Placement
Purchaser:	LDH (Drinking Water Revolving Loan Fund)
Terms:	
Interest Rate	Not exceeding 0%
Maturity	Not exceeding 5 years
Security:	Income and revenues of the combined waterworks plant and system, electric power and light plant and system, and sewer utility system (the "System"), subject to the prior payment of the reasonable and necessary expenses of operating and maintaining the System.

In a letter dated March 26, 2024, LDH indicated that the City meets the financial requirements for a loan through DWRLF. DWRLF has approved lending the system from legally available moneys, the maximum sum of $2.7M. The proposed loan shall be entitled to principal forgiveness of up to 49% of the total amount of draws on the Loan, until a maximum of $1,323,000 is reached; however, the availability of principal forgiveness is conditioned upon availability of sums in the DWRLF that are eligible for principal forgiveness. At this time, it appears that there will be adequate principal forgiveness available for the Loan. The coverage calculation above does not assume any principal forgiveness.

STATE BOND COMMISSION

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L24-123
Agenda Item # 7

Applicant: * City of Natchitoches, State of Louisiana

Parameters / Purposes: *

Authority to incur debt and issue on aggregate principal amount of not exceeding Two Seven Hundred Thousand Dollars ($2,700,000) of Utilities Revenue Bonds (the "Bonds"), in one or more series, to bear interest at a rate or rates not exceeding zero per centum (0%) per annum, to mature not later than five (5) years from their date of issuance all in the manner provided for by La. R.S. 39:1430, and other constitutional and statutory authority supplemental thereto, for the purposes of (i) inventory of lead service lines of the waterworks plant and system including, but not limited to, mains, meters, valves, hydrants, erosion control and related work, and (ii) paying the costs of issuance of the bonds.

Citation(s): * La. 39:1430

Security: * Income and revenues of the System, subject to the prior payment of the reasonable and necessary expenses of operating and maintaining the System (the "Net Revenues of the System").

As Set Forth By: * Resolution adopted by the Issuer on March 11, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 7

	Firm/Vendor	Paid From Proceeds Y / N	$2,700,000 L24-123 Natchitoches Parish, City of Natchitoches (LDH Program) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$2,300,000 L23-072A Calcasieu Parish, City of Lake Charles (Center East Water Plant - LDH Program) Revenue Bonds July 20, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Washington & Wells	Y	30,375	11.25	29,375	12.77
Co-Bond Counsel				0.00		0.00
Issuer Counsel	Boles Shafto	Y	5,000	1.85		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel	Foley & Judell	Y	11,338	4.20	10,488	4.56
Trustee Counsel				0.00		0.00
Total Legal			**46,713**	**17.30**	**39,863**	**17.33**
Other						
Publishing/Advertising	Natchitoches Times	N	1,500	0.56	4,000	1.74
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	1,645	0.61	1,405	0.61
Issuer Financing				0.00		0.00
Municipal Advisor	Government Consultants	Y	7,500	2.78		0.00
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Miscellaneous	TBD	Y	1,000	0.37		0.00
Total Other			**11,645**	**4.31**	**5,405**	**2.35**
TOTAL ISSUANCE COSTS			**58,358**	**21.61**	**45,268**	**19.68**

Agenda Item # 8

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

SYNOPSIS

APPLICATION NO: L24-119
ENTITY: Sabine Parish, Waterworks District No. 1 (LDH Program)
TYPE OF REQUEST: $1,750,000 Revenue Bonds
ANALYST: Conner Berthelot

SUBMITTED BY:

J. Hardy Andrews, Foley & Judell, LLP

PARAMETERS:

Not exceeding $1,750,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

LEGISLATIVE AUTHORITY:

R.S. 39:501-531 (R.S. 39:526)

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Loans

ANALYSIS SUMMARY

APPLICATION NO: L24-119
ENTITY: Sabine Parish, Waterworks District No. 1 (LDH Program)
TYPE OF REQUEST: $1,750,000 Revenue Bonds
ANALYST: Conner Berthelot

PARAMETERS:

Not exceeding $1,750,000 Taxable Excess Revenue Bonds, non-interest bearing, not exceeding 10 years, constructing and acquiring improvements, extensions, renovations and replacements to the drinking water system, including equipment, fixtures, and accessories therefor.

Bond proceeds will be used for the completion of consolidation of the Powhatan Water System into the District's water system.

These bonds will be purchased by the Drinking Water Revolving Loan Fund (DWRLF), which is administered by the Louisiana Department of Health (LDH). The DWRLF is funded in part with capitalization grants from the U.S. Environmental Protection Agency (EPA). Under federal law, EPA requires that each state use a certain percentage of its annual grant funds to provide additional subsidization to loan recipients in the form of grants, negative interest rate loans and/or principal forgiveness.

LDH has formulated program guidelines, which essentially provides for partial forgiveness loans and 100% forgiveness loans. Staff has relied on the LDH Administrator to ensure the entity is a qualified applicant and meets all program eligibility requirements. Pursuant to a letter dated March 27, 2024, from LDH, the proposed loan shall be entitled to principal forgiveness of up to 100% of the total amount of draws on the Loan; however, the availability of principal forgiveness is conditioned upon availability of sums in the DWRLF that are eligible for principal forgiveness. At this time, it appears that there will be adequate principal forgiveness available for the Loan. Due to the nature of the transaction, a coverage ratio was not completed.

Selection Method:	Private Placement
Purchaser:	Louisiana Department of Health (DWRLF)
Terms:	
Interest Rate	Non-interest bearing
Maturity	Not exceeding 10 years.
Security:	Revenues of the District after the payment from such revenues of all charges required by law or regulation, all contractual obligations, all necessary and usual charges provided for by ordinance or resolution, excluding depreciation and all payments in respect of bonds for which a pledge or dedication of specified taxes or revenues has been provided by law or in proceedings authorizing such bonds.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

Agenda Item # 8

SBC Tracking #
L24-119

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

Applicant: * Sabine Parish Waterworks District No. 1, State of Louisiana

Parameters / Purposes: *

Not exceeding $1,750,000 Taxable Excess Revenue Bond (LDH Program) to mature not exceeding ten (10) years from the date thereof and to be non-interest bearing, for the purpose of paying the cost of constructing and acquiring improvements, extensions, renovations and replacements to the drinking water system of the District, including equipment, fixtures and accessories therefor, a work of public improvement for the District and paying costs of issuance of the Bond.

Citation:
La. R.S. 39:526 and the other applicable provisions of Part II of Chapter 4 of Subtitle II of Title 39 of the Louisiana Revised Statutes of 1950, as amended, and other constitutional and statutory authority.

Citation(s): * See above

Security: * excess revenues of the District

As Set Forth By: * A resolution adopted on March 5, 2024 by the Board of Waterworks Commissioners of the District and a resolution adopted by the Sabine Parish Police Jury on March 20, 2024

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 8

	Firm/Vendor	Paid From Proceeds Y / N	$1,750,000 L24-119 Sabine Parish, Waterworks District No. 1 (LDH Program) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$1,400,000 L24-093 Rapides Parish, Village of Forest Hill (LDH Program) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
LDH/Bond Counsel	Foley & Judell, LLP	Y	25,050	14.31	21,625	15.45
Co-Bond Counsel				0.00		0.00
Issuer Counsel	Tony Tillman	Y	3,000	1.71		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel				0.00		0.00
Total Legal			**28,050**	**16.03**	**21,625**	**15.45**
Other						
Publishing/Advertising	Sabine Index	Y	2,000	1.14	2,000	1.43
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	1,075	0.61	865	0.62
Issuer Financing				0.00		0.00
Municipal Advisor				0.00		0.00
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**3,075**	**1.76**	**2,865**	**2.05**
TOTAL ISSUANCE COSTS			**31,125**	**17.79**	**24,490**	**17.49**

Agenda Item # 9

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

SYNOPSIS

APPLICATION NO: L24-121
ENTITY: Jefferson Davis Parish, Town of Lake Arthur (DEQ Project)
TYPE OF REQUEST: $1,250,257 Revenue Bonds
ANALYST: Conner Berthelot

SUBMITTED BY:

J. Hardy Andrews, Foley & Judell, LLP

PARAMETERS:

Not exceeding $1,250,257 Taxable Utilities Revenue Bonds, not exceeding 0.95%, not exceeding 22 years, constructing and acquiring extensions, improvements and replacements to the sewerage component of the combined utility system, including equipment and fixtures therefor.

LEGISLATIVE AUTHORITY:

R.S. 39:501-531 (R.S. 39:524)

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: L24-121
ENTITY: Jefferson Davis Parish, Town of Lake Arthur (DEQ Project)
TYPE OF REQUEST: $1,250,257 Revenue Bonds
ANALYST: Conner Berthelot

PARAMETERS:

Not exceeding $1,250,257 Taxable Revenue Bonds, not exceeding 0.95%, not exceeding 22 years, constructing, and acquiring extensions, improvements and replacements to the sewerage component of the combined utility system, including equipment and fixtures therefor.

Bond proceeds will be used to improve the Town's current Wastewater Treatment Plant including upgrading the disinfection method, installing a new metal awning, and replacing all facility lighting.

Maximum Interest Cost	0.95%
Maximum Debt Service	$69,821

Calculation of Coverage Ratio:

Annual Net Income Excluding Debt Service and Depreciation	$	103,363
Maximum Current Debt Service	$	-
Debt Service on Proposed Issue	$	69,821
Maximum Combined New Debt Service	$	69,821
Coverage Ratio		1.48

Outstanding Debt Secured by Same Pledge of Revenue Includes: None

Selection Method:	Private Placement
Purchaser:	Department of Environmental Quality (Clean Water Revolving Loan Fund)
Terms:	
Interest Rate	Not exceeding 0.95%.
Maturity	Not exceeding 22 years.
Security:	Income and revenues derived or to be derived from the operation of the combined drinking water and sewerage system (the "System"), after provision has been made for payment therefrom of all reasonable and necessary expenses of operating and maintaining the System.

In a letter dated June 13, 2023, DEQ committed to purchase the loan in the amount of $1,250,257, contingent of satisfying all regulatory and financial requirements prior to closing the loan. In an email dated April 2, 2024, DEQ concurred that the Town has demonstrated the capacity to meet debt service on the loan. Pursuant to the letter from DEQ, the Town has been granted a forgiveness loan of $937,725 of principal. At this time, it appears that there will be adequate principal forgiveness available for the Loan. The coverage calculation above does not assume any principal forgiveness.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

Agenda Item # 9

SBC Tracking # L24-121

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

Applicant: * Town of Lake Arthur, State of Louisiana

Parameters / Purposes: *

Authority to issue not exceeding $1,250,257 of Taxable Utilities Revenue Bonds (DEQ Project) of the Town of Lake Arthur, State of Louisiana, in one or more series, to mature over a period not to exceed twenty-two (22) years, bear interest at a rate not to exceed 0.95% per annum, for the purpose of constructing and acquiring extensions, improvements and replacements to the sewerage component of the Town's combined utility system, including equipment and fixtures therefor, a work of public improvement for the Town (the "Project").

Citation:
R.S. 39:524 and the other applicable provisions of Part II of Chapter 4 of Subtitle II of Title 39 of the Louisiana Revised Statutes of 1950, as amended, and other constitutional and statutory authority

Citation(s): * see above

Security: * secured solely from the income and revenues derived or to be derived from the operation of the system, after provision has been made for payment therefrom of all reasonable and necessary expenses of operating and maintaining the system (the "Net Revenues")

As Set Forth By: * A resolution adopted on March 6, 2024, by the Mayor and Council of the Town of Lake Arthur, State of Louisiana

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 9

	Firm/Vendor	Paid From Proceeds Y / N	$1,250,257 L24-121 Jefferson Davis Parish, Town of Lake Arthur (DEQ Project) Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$1,200,000 L23-244 Livingston Parish, Town of Albany (DEQ Project) Revenue Bonds November 21, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
DEQ/Bond Counsel	Foley & Judell, LLP	Y	20,553	16.44	19,600	16.33
Co-Bond Counsel				0.00		0.00
Issuer Counsel	TBD	Y	5,000	4.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel				0.00		0.00
Total Legal			**25,553**	**20.44**	**19,600**	**16.33**
Other						
Publishing/Advertising	Jennings Daily News	Y	3,000	2.40	2,500	2.08
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	775	0.62	745	0.62
Issuer Financing				0.00		0.00
Municipal Advisor				0.00		0.00
Trustee				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**3,775**	**3.02**	**3,245**	**2.70**
TOTAL ISSUANCE COSTS			**29,328**	**23.46**	**22,845**	**19.04**

Agenda Item # 10

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

SYNOPSIS

APPLICATION NO: L24-117
ENTITY: Lafayette Parish, City of Lafayette
TYPE OF REQUEST: $400,000,000 Revenue Bonds
ANALYST: Conner Berthelot

SUBMITTED BY:

M. Jason Akers, Foley & Judell, LLP

PARAMETERS:

Not exceeding $400,000,000 Utilities Revenue Bonds, not exceeding 8%, not exceeding 30 years, **(1)** constructing and acquiring improvements and extensions to the Utilities System, including necessary equipment and furnishings therefor, **(2)** funding a reserve, and **(3)** funding capitalized interest on the Bonds.

LEGISLATIVE AUTHORITY:

R.S. 39:1430

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Additional Supporting Documentation**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: L24-117
ENTITY: Lafayette Parish, City of Lafayette
TYPE OF REQUEST: $400,000,000 Revenue Bonds
ANALYST: Conner Berthelot

PARAMETERS:

Not exceeding $400,000,000 Utilities Revenue Bonds, not exceeding 8%, not exceeding 30 years, **(1)** constructing and acquiring improvements and extensions to the Utilities System, including necessary equipment and furnishings therefor, **(2)** funding a reserve, and **(3)** funding capitalized interest.

The City owns the combined Electric, Water, and Wastewater Systems [Collectively the "Lafayette Utilities System" ("LUS")]. LUS intends to use bond proceeds to construct a new, replacement power generation plant. The new plant will be comprised of a new natural gas-fired combustion turbine plant, natural gas interconnection upgrades, transmission network upgrades, and the demolition of existing facilities at the retired Bonin site.

Market Rate Interest Cost	5%
Maximum Debt Service (2 tranches)	$18,607,000

Calculation of Coverage Ratio:

Annual Net Income Excluding Debt Service and Depreciation	$ 112,655,289
Maximum Current Debt Service	$ 27,151,644
Debt Service on Proposed Issue	$ 18,607,000
Maximum Combined New Debt Service	$ 45,758,644
Coverage Ratio	2.46

Annual net income is based on proformas provided by Sisung Securities Corporation (attached) and is inclusive of electric, water and wastewater rate increases through to FY 25. Additionally, the City Council approved a subsequent increase in electric rates in a stepped structure that will lead to an increase for the average customer of 6.4% over the three-year period FYs 26-28 and is also included in the proformas.

The proposed transaction is currently contemplated as an issuance of 2 tranches of approximately $191M and $209M, in 2024 and 2026 respectively. The coverage calculation above reflects the FY 2027 projections, which represents the maximum total aggregate debt service, including the 2 issuances at market rate. The proformas reflect a range of 2.46x to 4.36x debt service coverage ratios through 2032. Staff has been informed that rate studies occur annually and rate increases may occur with recommendations approved by the City Council

Outstanding Debt Secured by Same Pledge of Revenue Includes:
Utilities Revenue Bonds, Series 2019 & 2023
Taxable Utilities Revenue Refunding Bonds, Series 2021
Utilities Revenue Refunding Bonds, Series 2017

STATE BOND COMMISSION

Selection Method:	Negotiated
Purchaser:	Stifel, Nicolaus & Company, Inc. & Raymond James & Associates
Terms:	
Interest Rate	Not exceeding 8%.
Maturity	Not exceeding 30 years.
Security:	Income and revenues derived or to be derived from the operation of the Utilities System, after provision has been made for the payment therefrom of the reasonable and necessary expenses of operation and maintaining the Utilities System.

In a letter dated March 26, 2024, Stifel, Nicolaus and Company indicate they have been engaged as underwriter and will purchase the Bonds with a view to distribute the Bonds on a best-efforts basis.

ELECTRIC	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Retail Sales (MWh)	2,031,847	2,004,310	1,917,040	1,959,364	1,981,782	2,018,152	2,026,649	2,038,284	2,049,961	2,061,674	2,073,421	2,085,191	2,096,980	2,108,784	2,120,609
Retail Sales: Base Rate Revenue	$102,886,777	$100,836,993	$97,878,860	$99,763,119	$100,740,765	$103,563,520	$107,362,721	$111,294,695	$115,929,017	$120,754,038	$125,776,579	$126,576,317	$127,379,376	$128,185,585	$128,995,187
Retail Sales: FC Revenue	$72,872,661	$73,101,002	$65,117,850	$76,344,759	$121,702,909	$93,379,683	$86,618,964	$87,238,550	$83,679,395	$86,858,328	$95,501,793	$98,546,126	$100,361,460	$103,372,584	$105,054,984
Other Revenue	$5,196,252	$6,027,891	$3,470,810	$3,744,026	$4,020,528	$4,447,727	$4,753,682	$5,118,026	$5,452,636	$5,554,261	$5,567,115	$5,807,787	$6,070,437	$6,329,575	$6,584,536
Total Electric Operating Revenue	**$180,955,690**	**$179,965,886**	**$166,467,520**	**$179,851,904**	**$226,464,202**	**$201,391,130**	**$198,735,367**	**$203,651,271**	**$205,061,048**	**$213,166,627**	**$226,845,487**	**$230,930,230**	**$233,811,273**	**$237,887,744**	**$240,634,707**
Production	$94,456,911	$84,373,015	$77,653,928	$95,253,828	$136,452,725	$114,679,542	$101,608,258	$101,456,457	$97,585,257	$102,309,209	$101,524,335	$106,200,373	$107,997,806	$111,314,806	$113,168,445
Transmission	$9,275,422	$8,612,596	$8,438,158	$7,103,445	$2,408,749	$2,543,126	$2,593,589	$2,645,841	$2,698,897	$2,752,775	$2,807,491	$2,864,061	$2,921,502	$2,979,832	$3,039,069
Distribution	$12,143,206	$11,837,879	$10,990,219	$11,109,141	$11,906,957	$12,709,297	$12,963,483	$13,222,752	$13,487,207	$13,756,952	$14,032,091	$14,312,732	$14,598,987	$14,890,967	$15,188,786
Customer Accounts, Service & Sales	$2,828,513	$2,690,275	$2,742,846	$3,406,175	$4,363,821	$3,217,052	$3,274,387	$3,350,547	$3,408,972	$3,490,717	$3,586,566	$3,662,102	$3,736,451	$3,815,157	$3,892,610
Administrative & General	$12,463,806	$11,886,918	$12,219,098	$12,214,185	$12,871,455	$12,961,280	$13,220,505	$13,484,915	$13,754,614	$14,029,706	$14,310,300	$14,596,506	$14,888,436	$15,186,205	$15,489,929
Total Electric Operating Expenses	**$131,167,858**	**$119,400,683**	**$112,044,249**	**$129,086,774**	**$168,003,707**	**$146,110,297**	**$133,660,222**	**$134,160,512**	**$130,934,947**	**$136,339,359**	**$136,260,783**	**$141,635,774**	**$144,143,182**	**$148,186,967**	**$150,778,839**
Net Electric Operating Revenue	**$49,787,832**	**$60,565,203**	**$54,423,271**	**$50,765,130**	**$58,460,495**	**$55,280,833**	**$65,075,145**	**$69,490,759**	**$74,126,101**	**$76,827,268**	**$90,584,704**	**$89,294,456**	**$89,668,091**	**$89,700,777**	**$89,855,868**

WATER	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Retail Sales (1000 gallons)	5,363,552	5,148,605	5,075,882	5,063,766	5,190,827	5,230,976	5,255,121	5,277,870	5,299,738	5,320,577	5,339,874	5,359,244	5,378,614	5,398,058	5,417,501
Wholesale Sales (1000 gallons)	2,256,911	2,171,928	2,191,571	2,322,023	2,424,469	2,491,216	2,565,108	2,629,472	2,693,192	2,749,619	2,807,902	2,868,114	2,930,333	2,994,641	3,061,121
Retail Sales Revenue	$14,821,240	$14,425,369	$14,544,345	$14,358,667	$14,888,377	$16,111,405	$17,499,552	$19,000,333	$19,079,057	$20,111,783	$21,199,300	$22,348,048	$23,558,331	$24,831,066	$26,166,532
Wholesale Sales Revenue	$6,038,256	$5,762,507	$6,355,680	$6,956,818	$7,359,956	$7,747,659	$8,546,935	$8,861,880	$9,682,209	$10,000,295	$10,895,079	$11,258,214	$12,271,284	$12,686,276	$13,834,445
Other Revenue	$877,048	$1,181,598	$796,531	$588,817	$716,574	$598,544	$628,581	$604,952	$555,132	$558,336	$562,742	$612,277	$671,114	$742,895	$828,803
Total Water Operating Revenue	**$21,736,544**	**$21,369,474**	**$21,696,556**	**$21,904,302**	**$22,964,907**	**$24,457,608**	**$26,675,068**	**$28,467,165**	**$29,316,398**	**$30,670,414**	**$32,657,121**	**$34,218,539**	**$36,500,729**	**$38,260,237**	**$40,829,780**
Production	$5,495,611	$5,496,311	$5,008,674	$5,246,546	$5,862,431	$5,980,256	$6,125,917	$6,289,568	$6,447,444	$6,623,523	$6,818,860	$6,989,639	$7,162,047	$7,342,861	$7,525,394
Distribution	$2,884,033	$2,889,727	$2,098,086	$2,174,002	$2,053,244	$2,207,238	$2,251,382	$2,296,410	$2,342,338	$2,389,185	$2,436,969	$2,485,708	$2,535,422	$2,586,131	$2,637,853
Customer Accounting, Collecting, Service & Info	$1,219,158	$1,172,251	$1,295,339	$1,446,359	$1,736,861	$1,449,903	$1,477,093	$1,509,389	$1,537,361	$1,571,609	$1,609,760	$1,642,937	$1,676,082	$1,710,630	$1,745,139
Administartive & General	$4,661,424	$4,668,916	$4,757,007	$4,967,083	$5,347,900	$5,521,302	$5,631,728	$5,744,363	$5,859,250	$5,976,435	$6,095,963	$6,217,883	$6,342,240	$6,469,085	$6,598,467
Total Water Operating Expenses	**$14,260,226**	**$14,227,205**	**$13,159,106**	**$13,833,990**	**$15,000,436**	**$15,158,699**	**$15,486,120**	**$15,839,730**	**$16,186,393**	**$16,560,752**	**$16,961,552**	**$17,336,167**	**$17,715,791**	**$18,108,707**	**$18,506,853**
Net Water Operating Revenue	**$7,476,318**	**$7,142,269**	**$8,537,450**	**$8,070,312**	**$7,964,471**	**$9,298,909**	**$11,188,948**	**$12,627,435**	**$13,130,005**	**$14,109,662**	**$15,695,569**	**$16,882,372**	**$18,784,938**	**$20,151,530**	**$22,322,927**

SEWER	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Retail Sales (1000 gallons)	5,326,815	5,746,278	5,498,088	6,328,515	5,043,306	5,660,149	5,686,276	5,710,891	5,734,553	5,757,103	5,777,982	5,798,942	5,819,901	5,840,940	5,861,979
Retail Sales Revenue	$30,977,546	$29,910,672	$29,861,226	$30,119,770	$31,031,170	$33,759,830	$37,133,299	$40,831,306	$41,000,483	$43,230,794	$45,552,544	$48,023,627	$50,600,385	$53,329,169	$56,210,769
Other Revenue	$1,401,680	$2,128,101	$1,261,483	$1,648,552	$1,217,374	$1,103,636	$1,143,750	$1,184,358	$1,156,243	$1,108,381	$1,106,785	$1,117,649	$1,120,169	$1,122,716	$1,133,752
Total Sewer Operating Revenue	**$32,379,226**	**$32,038,773**	**$31,122,709**	**$31,768,322**	**$32,248,544**	**$34,863,466**	**$38,277,049**	**$42,015,664**	**$42,156,726**	**$44,339,175**	**$46,659,329**	**$49,141,276**	**$51,720,554**	**$54,451,885**	**$57,344,521**
Treatment	$6,877,281	$6,987,121	$6,253,827	$6,707,776	$6,929,937	$7,207,270	$7,320,996	$7,474,201	$7,613,027	$7,789,187	$7,995,976	$8,150,181	$8,300,977	$8,460,590	$8,616,439
Collection	$4,722,449	$5,312,751	$4,888,522	$5,497,827	$5,229,473	$5,551,796	$5,647,722	$5,768,507	$5,881,192	$6,018,142	$6,177,114	$6,302,117	$6,425,226	$6,554,816	$6,682,214
Customer Accounting, Collecting, Service & Info	$1,399,015	$1,365,016	$1,318,028	$1,655,511	$2,181,031	$1,734,073	$1,766,269	$1,805,381	$1,838,442	$1,880,024	$1,926,863	$1,966,750	$2,006,478	$2,048,019	$2,089,387
Administartive & General	$5,738,418	$5,546,626	$5,834,810	$5,930,475	$6,265,821	$6,405,448	$6,533,557	$6,664,228	$6,797,513	$6,933,463	$7,072,133	$7,213,575	$7,357,847	$7,505,004	$7,655,104
Total Sewer Operating Expenses	**$18,737,163**	**$19,211,514**	**$18,295,187**	**$19,791,589**	**$20,606,262**	**$20,898,587**	**$21,268,544**	**$21,712,317**	**$22,130,174**	**$22,620,816**	**$23,172,086**	**$23,632,623**	**$24,090,528**	**$24,568,429**	**$25,043,144**
Net Sewer Operating Revenue	**$13,642,063**	**$12,827,259**	**$12,827,522**	**$11,976,733**	**$11,642,282**	**$13,964,879**	**$17,008,505**	**$20,303,347**	**$20,026,552**	**$21,718,359**	**$23,487,243**	**$25,508,653**	**$27,630,026**	**$29,883,456**	**$32,301,377**

TOTAL	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total Operating Revenue	$235,071,460	$233,374,133	$219,286,785	$233,524,528	$281,677,653	$260,712,204	$263,687,484	$274,134,100	$276,534,172	$288,176,216	$306,161,937	$314,290,045	$322,032,556	$330,599,866	$338,809,008
Total Operating Expenses	$164,165,247	$152,839,402	$143,498,542	$162,712,353	$203,610,405	$182,167,583	$170,414,886	$171,712,559	$169,251,514	$175,520,927	$176,394,421	$182,604,564	$185,949,501	$190,864,103	$194,328,836
Total Net Revenue	**$70,906,213**	**$80,534,731**	**$75,788,243**	**$70,812,175**	**$78,067,248**	**$78,544,621**	**$93,272,598**	**$102,421,541**	**$107,282,658**	**$112,655,289**	**$129,767,516**	**$131,685,481**	**$136,083,055**	**$139,735,763**	**$144,480,172**
Current Aggregate Outstanding LUS DS					$ 23,498,816	$ 23,422,625	$ 27,193,775	$ 27,186,494	$ 27,171,444	$ 27,151,644	$ 25,956,044	$ 13,182,294	$ 13,181,544	$ 13,177,544	$ 13,194,744
Coverage on Current Outstanding DS					**3.32x**	**3.35x**	**3.43x**	**3.77x**	**3.95x**	**4.15x**	**5.00x**	**9.99x**	**10.32x**	**10.60x**	**10.95x**
Proposed New Money Issues															
New Money 2024							$ -	$ 8,630,750	$ 8,630,750	$ 8,630,750	$ 8,630,750	$ 8,630,750	$ 8,630,750	$ 8,630,750	$ 8,630,750
New Money 2026							$ -	$ -	$ -	$ 9,976,750	$ 9,976,750	$ 11,291,750	$ 11,291,000	$ 11,292,000	$ 11,279,500
					$ 23,498,816.00	$ 23,422,625.00	$ 27,193,775.11	$ 35,817,243.76	$ 35,802,193.76	$ 45,759,143.76	$ 44,563,543.76	$ 33,104,793.76	$ 33,103,293.76	$ 33,100,293.76	$ 33,104,993.76
Coverage on Outstanding and Proposed DS					**3.32x**	**3.35x**	**3.43x**	**2.86x**	**3.00x**	**2.46x**	**2.91x**	**3.98x**	**4.11x**	**4.22x**	**4.36x**
Revenue Available After LUS DS					**$54,568,432**	**$55,121,996**	**$66,078,823**	**$66,604,297**	**$71,480,464**	**$66,896,145**	**$85,203,972**	**$98,580,687**	**$102,979,761**	**$106,635,469**	**$111,375,178**

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking #
Agenda Item # 10

Applicant: * City of Lafayette, State of Louisiana (the "Issuer")

Parameters / Purposes: *

Not exceeding $400,000,000 of Utilities Revenue Bonds (the "Bonds"), of the Issuer, to be issued for the purpose of (i) constructing and acquiring improvements and extensions to the Utilities System, including necessary equipment and furnishings therefor, (ii) funding a reserve, (iii) funding capitalized interest on the Bonds, and (iv) paying the costs of issuance of the Bonds, said Bonds to be payable solely from the income and revenues derived or to be derived from the operation of the Issuer's combined waterworks plants and systems, electric power and light plant and systems, and sewer system, a revenue-producing public utility. The Bonds shall bear interest at a rate or rates not to exceed eight percent (8%) per annum and shall mature no later than 30 years.

Citation(s): * Section 1430 of Title 39 of LA R.S. 1950

Security: * Income and revenues derived or to be derived from the operation of the Issuer's combined waterworks plants and systems, electric power and light plant and systems, and sewer system, a revenue-producing public utility.
(collectively the "Utilities System")

As Set Forth By: * A resolution adopted on March 5, 2024 by the Lafayette City Council.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 10

	Firm/Vendor	Paid From Proceeds Y / N	$400,000,000 L24-117 Lafayette Parish, City of Lafayette Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$105,000,000 L21-351 Jefferson Parish Council, Consolidated Sewerage District No. 1 Revenue Bonds November 18, 2021 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel*	Foley & Judell, LLP	Y	401,800	1.00	132,150	1.26
Co-Bond Counsel				0.00		0.00
Issuer Counsel	TBD	Y	50,000	0.13		0.00
Underwriter Counsel	Jones Walker	Y	365,000	0.91	90,000	0.86
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel				0.00		0.00
Total Legal			**816,800**	**2.04**	**222,150**	**2.12**
Underwriting						
Sales Commission				0.00	540,750	5.15
Management Fees	Stifel/Raymond James	Y	1,400,000	3.50		0.00
MSRP/CUSIP/PSA	Stifel/Raymond James	Y	100,000	0.25		0.00
Takedown	Stifel/Raymond James	Y	1,200,000	3.00		0.00
Day Loan				0.00		0.00
Placement Fee				0.00		0.00
Total Underwriting			**2,700,000**	**6.75**	**540,750**	**5.15**
Credit Enhancement						
Bond Insurance	TBD	Y	2,250,000	5.63	470,000	4.48
Letter of Credit				0.00		0.00
Surety	TBD	Y	2,200,000	5.50	275,000	2.62
Total Credit Enhancement			**4,450,000**	**11.13**	**745,000**	**7.10**
Other						
Publishing/Advertising	Daily Advertiser	Y	10,000	0.03	6,000	0.06
Rating Agency(s)	S&P/Moody's	Y	450,000	1.13	150,000	1.43
Insurance				0.00		0.00
Bond Commission*	SBC	Y	153,550	0.38	43,525	0.41
Issuer Financing				0.00		0.00
Municipal Advisor	Sisung Securities Corp.	Y	800,000	2.00	195,000	1.86
Trustee				0.00	15,000	0.14
Escrow Agent				0.00		0.00
Paying Agent	Hancock Whitney	Y	20,000	0.05		0.00
Engineering Report	Burns & McDonnell	Y	450,000	1.13		0.00
Printing	ImageMaster	Y	20,000	0.05	7,500	0.07
Electronic Posting	ImageMaster/Bondlink	Y	40,000	0.10		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Miscellaneous	Various	Y	20,000	0.05	7,500	0.07
Total Other			**1,963,550**	**4.91**	**424,525**	**4.04**
TOTAL ISSUANCE COSTS			**9,930,350**	**24.83**	**1,932,425**	**18.40**

* Bond Counsel and SBC fees are based on 2 issuances of approximately $109.74M and $209.26M each

Agenda Item # 11

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

SYNOPSIS

APPLICATION NO: L24-118
ENTITY: Pointe Coupee Parish, Fire Protection District No. 4
TYPE OF REQUEST: $3,000,000 Revenue Bonds
ANALYST: Clarrissa Johnson

SUBMITTED BY:

J. Hardy Andrews, Foley & Judell, LLP

PARAMETERS:

Not exceeding $3,000,000 Revenue Bonds, not exceeding 7%, not exceeding 20 years, acquiring and constructing fire protection facilities, including vehicles and equipment therefor.

LEGISLATIVE AUTHORITY:

R.S. 39:1430

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: L24-118
ENTITY: Pointe Coupee Parish, Fire Protection District No. 4
TYPE OF REQUEST: $3,000,000 Revenue Bonds
ANALYST: Clarrissa Johnson

PARAMETERS:
Not exceeding $3,000,000 Revenue Bonds, not exceeding 7%, not exceeding 20 years, acquiring and constructing fire protection facilities, including vehicles and equipment therefor.

Bond proceeds will be used to build a new fire station on land owned by the District in Livonia.

Maximum Interest Cost	7%
Maximum Debt Service	$285,550

Calculation of Coverage Ratio:

Annual Net Income Excluding Debt Service and Depreciation	$	890,880
Maximum Current Debt Service	$	-
Debt Service on Proposed Issue	$	285,550
Maximum Combined New Debt Service	$	285,550
Coverage Ratio		3.12

* Annual Net Income is based upon unaudited financial statements for FYE December 31, 2023, with the addition of the estimated revenues of an 11.0 mills tax that was passed at the March 25, 2023, election.

Outstanding Debt Secured by Same Pledge of Revenue Includes: None

Selection Method:	Private Placement
Purchaser:	Synergy Bank - $2,250,000 LPFA - $750,000
Terms:	
Interest Rate	Not exceeding 7%
Maturity	Not exceeding 20 years
Security:	A pledge of all funds or revenues received or to be received to the extent legally available, provided no such funds or revenues that have been or are in the future to be legally dedicated and required for purposes inconsistent therewith by the electorate, terms of specific grants, terms of particular obligations issued or to be issued or by operation of law.

In a letter dated March 8, 2024, Synergy Bank expresses willingness to purchase $2,250,000 of the total loan. In a letter dated March 13, 2024, the Louisiana Public Facilities Authority has agreed to purchase the remaining $750,000 of the total loan.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L24-118
Agenda Item # 11

Applicant: * Fire Protection District No. 4 of the Parish of Pointe Coupee, State of Louisiana (the "Issuer")

Parameters / Purposes: *

Not exceeding Three Million Dollars ($3,000,000) of Revenue Bonds (the "Bonds") of the Issuer for the purpose of (i) acquiring and constructing fire protection facilities, including vehicles and equipment therefor (the "Project"), and (ii) paying the costs of issuance of the Bonds. The Bonds will be issued at an interest rate not exceeding 7% per annum and shall mature over a period not exceeding 20 years.

Citation(s): * Section 1430 of Title 39 of La. R.S.

Security: * Available Funds of the Issue

As Set Forth By: * A resolution adopted by the governing authority on March 4, 2024, and a resolution adopted by the Parish Council of the Parish of Pointe Coupee on March 12, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 11

	Firm/Vendor	Paid From Proceeds Y / N	$3,000,000 L24-118 Pointe Coupee Parish, Fire Protection District No. 4 Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$2,500,000 L23-069 Evangeline Parish, Fire Protection District No. 2 Revenue Bonds March 16, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Foley & Judell	Y	32,775	10.93	30,375	12.15
Co-Bond Counsel				0.00		0.00
Bank Counsel	TBD	Y	5,000	1.67		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel				0.00		0.00
Total Legal			**37,775**	**12.59**	**30,375**	**12.15**
Other						
Publishing/Advertising	Pointe Coupee Banner	Y	1,500	0.50	2,500	1.00
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	1,825	0.61	1,525	0.61
Issuer Financing				0.00		0.00
Municipal Advisor	Government Consultants	Y	10,000	3.33	10,000	4.00
Trustee/Paying Agent				0.00		0.00
Escrow Agent				0.00		0.00
Paying Agent	TBD	Y	2,500	0.83	5,000	2.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**15,825**	**5.28**	**19,025**	**7.61**
TOTAL ISSUANCE COSTS			**53,600**	**17.87**	**49,400**	**19.76**

Agenda Item # 12

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

SYNOPSIS

APPLICATION NO: L23-254A
ENTITY: Pointe Coupee Parish School Board
TYPE OF REQUEST: $4,000,000 Revenue Bonds
ANALYST: Clarrissa Johnson

SUBMITTED BY:

Wesley S. Shafto, Boles Shafto, LLP

PARAMETERS:

Not exceeding $4,000,000 Revenue Bonds, not exceeding 8%, not exceeding 15 years, construction and improvement, of classroom facilities including permanent replacement of existing modular facilities.

LEGISLATIVE AUTHORITY:

R.S. 39:1430, et. seq

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Local Political Subdivisions - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: L23-254A
ENTITY: Pointe Coupee Parish School Board
TYPE OF REQUEST: $4,000,000 Revenue Bonds
ANALYST: Clarrissa Johnson

PARAMETERS:
Not exceeding $4,000,000 Revenue Bonds, not exceeding 8%, not exceeding 15 years, construction and improvement, of classroom facilities including permanent replacement of existing modular facilities.

Bond proceeds will be used to construct classroom buildings to replace some of the existing temporary/modular classroom buildings currently at Livonia High School and Rougon Elementary School. An application was previously approved at the September 21, 2023, SBC Meeting for not exceeding $2.5M Revenue Bonds for constructing, improvement, rehabilitation and/repairs to the athletic stadium facilities at the STEM Magnet Academy and any other facilities and the School Board now wishes to increase the par amount of the bonds and redefine the project parameters.

Maximum Interest Cost	8%
Maximum Debt Service	$461,200

Calculation of Coverage Ratio:

Estimated Annual Proceeds from Pledged Millage	$	1,718,693
Maximum Current Debt Service	$	193,325
Debt Service on Proposed Issue	$	461,200
Maximum Combined New Debt Service	$	653,325
Coverage Ratio		2.63

Outstanding Debt Secured by Same Pledge of Revenue Includes:
QSCB (Taxable) Revenue Bonds, Series 2009

Selection Method:	Private Placement
Purchaser:	Guaranty Bank
Terms:	
Interest Rate	Not exceeding 8%
Maturity	Not exceeding 15 years
Security:	Avails of a 4.54 mills tax pursuant to Article VIII, Section 13(C) to be levied in perpetuity.

In a term sheet dated April 2, 2024, Guaranty Bank commits to the financing for the School Board.

Pursuant to R.S. 39:1426(B), bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L23-254A
Agenda Item # 12

Applicant: * Pointe Coupee Parish School District (the "District")

Parameters / Purposes: *

Shall the District issue not exceeding $4,000,000 Revenue Bonds, in one or more series, at a rate not exceeding 8%, maturing no later than 15 years from the date of issuance, for the purposes of (i) construction and improvement, of classroom facilities, including permanent replacement of existing modular facilities; and (ii) paying the costs of issuance of the Bonds (together, the "Project").

Citation(s): * La. R.S. 39:1430, et. seq

Security: * Ad valorem maintenance tax of 4.54 mills authorized to be levied by the School Board on all of the property subject to taxation within the territorial limits of Pointe Coupee Parish, under the provisions of La. Const. Art. VIII, Sec. 13(C).

As Set Forth By: * Resolution adopted March 28, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 12

	Firm/Vendor	Paid From Proceeds Y / N	$4,000,000 L23-254A Pointe Coupee Parish School Board Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$2,060,000 L23-092 East Feliciana Parish School Board, School District No. 1 Revenue Bonds May 18, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Boles Shafto	Y	39,275	9.82	30,575	14.84
Co-Bond Counsel				0.00		0.00
Issuer Counsel				0.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel	TBD	Y	12,000	3.00	6,500	3.16
LDH Counsel				0.00		0.00
Total Legal			**51,275**	**12.82**	**37,075**	**18.00**
Other						
Publishing/Advertising	Pointe Coupee Banner	N	2,500	0.63	2,500	1.21
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	2,425	0.61	1,261	0.61
Issuer Financing				0.00		0.00
Municipal Advisor	Government Consultants Inc.	Y	15,000	3.75	10,000	4.85
Trustee/Paying Agent				0.00	1,250	0.61
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Miscellaneous	TBD	Y	2,500	0.63		0.00
Total Other			**22,425**	**5.61**	**15,011**	**7.29**
TOTAL ISSUANCE COSTS			**73,700**	**18.43**	**52,086**	**25.28**

Agenda Item # 13

STATE BOND COMMISSION

April 18, 2024

State Agencies, Boards and Commissions

SYNOPSIS

APPLICATION NO: S24-009
ENTITY: Louisiana Housing Corporation (Lafitte Phase VII Project)
TYPE OF REQUEST: $14,336,000 Revenue Bonds (Volume Cap)
ANALYST: Clarrissa Johnson

SUBMITTED BY:

Wayne J. Neveu, Butler Snow, LLP

PARAMETERS:

Not exceeding $14,336,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 51-unit multifamily housing development in New Orleans.

LEGISLATIVE AUTHORITY:

R.S. 40:600.86-600.111

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

State Agencies - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: S24-009
ENTITY: Louisiana Housing Corporation (Lafitte Phase VII Project)
TYPE OF REQUEST: $14,336,000 Revenue Bonds (Volume Cap)
ANALYST: Clarrissa Johnson

PARAMETERS:

Not exceeding $14,336,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 51-unit multifamily housing development in New Orleans.

Bond Proceeds will be used to rehabilitate an existing, vacant building into six units and the new construction of 45 units, creating a total of 51 units of affordable rental housing for general occupancy household in the Treme/Lafitte neighborhood, northwest of downtown New Orleans. Lafitte Phase VII is the final and closeout phase of the Faubourg Lafitte redevelopment. A Choice Neighborhood Initiative (CNI) project, Lafitte Phase VII will include the redevelopment of Building C-47 (the last of three former public housing structures required to be retained and rehabilitated on the site).

The bonds shall not constitute a debt, liability or a pledge of the faith and credit of the State of Louisiana, or of any political or governmental unit thereof. **The issuer has applied for an allocation from the State's Private Activity Volume Cap under Section 146 of the Internal Revenue Code of 1986.**

Project

Construction of the project is expected to begin on July 1, 2024, with the project completion in July 24, 2025. Specifics of the project are as follows:

- Construction and rehabilitation of 2 residential buildings with 51 units located at 601 N. Johnson St. in New Orleans
- Unit mix
  - 6 one-bedroom units (901 sq ft each)
  - 14 two-bedroom units (937 - 1,346 sq ft each)
  - 25 three-bedroom units (1,334 - 1,378 sq ft each)
  - 6 four-bedroom units (1,469 sq ft each)
- Average price per unit and per square foot based on Total Development Cost of $28,104,763:
  - Price per unit - $551,074
  - Price per square foot for residential space - $444 (63,260 sq ft)
  - Price per square foot for combined residential and community space - $426 (65,960 sq ft)
- 3 units will be set aside to accommodate individuals with disabilities.

Staff has been provided the following explanation regarding the high cost per unit:

- The existing structure will undergo a full historic rehabilitation per the Secretary of the Interior's Standards and the 45 new construction units will be built to match the larger surrounding public housing redevelopment known as Faubourg Lafitte.
- The project is aiming to achieve both Enterprise Green Communities 2020 and Fortified Gold certifications.
- The project is subject to Davis Bacon labor and wage compliance, the use of FEMA funds through the Housing Authority of New Orleans necessitates a public bid process, and there is a small subset of soft costs that cannot be carried forward and utilized towards the final Lafitte Phase VII end product.

STATE BOND COMMISSION

According to the Marketability Study prepared by Vogt Strategic Insights, the project should have the ability to cashflow after the construction/rehabilitation of the units, and the site will reach a stabilized occupancy of approximately 95% within 12 months following the completion of construction/renovations. The project is expected to create approximately 183 temporary construction jobs and retain 2 permanent jobs in the local economy. The current site has a vacancy rate of 100%.

The Defined Tenant Benefit Package meets SBC guidelines and includes:

1. Material Rent Differential: 100% of all units will be affordable to households who have a household income that is 30% or below of the area median income (AMI) for Orleans Parish.
2. Social Activities: Case management support programming will be provided for Faubourg Lafitte site and is staffed by two members focused on direct case management support individuals and families, as well as case management support and activities for seniors.

Participants/Team

Participants of the transaction are below, and all are registered with the Secretary of State to do business in the State of Louisiana and are in good standing:

- Owner and Beneficiary - Lafitte 2017, LLC.
- Partners of Beneficiary - Lafitte 2017 Manager, LLC.
- Property Manager - HRI Properties.

The principal officer of the Lafitte 2017 LLC and Lafitte 2017 Manage LLC are Terri B. North, Emily May, and Michael Meredith. The developers have over 14 years of experience in developing properties dedicated to seniors, individuals and families and to artists and cultural ambassadors. Providence Community Housing has developed and/or currently owns and operates over 1,300 units of affordable housing properties, all which include resident services tailored to special needs populations.

HRI Properties has been a developer and property manager for 40 years. HRI has engaged in ownership, development, design and management of upscale-branded and independent hotels, apartment communities, and mixed-use, mixed-income properties in urban centers. The principal officer is David Abbenante who is the President.

Sources & Uses

Sources include:

Estimated LIHTC Equity Proceeds	$ 10,855,000
City New Orleans Local HOME Funds	$ 6,690,000
HANO Program Income and FEMA Loan	$ 8,754,050
Federal Historic Tax Credits	$ 697,000
State Historic Tax Credits	$ 857,505
Deferred Developer Fee (projected to be paid no later than 15 years)	$ 251,208
Bond Proceeds *	$ 0
Total Sources	$ 28,104,763

* The entity will issue the entire $14,336,000 of requested tax-exempt bonds and upon completion of construction, immediately pay the bonds down with the additional project sources to a balance of $0. Tax-exempt bonds will be a construction only source of funding.

Uses include:

Building & Land Acquisition	$ 310,000
Construction & Rehabilitation Hard Costs	$ 20,549,527
Construction Contingency	$ 1,022,934
Soft Costs	
Developer Fee	$ 1,785,000
Other Soft Costs	$ 4,437,302
Total Development Cost	$ 28,104,763

STATE BOND COMMISSION

Selection Method:	Private Placement
Purchaser:	Home Bank
Terms:	
Interest Rate	Not exceeding 10%
Maturity	Not exceeding 40 years
Security:	Revenues of the Project

In a letter received on March 19, 2024, Home Bank expresses an interest in participating in the proposed financing. The letter is not considered a commitment to purchase the proposed bonds.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # S24-009
Agenda Item # 13

Applicant: * Louisiana Housing Corporation

Parameters / Purposes: *

Authority to issue, sell and deliver not exceeding Fourteen Million Three Hundred Thirty-Six Thousand Dollars ($14,336,000) of Multifamily Housing Revenue Bonds (Lafitte Phase VII Project) (the "Bonds") in one or more series at a rate not to exceed 10%, with a maturity not-to-exceed 40 years, for the purpose of providing funds to (i) finance the acquisition, construction, and equipping of a 51-unit multifamily housing development to be known as Lafitte VII located in the City of New Orleans, Orleans Parish, Louisiana and (ii) pay the costs of issuance associated with the Bonds.

Citation(s): * R.S. 40:600.86-600.111

Security: * Payable out of revenues with respect to the operations of the project

As Set Forth By: * Resolution adopted on February 21, 2024 by the Board of Directors of the Louisiana Housing Corporation

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 13

	Firm/Vendor	Paid From Proceeds Y / N	$14,336,000 S24-009 Louisiana Housing Corporation (Lafitte Phase VII Project) Revenue Bonds (Volume Cap) April 18, 2024 $ Amount	$ Per Bond	$17,500,000 S23-034 Louisiana Housing Corporation (Landry Commons Project) Revenue Bonds (Volume Cap) July 20, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Butler Snow	N	56,652	3.95	59,025	3.37
Co-Bond Counsel				0.00		0.00
Issuer Counsel				0.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel	TBD	N	10,000	0.70	10,000	0.57
Total Legal			**66,652**	**4.65**	**69,025**	**3.94**
Other						
Publishing/Advertising	Louisiana Housing Corporation	N	2,000	0.14	2,000	0.11
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	N	16,520	1.15	20,000	1.14
Issuer Financing	Louisiana Housing Corporation	N	14,336	1.00	17,500	1.00
Municipal Advisor	Government Consultants, Inc	N	28,672	2.00	35,000	2.00
Trustee	TBD	N	10,000	0.70	10,000	0.57
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**71,528**	**4.99**	**84,500**	**4.83**
INDIRECT COSTS						
Beneficiary Organizational						
Beneficiary Counsel	Longwell Riess, LLC	N	75,000	5.23	60,000	3.43
Development	Providence Verius Orleans, LLC	N	1,785,000	124.51	2,500,000	142.86
Title, Survey & Appraisal	Baldwin Title Company of LA, TBD, TBD	N	250,000	17.44	150,000	8.57
Consultant				0.00		0.00
Insurance				0.00		0.00
Total Beneficiary Organizational			**2,110,000**	**147.18**	**2,710,000**	**154.86**
Mortgage Banking Costs						
Lender Counsel	Jones Walker, LLP	N	50,000	3.49	75,000	4.29
Mortgage Servicer Counsel				0.00		0.00
Mortgage Insurance				0.00		0.00
Examination				0.00		0.00
Financing Fee	Home Bank, N.A.	N	75,000	5.23	119,000	6.80
Total Mortgage Banking			**125,000**	**8.72**	**194,000**	**11.09**
TOTAL ISSUANCE AND INDIRECT COSTS			**2,373,180**	**165.54**	**3,057,525**	**174.72**

* The developer provides certain guarantees to the tax credit investor. The developer will oversee numerous aspects during the development and construction of Lafitte Phase VII Project. Duties of the developer include but are not limited to negotiating and executing architectural, engineering, testing or consulting of services for the facilitiy, assisting the owner/operator in dealing with neighborhood groups, local organizations and other parties, assisting with identifying sources of financing and negotiating the terms, establishing and implementing appropriate administrative and financial controls, assisting in obtaining access to utilities and required zoning approvals and assisting in complying with all applicable present and future laws, ordinances, orders, rules, regulations and requirements.

Agenda Item # 14

STATE BOND COMMISSION

April 18, 2024

State Agencies, Boards and Commissions

SYNOPSIS

APPLICATION NO: S24-010
ENTITY: Louisiana Housing Corporation (Canal Crossing Senior Apartments Project)
TYPE OF REQUEST: $11,000,000 Revenue Bonds (Volume Cap)
ANALYST: Brandon Rinaudo

SUBMITTED BY:

Wayne J. Neveu, Butler Snow LLP

PARAMETERS:

Not exceeding $11,000,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 49-unit multifamily housing development in New Orleans.

LEGISLATIVE AUTHORITY:

R.S. 40:600.86-600.111

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

State Agencies - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: S24-010
ENTITY: Louisiana Housing Corporation (Canal Crossing Senior Apartments Project)
TYPE OF REQUEST: $11,000,000 Revenue Bonds (Volume Cap)
ANALYST: Brandon Rinaudo

PARAMETERS:

Not exceeding $11,000,000 Multifamily Housing Revenue Bonds (Volume Cap), not exceeding 10%, not exceeding 40 years, acquisition, construction, and equipping of a 49-unit multifamily housing development in New Orleans.

Proceeds will fund the redevelopment of a historic property, formerly American Red Cross, into an affordable rental housing facility for seniors in downtown New Orleans.

The bonds shall not constitute a debt, liability or a pledge of the faith and credit of the State of Louisiana, or of any political or governmental unit thereof. **The issuer has applied for an allocation from the State's Private Activity Volume Cap under Section 146 of the Internal Revenue Code of 1986.**

Project

Construction of the project is expected to begin in August 2024 with project completion in October 2025. Specifics of the project are as follows:

- Construction of 1 building with 49 units located at 2640 Canal Street
- Unit mix
  - 46 one-bedroom units (650 sq ft each)
  - 3 two-bedroom units (800 sq ft each)
- Average price per unit and per square foot based on Total Development Cost of $18,868,927:
  - Price per unit - $385,080
  - Price per square foot for residential space - $584 (32,300 sq ft)
  - Price per square foot for combined residential and community space - $484 (43,500 sq ft)
- Property amenities include on-site management, a computer room, a community room, secured access and CCTV cameras, a gym, and two elevators.

Staff has been provided the following explanation regarding the high cost per unit: The property is a historic adaptive reuse property built in 1960, which has higher costs to the required restoration by the National Park Service and State Historic Preservation Office. These costs will be offset by historic tax credits, which help to fund these increased costs of restoring historic properties.

According to the Market Study prepared by Gibson Consulting, LLC, the project should have the ability to cashflow after the construction of the units, and the site will reach a stabilized occupancy of approximately 100% within 3 months following the completion of construction. The project is expected to create approximately 45 temporary construction jobs and retain 2 permanent jobs in the local economy. The current site has a vacancy rate of 100%.

STATE BOND COMMISSION

The Defined Tenant Benefit Package meets SBC guidelines and includes:

1. Material Rent Differentials:
   - All units will be restricted to affordable rents for families at or below 70% of the area median income (AMI) for Orleans Parish.
   - 14 units will be occupied by households at or below 70% of the AMI.
   - 24 units will be occupied by households at or below 60% of the AMI.
   - 8 units will be occupied by households at or below 50% of the AMI.
   - 3 units will be occupied by households at or below 30% of the AMI.
2. Deposit Waivers and/or Application Fees: Applicant Deposit Fees will be waived for all tenants in three units to be occupied by households at or below 30% AMI.

Participants/Team

Participants of the transaction are below, and all are registered with the Secretary of State to do business in the State of Louisiana and are in good standing:

- Owner and Beneficiary - Canal Crossing Senior Apartments, LP
- Partners of Beneficiary - 2640 Canal St. Development, LLC, of which 50% is owned by Integrity Investors Group, LLC and 50% is owned by Bates Management, LLC
- Developers - Integrity Development Partners, LLC and Bates Management, LLC
- Property Manager - Integrity Management Company is a Georgia-based company that specializes in the management of multifamily properties. The principal officer is Rhett Holmes.

The principal officers of the Owner/Beneficiary, Partners of Beneficiary, and Developers are Rhett Holmes and Ryan Bates. Integrity Development Partners, LLC is headquartered in Georgia and currently owns and/or manages 33 plus multifamily properties in Georgia, Louisiana, Florida, and Missouri. Bates Management, LLC is headquartered in Louisiana and is a certified minority owned real estate development company.

Sources & Uses

Sources include:

Tax-Exempt 1st Mortgage	$ 855,431
Federal Historic Tax Credits and Equity	$ 2,534,495
State Historic Tax Credits and Equity	$ 3,285,000
Estimated LIHTC Equity Proceeds	$ 6,194,001
CDBG Loan	$ 6,000,000
Bond Proceeds *	$ 0
Total Sources	$ 18,868,927

* The entity will issue the entire $11,000,000 of requested tax-exempt bonds and upon completion of construction, immediately pay the bonds down with the additional project sources to a balance of $855,431, which converts to the Tax-Exempt 1st Mortgage.

Uses include:

Building & Land Acquisition	$ 3,100,000
Construction Hard Costs	$ 10,923,750
Construction Contingency	$ 1,072,375
Soft Costs	
Developer Fee	$ 1,715,000
Other Soft Costs	$ 2,057,802
Total Development Cost	$ 18,868,927

STATE BOND COMMISSION

Selection Method:	Private Placement
Purchaser:	Churchill Mortgage Investment, LLC
Terms:	
Interest Rate	Not exceeding 10%
Maturity	Not exceeding 40 years
Security:	Revenues of the Project

In a letter dated October 3, 2023, Churchill Mortgage Investment, LLC proposes terms for the proposed financing in accordance with the above parameters, subject to formal credit underwriting and approval.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # S24-010
Agenda Item # 14

Applicant: * Louisiana Housing Corporation

Parameters / Purposes: *

Authority to issue, sell and deliver not exceeding Eleven Million Dollars ($11,000,000) of Multifamily Housing Revenue Bonds (Canal Crossing Senior Apartments Project) (the "Bonds") in one or more series at a rate not to exceed 10%, with a maturity not-to-exceed 40 years, for the purpose of providing funds to (i) finance the acquisition, construction, and equipping of a 49-unit multifamily housing development to be known as Canal Crossing Senior Apartments located in the City of New Orleans, Orleans Parish, Louisiana and (ii) pay the costs of issuance associated with the Bonds.

Citation(s): * Chapter 3-G of Title 40 of the Louisiana Revised St

Security: * Payable out of revenues with respect to the operations of the project

As Set Forth By: * Resolution adopted on March 13, 2024 by the Board of Directors of the Louisiana Housing Corporation

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 14

	Firm/Vendor	Paid From Proceeds Y / N	$11,000,000 S24-010 Louisiana Housing Corporation (Canal Crossing Senior Apartments Project) Revenue Bonds (Volume Cap) April 18, 2024 $ Amount	$ Per Bond	$11,800,000 S23-032 Louisiana Housing Corporation (Galilee City Apartments Project) Revenue Bonds (Volume Cap) June 20, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Butler Snow LLP	N	51,025	4.64	52,625	4.46
Co-Bond Counsel				0.00		0.00
Issuer Counsel				0.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00		0.00
Trustee Counsel	TBD	N	10,000	0.91	10,000	0.85
Total Legal			**61,025**	**5.55**	**62,625**	**5.31**
Other						
Publishing/Advertising	Louisiana Housing Corporation	N	2,000	0.18	2,000	0.17
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	N	12,850	1.17	13,730	1.16
Issuer Financing	Louisiana Housing Corporation	N	11,000	1.00	11,800	1.00
Financial Advisor	Government Consultants, Inc.	N	22,000	2.00	23,600	2.00
Trustee	TBD	N	10,000	0.91	10,000	0.85
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Cash Flow Verification				0.00		0.00
Total Other			**57,850**	**5.26**	**61,130**	**5.18**
TOTAL ISSUANCE COSTS			**118,875**	**10.81**	**123,755**	**10.49**
INDIRECT COSTS						
Beneficiary Organizational						
Beneficiary Counsel	Longwell Riess, LLC	N	75,000	6.82	130,000	11.02
Development *	Integrity Development Partners, LLC/ Bates Management, LLC	N	1,715,000	155.91	3,000,000	254.24
Title, Survey & Appraisal	Baldwin Title Company of LA	N	200,000	18.18	240,000	20.34
Consultant				0.00		0.00
Insurance				0.00		0.00
Total Beneficiary Organizational			**1,990,000**	**180.91**	**3,370,000**	**285.59**
Mortgage Banking Costs						
Lender Counsel	Norris George & Ostrow PLLC/ Butler Snow LLP	N	80,000	7.27	65,000	5.51
Mortgage Servicer Counsel				0.00		0.00
Mortgage Insurance				0.00		0.00
Examination				0.00		0.00
Financing Fee	Churchill Mortgage Investment, LLC	N	175,000	15.91	118,000	10.00
Total Mortgage Banking			**255,000**	**23.18**	**183,000**	**15.51**
TOTAL INDIRECT COSTS			**2,245,000**	**204.09**	**3,553,000**	**301.10**
TOTAL ISSUANCE AND INDIRECT COSTS			**2,363,875**	**214.90**	**3,676,755**	**311.59**

* The developer provides certain guarantees to the tax credit investor. The developer will oversee numerous aspects during the development and construction of Canal Crossing Senior Apartments. Duties of the developer include but are not limited to negotiating and executing architectural, engineering, testing or consulting of services for the facilitiy, assisting the owner/operator in dealing with neighborhood groups, local organizations and other parties, assisting with identifying sources of financing and negotiating the terms, establishing and implementing appropriate administrative and financial controls, assisting in obtaining access to utilities and required zoning approvals and assisting in complying with all applicable present and future laws, ordinances, orders, rules, regulations and requirements.

Agenda Item # 15

STATE BOND COMMISSION

April 18, 2024

Port, Harbor and/or Terminal Districts

SYNOPSIS

APPLICATION NO: L24-115
ENTITY: East Carroll Parish, Lake Providence Port Commission
TYPE OF REQUEST: $10,000,000 Revenue Bonds
ANALYST: Brandon Rinaudo

SUBMITTED BY:

Brennan K. Black, Foley & Judell, LLP

PARAMETERS:

Not exceeding $10,000,000 Revenue Bonds, not exceeding 6.75%, not exceeding 25 years, acquiring, constructing, repairing, rehabilitating or extending rail lines.

LEGISLATIVE AUTHORITY:

R.S. 39:1430

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval subject to the applicant's compliance with the provisions of La. R.S. 33:4712.10 prior to actual disbursement of proceeds for purchase of immovable property and that no disbursement for purchase of immovable property will be in excess of the appraisal valuation.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Port, Harbor and/or Terminal Districts - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: L24-115
ENTITY: East Carroll Parish, Lake Providence Port Commission
TYPE OF REQUEST: $10,000,000 Revenue Bonds
ANALYST: Brandon Rinaudo

PARAMETERS:
Not exceeding $10,000,000 Revenue Bonds, not exceeding 6.75%, not exceeding 25 years, acquiring, constructing, repairing, rehabilitating or extending rail lines.

Bond proceeds will be used to acquire and rehabilitate 28-miles of additional railway at the Lake Providence Port. The railway will be leased to and operated and maintained by North Louisiana & Arkansas Railroad, Inc. (NLA). Acquisition of the railway is contingent upon approval from the Surface Transportation Board (STB), an independent federal agency that is charged with the economic regulation of various modes of surface transportation, primarily freight rail. Therefore, the proposed debt will not be issued until such approval is obtained.

NLA is a corporation organized and existing under the laws of Arkansas for which the principal officer is Timothy Robbins, president. NLA operates over 62 miles of line from McGehee, AR to Lake Providence, LA, formerly known as the Delta Southern Railroad.

The proposed debt may be issued as taxable due to private use of the railway.

Maximum Interest Cost	6.75%
Maximum Debt Service	$918,350

Calculation of Coverage Ratio:

Excess Revenues Excluding Debt Service and One-Time Expenses*	$	496,326
Rail Revenues **	$	1,438,650
Revenue Available for Debt Service	$	1,934,976
Maximum Combined New Debt Service	$	1,154,881
Coverage Ratio		1.68

* Excess revenues are based upon unaudited financial statements for FYE December 31, 2023, excluding debt service and one-time expenses for professional fees related to the acquisition of the railway, and a one-time incurred costs of repairs and maintenance of an outdated dock that was completed in FY2023.

** Additional expected revenues under the Lease Agreement with NLA after acquisition and rehabilitation of the additional 28 miles of railway.

As stated above, the Commission does not intend to issue the proposed debt until approval for acquisition of the railway is obtained from STB, which is hoped to occur in FY 2024. The proposed debt will be structured as a draw down debt. The Commission intends to first draw the amount needed for the acquisition and immediately begin to rehabilitate the rail and draw funds as needed to the extent that the Commission can support debt service. As rehabilitation is being completed, additional rail revenues will begin to generate pursuant to the Lease Agreement. Once rehabilitation is complete, under the Lease Agreement, the rail will generate approximately $1.4M per year which is sufficient for payment of the outstanding and proposed maximum annual debt service of $1.2M.

STATE BOND COMMISSION

Coverage calculation presented above is based on proposed debt service schedules reflecting interest only payments beginning in 2025 through 2028, ranging from $412,500 to $675,500, with the first principal payment to occur in 2029. This assumes maximum parameters with a first draw in the amount of $5M to occur in October of 2024 and then monthly draws totaling $2.5M in year 2025 and $2.5M in year 2026.

Outstanding Debt Secured by Same Pledge of Revenues Includes:
Taxable Revenue and Revenue Refunding Bonds, Series 2021

The Commission has applied for DOTD Port Priority funds in the amount of $15M. There is a 10% match requirement, for which the Commission intends to find other sources of funding. If granted, the Commission intends to immediately use these funds to pay off any amount it has drawn on the bonds.

The application as currently submitted meets all legal and compliance requirements normally required for staff review with the exception of the provisions of 33:4712.10, which states "Notwithstanding any other provision of law to the contrary, no political subdivision shall purchase immovable property with a value greater than three thousand dollars unless prior to such purchase the property has been appraised by a qualified appraiser. No such appraisal shall include the value of improvements proposed to be made to the property after purchase by the political subdivision." Consultation with the Attorney General's Office indicates SBC approval could be provided with the provision that the applicant fulfill the requirements of La. R.S. 33:4712.10 prior to actual disbursement of proceeds for the purchase of immovable property and that no disbursement for purchase of immovable property will be in excess of the appraisal valuation.

Selection Method:	Private Placement
Purchaser:	Delta Bank
Terms:	
Interest Rate	Not exceeding 6.75%
Maturity	Not exceeding 25 years
Security:	Excess annual revenues above statutory, necessary and usual charges applicable fiscal years.

In a letter dated March 19, 2024, Delta Bank stated that they are willing to make the loan, subject to credit and document approval and other conditions.

Pursuant to R.S. 39:1426(B), Bonds sold in a private sale require approval by two-thirds of the members present and voting of the State Bond Commission.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # L24-115
Agenda Item # 15

Applicant: * Lake Providence Port Commission

Parameters / Purposes: *

Not exceeding $10,000,000 of Revenue Bonds (the "Bonds"), in one or more series, for the purpose of (i) acquiring, constructing, repairing, rehabilitating or extending rail lines owned or to be owned by the Issuer, and (ii) paying the costs of issuance of the Bonds. The Bonds shall mature no later than twenty-five (25) years from date of issuance and shall bear interest at a rate or rates not exceeding 6.75% per annum. The Bonds shall be issued in fully registered form and shall have such additional terms and provisions as may be determined by the Governing Authority.

Citation: Section 1430 of Title 39 of the Louisiana Revised Statutes of 1950, as amended

Citation(s): * See above.

Security: * The Bonds will be payable in principal and interest solely from the Issuer's excess annual revenues above statutory, necessary and usual charges.

As Set Forth By: * Resolution adopted by the Governing Authority on March 20, 2024.

Subject To: to the applicant's compliance with the provisions of La. R.S. 33:4712.10 prior to actual disbursement of proceeds for purchase of immovable property and that no disbursement for purchase of immovable property will be in excess of the appraisal valuation.

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

	Firm/Vendor	Paid From Proceeds Y / N	$10,000,000 L24-115 East Carroll Parish, Lake Providence Port Commission Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$7,000,000 S22-013 LCDA (St. Bernard Port, Harbor and Terminal District Project) Revenue Bonds April 21, 2022 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Foley & Judell, LLP	Y	51,025	5.10	48,025	6.86
Co-Bond Counsel				0.00		0.00
Issuer Counsel	TBD	Y	10,000	1.00	7,500	1.07
Bank Counsel	TBD	Y	10,000	1.00		0.00
Co-Underwriter Counsel				0.00		0.00
Preparation of Blue Sky Memo				0.00		0.00
Preparation of Official Statements				0.00		0.00
Purchaser Counsel				0.00	20,000	2.86
Trustee Counsel				0.00	7,500	1.07
Total Legal			**71,025**	**7.10**	**83,025**	**11.86**
Underwriting						
Sales Commission				0.00		0.00
Management Fees				0.00		0.00
MSRP/CUSIP/PSA				0.00		0.00
Takedown				0.00		0.00
Day Loan				0.00		0.00
Placement Fee				0.00	42,000	6.00
Total Underwriting			**0**	**0.00**	**42,000**	**6.00**
Other						
Publishing/Advertising	East Carroll Banner	Y	2,500	0.25	2,000	0.29
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	5,775	0.58	4,125	0.59
Issuer Financing				0.00	3,500	0.50
Municipal Advisor				0.00		0.00
Trustee				0.00	6,000	0.86
Escrow Agent				0.00	35,000	5.00
Paying Agent	TBD	Y	2,500	0.25		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Miscellaneous Expenses				0.00	5,000	0.71
Total Other			**10,775**	**1.08**	**55,625**	**7.95**
TOTAL ISSUANCE COSTS			**81,800**	**8.18**	**180,650**	**25.81**

Agenda Item # 16

STATE BOND COMMISSION

April 18, 2024

Port, Harbor and/or Terminal Districts

SYNOPSIS

APPLICATION NO: S24-011
ENTITY: Lake Charles Harbor and Terminal District
TYPE OF REQUEST: $40,000,000 Revenue Bonds
ANALYST: Brandon Rinaudo

SUBMITTED BY:

Matthew W. Kern, Jones Walker, LLP

PARAMETERS:

Not exceeding $40,000,000 Revenue Bonds, not exceeding 6%, not exceeding 10 years, renovation, construction, reconstruction, and equipping of docks and wharves and various capital improvements.

LEGISLATIVE AUTHORITY:

R.S. 39:991-1001

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Port, Harbor and/or Terminal District - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: S24-011
ENTITY: Lake Charles Harbor and Terminal District
TYPE OF REQUEST: $40,000,000 Revenue Bonds
ANALYST: Brandon Rinaudo

PARAMETERS:

Not exceeding $40,000,000 Revenue Bonds, not exceeding 6%, not exceeding 10 years, renovation, construction, reconstruction, and equipping of docks and wharves and various capital improvements.

Bond proceeds will be used to continue construction of projects currently underway, including construction of a new warehouse and repairing structures that were damaged by Hurricanes Laura and Delta. Due to the size of the projects and the variety of funding sources, the District intends to be able to draw down on a temporary loan to fund a portion of project costs until permanent sources of funds are received, if necessary. Funding sources for all projects currently on the works include $21M of Port Priority Program funds, approximately $30.3M of FEMA funds and SWLA Hurricane Relief Fund, and $96.4M of Capital Outlay ($24.5M in Priority 1 and $71.9M in Priority 5 approved by SBC).

Maximum Interest Cost	6%
Maximum Debt Service	$5,437,800

Calculation of Coverage Ratio:

Annual Net Income Excluding Debt Service and Depreciation	$11,695,566
Maximum Current Debt Service	$ 2,764,888
Debt Service on Proposed Issue	$ 5,437,800
Maximum Combined New Debt Service	$ 8,199,550
Coverage Ratio	1.43

* Annual net income is based upon unaudited financial statements for FYE December 31, 2023.

Outstanding Debt Secured by Same Pledge of Revenues Includes:
Revenue Bonds, Series 2013A (Non-AMT) and Series 2013B (AMT)

Selection Method:	TBD
Purchaser:	TBD
Terms:	
Interest Rate	Not exceeding 6%
Maturity	Not exceeding 10 years
Security:	Revenues from operation of properties and facilities maintained and operated by the District, including all or part of the dockage or other fees charged by the District, after payment of the District's operating and maintenance costs.

In a letter dated March 24, 2024, Government Consultants, Inc., as Municipal Advisor, anticipates a direct placement for the proposed transaction and views it as acceptable and marketable.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # S24-011
Agenda Item # 16

Applicant: * Lake Charles Harbor and Terminal District

Parameters / Purposes: *

Lake Charles Harbor and Terminal District (the "District") not to exceed $40,000,000 Revenue Bonds, taxable or tax exempt, in one or more series (the "Bonds") for the purpose of (i) financing the renovation, construction, reconstruction and equipping of docks and wharves and various capital improvements for the benefit of the District on land owned by the District (the "Project") and (ii) paying the costs of issuance of the Bonds.

The Bonds are to be secured by the revenues derived from the operation of properties and facilities maintained and operated by the District, including all or part of the dockage or other fees charged by the District, after payment of the District's operating and maintenance costs (the "District Revenues"). The Bonds shall bear interest at a fixed rate not to exceed six percent (6%) per annum, shall mature not later than ten (10) years from the date thereof and shall be secured on a pari passu basis or a subordinate basis with the pledge of District Revenues securing the District's $6,995,000 Revenue Bonds, Series 2013A (Non-AMT) (the "Series 2013A Bonds") and its $32,620,000 Revenue Bonds, Series 2013B (AMT) (the "Series 2013B Bonds" and, together with the Series 2013A Bonds, the "Series 2013 Bonds").

Citation(s): * La. R.S. 34:201-217 and La. R.S. 39:991-1001

Security: * See above

As Set Forth By: * a resolution adopted by the District on 2/26/24

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 16

	Firm/Vendor	Paid From Proceeds Y / N	$40,000,000 S24-011 Lake Charles Harbor and Terminal District Revenue Bonds April 18, 2024 $ Amount	$ Per Bond	$25,000,000 L22-192 Caddo-Bossier Parishes Port Commission (Chasing Aces Project) Revenue Bonds August 18, 2022 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Jones Walker LLP	Y	80,900	2.02	69,850	2.79
Co-Bond Counsel				0.00		0.00
Issuer Counsel				0.00		0.00
Underwriter Counsel				0.00		0.00
Underwriter Co-Counsel				0.00		0.00
Bank Counsel				0.00	30,000	1.20
Paying Agent Counsel				0.00	25,000	1.00
Purchaser Counsel	TBD	Y	25,000	0.63		0.00
Trustee Counsel	TBD	Y	10,000	0.25		0.00
Total Legal			**115,900**	**2.90**	**124,850**	**4.99**
Underwriting						
Sales Commission				0.00		0.00
Management Fees				0.00		0.00
MSRP/CUSIP/PSA				0.00		0.00
Takedown				0.00		0.00
Day Loan				0.00		0.00
Placement Fee	TBD	Y	150,000	3.75	150,000	6.00
Total Underwriting			**150,000**	**3.75**	**150,000**	**6.00**
Other						
Publishing/Advertising	American Press	Y	2,500	0.06	1,500	0.06
Rating Agency(s)				0.00		0.00
Insurance				0.00		0.00
Bond Commission	SBC	Y	19,775	0.49	28,250	1.13
Issuer Financing				0.00	37,500	1.50
Financial Advisor	Government Consultants	Y	85,000	2.13	50,000	2.00
Trustee	TBD	Y	10,000	0.25	10,000	0.40
Escrow Agent				0.00		0.00
Paying Agent				0.00		0.00
Feasibility Consultants				0.00	40,000	1.60
POS/OS Printing				0.00		0.00
Accounting				0.00		0.00
Account Verification				0.00		0.00
Escrow Verification				0.00		0.00
Other Expenses	Miscellaneous	Y	5,000	0.13	7,500	0.30
Total Other			**122,275**	**3.06**	**174,750**	**6.99**
TOTAL ISSUANCE COSTS			**388,175**	**9.70**	**449,600**	**17.98**
INDIRECT COSTS						
Beneficiary Organizational						
Beneficiary Counsel				0.00		0.00
Development				0.00		0.00
Title, Survey & Appraisal				0.00	200,000	8.00
Consultant				0.00		0.00
Insurance				0.00		0.00
Total Beneficiary Organizational			**0**	**0.00**	**200,000**	**8.00**
TOTAL INDIRECT COSTS			**0**	**0.00**	**200,000**	**8.00**
TOTAL ISSUANCE AND INDIRECT COSTS			**388,175**	**9.70**	**649,600**	**25.98**

Agenda Item # 17

STATE BOND COMMISSION

April 18, 2024

Public Trust - Final Approval

SYNOPSIS

APPLICATION NO: S24-012
ENTITY: Louisiana Public Facilities Authority (Tulane University of Louisiana Project)
TYPE OF REQUEST: $600,000,000 Revenue and Refunding Bonds
ANALYST: Brandon Rinaudo

SUBMITTED BY:

Meredith L. Hathorn, Foley & Judell, LLP

PARAMETERS:

Not exceeding $600,000,000 Revenue and Refunding Bonds, not exceeding 8% fixed and/or 10% variable rate (convertible to other rates) tax-exempt and/or not exceeding 10% fixed and/or 12% variable rate (convertible to other rates) taxable, not exceeding 40 years, **(1)** approximately $297,000,000 Refunding Bonds, refunding Refunding Revenue Bonds Series 2007A-2 and 2016A and Taxable Refunding Revenue Bonds Series 2007C and 2016B; **(2)** approximately $303,000,000 Revenue Bonds, **(a)** constructing, installing, acquiring, equipping, furnishing, and renovating infrastructure and capital expenditures throughout all campuses of the University including but not limited to enterprise resource planning systems, housing improvements, medical center conversion to provide a nursing school, administration offices and additional educational facilities, and improvements to all facilities and **(b)** paying capitalized interest, if desired.

LEGISLATIVE AUTHORITY:

R.S. 9:2341-2347
R.S. 39:1444, et seq.

RECOMMENDATION:

The application meets the technical requirements based on the information provided, therefore staff recommends approval.

ATTACHMENTS:

- **Analysis Summary**
- **Approval Parameter Form**
- **Fee Comparison Worksheet**

STATE BOND COMMISSION

April 18, 2024

Public Trust - Bonds - Final Approval

ANALYSIS SUMMARY

APPLICATION NO: S24-012
ENTITY: Louisiana Public Facilities Authority (Tulane University of Louisiana Project)
TYPE OF REQUEST: $600,000,000 Revenue and Refunding Bonds
ANALYST: Brandon Rinaudo

PARAMETERS:

Not exceeding $600,000,000 Revenue and Refunding Bonds, not exceeding 8% fixed and/or 10% variable rate (convertible to other rates) tax-exempt and/or not exceeding 10% fixed and/or 12% variable rate (convertible to other rates) taxable, not exceeding 40 years, **(1)** approximately $297,000,000 Refunding Bonds, refunding Revenue Refunding Bonds Series 2007A-2 and 2016A and Taxable Revenue Refunding Bonds Series 2007C and 2016B; **(2)** approximately $303,000,000 Revenue Bonds, **(a)** constructing, installing, acquiring, equipping, furnishing, and renovating infrastructure and capital expenditures throughout all campuses of the University including but not limited to enterprise resource planning systems, housing improvements, medical center conversion to provide a nursing school, administration offices and additional educational facilities, and improvements to all facilities and **(b)** paying capitalized interest, if desired.

Tulane University is seeking approval to issue approximately $297M to refund outstanding debt and approximately $303M to finance multiple campus-wide capital projects. Capital projects include but are not limited to the Enterprise Resource System, which consists of software, cloud migration, etc., medical center renovations to provide facilities for a nursing school and to house administrative offices and other supporting educational facilities, and campus-wide improvements for both the uptown and downtown campus, which may consist of athletic facility improvements, classroom/building improvements and housing facilities.

In order to provide maximum flexibility, the University is proposing to refund all callable series of bonds. However, it is the university's intent to issue the proposed refunding bonds only when it is economical. Approval for the refunding permits Tulane flexibility and readiness to issue refunding bonds when market conditions are favorable, and/or to achieve other financial goals. Potential scenarios that would cause the refunding to be issued include but are not limited to advantageous interest rates in the future, the desire to eliminate hedge agreements, and to use a different rate setting mechanism if the university determines it to be beneficial.

The Bonds to be refunded were originally issued to refund prior bonds, including short-term indebtedness, and to fund multiple campus-wide capital projects. Current debt profile is as follows:

Series	Outstanding Par	Rate	Maturity	Call Date
2007A2	$28,540,000	67%of Term SOFR plus 0.26161% plus 70 bsp	2/15/36	Any interest payment date.
2007C	$68,225,000	Term SOFR plus 0.26161% plus 30 bsp	2/15/36	Any interest payment date.
2016A	$110,600,000	2%-5%	12/15/46	12/15/26
2016B	$91,820,000	4.35%	06/01/51	Any time

STATE BOND COMMISSION

A portion of the proposed debt may be issued as taxable to preserve flexibility for the university, in case of a factor that would require taxable bonds, such as private use of a facility.

The bonds shall not constitute a debt, liability, loan of the credit or a pledge of the faith and credit of the Parish or of the State of Louisiana, or of any political or governmental unit thereof.

Tulane University is a non-profit corporation, for which Michael Fitts is the president. The University is registered with the Secretary of State to do business in the State of Louisiana and its annual reporting status is in good standing.

Selection Method:	Negotiated
Purchaser:	Goldman Sachs & Co. LLC
Terms:	
Interest Rate	Not exceeding 8% fixed and/or 10% variable rate (convertible to other rates) tax-exempt and/or not exceeding 10% fixed and/or 12% variable rate (convertible to other rates) taxable
Maturity	Not exceeding 40 years
Security:	Pursuant to one or more Loan Agreements from funds of Tulane University's General Fund or any other moneys legally available.

In a letter dated March 19, 2024, Goldman Sachs & Co. LLC, as the senior manager for LPFA and Tulane University, expressed high confidence in their ability to issue the proposed bonds, subject to satisfaction of customary conditions.

LOUISIANA STATE BOND COMMISSION
APPROVAL PARAMETERS - BONDS / LOANS

SBC Tracking # S24-012
Agenda Item # 17

Applicant: * LPFA (The Administrators of the Tulane Educational Fund - Tulane University of Louisiana)

Parameters / Purposes: *

Authority to issue not exceeding $600,000,000 Louisiana Public Facilities Authority Revenue and Refunding Revenue Bonds (Tulane University of Louisiana Project). The Bonds will be issued in one or more series, on a taxable or tax-exempt basis.
The Bonds will be issued in one or more series in the approximate amount of not to exceed $600,000,000*, initially as as (i) tax-exempt fixed rate bonds bearing interest at a rate not to exceed 8% per annum and/or tax-exempt variable rate bonds (convertible to other rates) bearing interest at a rate not to exceed 10% per annum and/or (ii) taxable fixed rate bonds bearing interest at a rate not to exceed 10% per annum and/or taxable variable rate bonds (convertible to other rates) bearing interest at a rate not to exceed 12% per annum and shall mature not later than 40 years from the date thereof.

The Bonds are being issued for the purpose of refunding all or a portion of the Prior Bonds; paying all or a portion of the cost of constructing, installing, acquiring, equipping, furnishing, and renovating infrastructure and capital expenditures throughout all campuses of the University including but not limited to enterprise resource planning systems, housing improvements, medical center conversion to provide a nursing school, administration offices and additional educational facilities, and improvements to all facilities at the University, paying capitalized interest, if desired and paying costs of issuance of the Bonds.

The sale of all or a portion of the Bonds to the Underwriter at a price of not less than 95% of the principal amount thereof (inclusive of underwriter's discount in an amount not exceeding 2% of the principal amount thereof), and in the alternative, the sale of all or a portion of the Bonds to one or more Banks pursuant to one or more private placement agreements and/or investment letters or loan agreements at a price of 100% of the principal amount thereof is hereby approved.

Citation(s): * La. R.S. 9:2341-2347 and La. R.S. 39:1444 et seq

Security: * Trust Estate for the Tax-Exempt and Taxable Bonds, which includes all the property assigned by the Authority to the Trustee as security for the applicable bonds; general obligation of Tulane to repay.

As Set Forth By: * Resolution adopted by Louisiana Public Facilities Authority on March 13, 2024.

Subject To:

It is the policy of the State Bond Commission that all attorneys' fees involved in this matter must be approved by the Office of the State Attorney General prior to payment. Although this is not a conditional approval of this application, failure to obtain such approval may result in conditional approval of such application by the State Bond Commission in the future.

The approval does not constitute a recommendation, approval, or sanction by the Louisiana State Bond Commission or the State of Louisiana of the investment quality of the credit represented by the application. Further, the approval does not constitute any guaranty of repayment of the debt by the State Bond Commission or the State of Louisiana. The approval of the application by the Louisiana State Bond Commission should not be relied upon as advice by any current or potential holders or purchasers of any debt instruments subject to the application, including, but not limited to bonds, notes, and certificates of indebtedness. Nor shall the State Bond Commission or the State of Louisiana have any liability or legal responsibility to third party purchasers or investors arising out of, related to, or connected with the approval.

STATE BOND COMMISSION
FEE COMPARISON WORKSHEET

Agenda Item # 17

	Firm/Vendor	Paid From Proceeds Y / N	$600,000,000 S24-012 Louisiana Public Facilities Authority (Tulane University of Louisiana Project) Revenue and Refunding Bonds April 18, 2024 $ Amount	$ Per Bond	$155,000,000 S23-002 Louisiana Public Facilities Authority (Loyola University Project) Revenue and Refunding Bonds January 19, 2023 $ Amount	$ Per Bond
ISSUANCE COSTS						
Legal						
Bond Counsel	Foley & Judell, LLP	Y	501,400	0.84	165,650	1.07
Co-Bond Counsel				0.00		0.00
Issuer Counsel	Jacob Capraro	Y	95,000	0.16	35,000	0.23
Underwriter Counsel	Breazeale Sachse & Wilson LLP	Y	300,000	0.50	100,000	0.65
Underwriter Co-Counsel	McGuire Woods LLP	Y	350,000	0.58		0.00
Preparation of Blue Sky Memo	Breazeale Sachse & Wilson LLP	Y	6,000	0.01	4,000	0.03
Borrower Counsel				0.00	75,000	0.48
Trustee Counsel	Gregory A. Pletsch & Assoc.	Y	42,000	0.07	7,500	0.05
Escrow Trsutee Counsel	Gregory A. Pletsch & Assoc.	Y	15,000	0.03	2,500	0.02
Total Legal			**1,309,400**	**2.18**	**389,650**	**2.51**
Underwriting						
Sales Commission				0.00		0.00
Management Fees				0.00		0.00
MSRP/CUSIP/PSA	Goldman Sachs	Y	2,000	0.00	4,000	0.03
Takedown	Goldman Sachs	Y	2,100,000	3.50	988,750	6.38
Day Loan				0.00	20,000	0.13
Underwriter Expenses (Ipreo, etc.)	Goldman Sachs	Y	60,000	0.10		0.00
Total Underwriting			**2,162,000**	**3.60**	**1,012,750**	**6.53**
Other						
Publishing/Advertising	Various	Y	10,000	0.02	17,000	0.11
Rating Agency(s)	Moody's; S&P	Y	600,000	1.00	210,000	1.35
Insurance				0.00		0.00
Bond Commission	SBC	Y	554,500	0.92	154,000	0.99
Issuer Financing	LPFA	Y	300,000	0.50	77,000	0.50
Financial Advisor	The Yuba Group	Y	400,000	0.67		0.00
Trustee	Hancock Whitney	Y	30,000	0.05	8,000	0.05
Escrow Trustee	Hancock Whitney	Y	10,000	0.02	5,000	0.03
Paying Agent				0.00		0.00
Feasibility Consultants				0.00		0.00
POS/OS Printing	Imagemaster	Y	16,000	0.03		0.00
Accounting	Deloitte	Y	60,000	0.10	30,000	0.19
Transcripts	Alliance	Y	3,500	0.01		0.00
Escrow Verification	TBD	Y	10,000	0.02	5,000	0.03
Contingencies (non-rounding)	Various	Y	10,000	0.02		0.00
Total Other			**2,004,000**	**3.34**	**506,000**	**3.26**
TOTAL ISSUANCE COSTS			**5,475,400**	**9.13**	**1,908,400**	**12.31**

Agenda Item # 18

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

SYNOPSIS

APPLICATION NO: L23-167A
ENTITY: Natchitoches Parish, City of Natchitoches
TYPE OF REQUEST: Reporting
ANALYST: Clarrissa Johnson

SUBMITTED BY:

Alex Washington Jr., Washington & Wells, LLC

PARAMETERS:

Reporting on changes in costs of issuance.

ATTACHMENTS:

- **Analysis Summary**
- **Financial Disclosure Form**

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

ANALYSIS SUMMARY

APPLICATION NO: L23-167A
ENTITY: Natchitoches Parish, City of Natchitoches
TYPE OF REQUEST: Reporting
ANALYST: Clarrissa Johnson

PARAMETERS:
Reporting on changes in costs of issuance.

The application was granted final approval on July 20, 2023, as follows:

Final Approval:

Amount:	Not exceeding $11,645,000 Utilities Revenue Bonds
Interest Rate:	Not exceeding 6.5%
Maturity:	Not exceeding 30 years
Purpose:	Construction, acquisition, extension and/or improving the combined sewer and sewage treatment system, water plant and distribution system and funding a debt service reserve fund.
Cost of Issuance:	$476,545

Issuance:

Amount:	$11,645,000 Utilities Revenue Bonds, Series 2023
Interest Rate:	5.25%-5.5%
Maturity:	June 1, 2053
Cost of Issuance:	$433,447
Issue Date:	November 1, 2023

Additional Fees Reporting:

- Addition of $20,000 for Issuer Counsel fee to Boles Shafto.
  - Boles Shafto was inadvertently listed as DEQ Counsel instead of Issuer Counsel at initial submission.
- Addition of $24,250 for Rating Agency fee to S&P.
  - It was determined subsequently to initial submission that the transaction would be rated; therefore, this was fee was not included.

Net difference in approved and actual incurred fees is a reduction of $43,098.

The Financial Disclosure Form is attached which reflects the previously approved costs and actual incurred costs.

Final Revision

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 02/11/15

Entity / Project: City of Natchitoches, State of Louisiana
Debt Instrument: Utilities Revenue Bonds, Series 2023

SBC Tracking #: L23-167
Amount: $11,645,000

		Firm / Vendor Name	Paid From Proceeds Yes / No	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
ISSUANCE COSTS												
Legal												
	Bond Counsel	Washington & Wells Law Firm	Y	52,315	1,500	53,815	52,315	1,500	53,815	0	0.0%	
	Co-Bond Counsel					0			0	0	0.0%	
	DEQ Counsel	Boles Shafto	Y	20,000		20,000	0		0	-20,000	-100.0%	
	Underwriter Counsel	Butler Snow	N	26,158		26,158	0		0	-26,158	-100.0%	
	Co-Underwriter Counsel					0			0	0	0.0%	
	Preparation of Blue Sky Memo					0			0	0	0.0%	
	Preparation of POS	Butler Snow	Y	15,000		15,000	15,000		15,000	0	0.0%	
	Tax Counsel					0			0	0	0.0%	
	Trustee Counsel	TBD	Y	5,000		5,000	0		0	-5,000	-100.0%	
	Escrow Trustee Counsel					0			0	0	0.0%	
1	Issuer Counsel	Boles Shafto				0	20,000		20,000	20,000	20000.0%	
	Total Legal			118,473	1,500	119,973	87,315	1,500	88,815	-31,158	-26.0%	
Underwriting												
	Sales Commission					0			0	0	0.0%	
	Management					0			0	0	0.0%	
	MSRP / CUSIP / PSA					0			0	0	0.0%	
	Takedown	Piper Sandler	Y	145,563		145,563	145,563		145,563	-1	0.0%	
	Day Loan					0			0	0	0.0%	
	Placement Fee					0			0	0	0.0%	
	Preparation of POS					0			0	0	0.0%	
	Total Underwriting			145,563	0	145,563	145,563	0	145,563	-1	0.0%	

***Post Closing - Variances of 10% or More**

CR# Justification

1 Boles Shafto was inadvertenly listed as "DEQ" Counsel and not "Issuer" Counsel. Fee was paid at time of closing

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 02/11/15

Entity / Project: City of Natchitoches, State of Louisiana
Debt Instrument: Utilities Revenue Bonds, Series 2023

SBC Tracking #: L23-167
Amount: $11,645,000

		Firm / Vendor Name	Paid From Proceeds Yes / No	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
	Credit Enhancement											
	Bond Insurance	Assured Guaranty Municipal (		107,003		107,003	94,883		94,883	-12,120	-11.3%	
	Letter of Credit					0			0	0	0.0%	
	Surety	Assured Guaranty Municipal (		43,328		43,328	21,758		21,758	-21,570	-49.8%	
						0			0	0	0.0%	
	Total Credit Enhancement			150,331	0	150,331	116,641	0	116,641	-33,690	-22.4%	
	Other											
	Publishing / Advertising	The Natchitoches Times	N		2,500	2,500			0	-2,500	-100.0%	
2	Rating Agency(s)	S&P	Y			0	24,250		24,250	24,250	24250.0%	
	Insurance					0			0	0	0.0%	
	Bond Commission	SBC	Y		6,598	6,598		6,598	6,598	0	0.0%	
	Issuer Financing					0			0	0	0.0%	
	Municipal Advisor	Government Consultants	Y	46,580		46,580	46,580		46,580	0	0.0%	
	Trustee	Regions Bank	Y	5,000		5,000	5,000		5,000	0	0.0%	
	Escrow Trustee					0			0	0	0.0%	
	Paying Agent					0			0	0	0.0%	
	Feasibility Consultants					0			0	0	0.0%	
	Other Consultants					0			0	0	0.0%	
	Accounting					0			0	0	0.0%	
	Account Verification					0			0	0	0.0%	
	Escrow Verification					0			0	0	0.0%	
	Cash Flow Verification					0			0	0	0.0%	
						0			0	0	0.0%	
	Total Other			51,580	9,098	60,678	75,830	6,598	82,428	21,750	35.8%	
	TOTAL ISSUANCE COSTS			**465,947**	**10,598**	**476,545**	**425,349**	**8,098**	**433,447**	-43,098	-9.0%	

***Post Closing - Variances of 10% or More**

CR# Justification

2 At the time of application submission, it was determined is the transaction would be rated and was not included. Fee to Rating Agency was paid.

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 02/11/15

Entity / Project: City of Natchitoches, State of Louisiana
Debt Instrument: Utilities Revenue Bonds, Series 2023

SBC Tracking #: L23-167
Amount: $11,645,000

Firm / Vendor Name	Paid From Proceeds Yes / No	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
INDIRECT COSTS										
Beneficiary Organizational										
Beneficiary Counsel				0			0	0	0.0%	
Development				0			0	0	0.0%	
Title, Survey, & Appraisal				0			0	0	0.0%	
Consultant				0			0	0	0.0%	
Insurance				0			0	0	0.0%	
				0			0	0	0.0%	
Total Beneficiary Organizational		0	0	0	0	0	0	0	0.0%	
Mortgage Banking										
Lender Counsel				0			0	0	0.0%	
Mortgage Servicer Counsel				0			0	0	0.0%	
Mortgage Insurance				0			0	0	0.0%	
Examination				0			0	0	0.0%	
Inspection				0			0	0	0.0%	
				0			0	0	0.0%	
Total Mortgage Banking		0	0	0	0	0	0	0	0.0%	
TOTAL INDIRECT COSTS		**0**	**0**	**0**	**0**	**0**	**0**	0	0.0%	
TOTAL ISSUANCE AND INDIRECT COSTS		**465,947**	**10,598**	**476,545**	**425,349**	**8,098**	**433,447**	-43,098	-9.0%	

*** Post Closing - Variances of 10% or More**
CR# Justification

CERTIFICATION
Application: I certify the above estimated costs and professionals listed are the most accurate representation at time of submission for *preliminary / final* approval and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals are included.

Bond Counsel & Law Firm OR Official Name & Title — *Date* 3/13/24

Posting Closing: Before me, the undersigned Notary Public, the undersigned person appeared on March 13, 2024 and declared the costs and professionals herewith were the actual costs of issuance and participants, and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals were included.

Alex Washington / Washington & Wells
Bond Counsel & Law Firm OR Official Name & Title

Notary Public Name with Bar or Notary Number

ODA D. HOWARD
Notary Public
Caddo and Bossier Parish
My Commission is for Life
Notary Number: 41755

Agenda Item # 19

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

SYNOPSIS

APPLICATION NO: L23-240A
ENTITY: Vernon Parish School Board, Wardwide School District, Ward 7
TYPE OF REQUEST: Reporting
ANALYST: Clarrissa Johnson

SUBMITTED BY:
Alan L. Offner, Foley & Judell, LLP

PARAMETERS:
Reporting on changes in costs of issuance.

ATTACHMENTS:

- **Analysis Summary**
- **Financial Disclosure Form**

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

ANALYSIS SUMMARY

APPLICATION NO: L23-240A
ENTITY: Vernon Parish School Board, Wardwide School District, Ward 7
TYPE OF REQUEST: Reporting
ANALYST: Clarrissa Johnson

PARAMETERS:
Reporting on changes in costs of issuance.

The application was granted final approval on September 21, 2023, as follows:

Final Approval:

Amount:	Not exceeding $7,000,000 General Obligation Bonds
Interest Rate:	Not exceeding 7%
Maturity:	Not exceeding 20 years
Purpose:	Capital expenditures for school purposes, including constructing, acquiring and/or improving schools and other school related facilities, together with equipment and furnishings.
Cost of Issuance:	$188,650

Issuance:

Amount:	$7,000,000 General Obligation School Bonds, Series 2024
Interest Rate:	4%-5%
Maturity:	March 1, 2044
Cost of Issuance:	$177,551
Issue Date:	March 14, 2024

10% Line Item Increase Reporting:

- Increase of $6,761 for Bond Insurance fee to Assured Guaranty.
- Costs were higher than expected at initial submission.

Net difference in approved and actual incurred fees is a reduction of $11,099.

The Financial Disclosure Form is attached which reflects the previously approved costs and actual incurred costs.

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

Entity / Project: Ward Seven Wardwide School District of Vernon Parish, Louisiana
Debt Instrument: General Obligation Bonds, Series 2024

SBC Tracking #:L23-240
Amount:$7,000,000

	Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
ISSUANCE COSTS											
Legal											
Bond Counsel	Foley & Judell, L.L.P.	y	43,025	6,000	49,025	43,025	848	43,873	-5,152	-10.5%	
Co-Bond Counsel					0			0	0	0.0%	
Issuer Counsel					0			0	0	0.0%	
Purchaser Counsel					0			0	0	0.0%	
Co-Underwriter Counsel					0			0	0	0.0%	
Preparation of Blue Sky Memo					0			0	0	0.0%	
Preparation of Official Statements	Foley & Judell, L.L.P.	y	25,000	5,000	30,000	25,000	342	25,342	-4,658	-15.5%	
Tax Counsel					0			0	0	0.0%	
Trustee Counsel					0			0	0	0.0%	
Escrow Trustee Counsel					0			0	0	0.0%	
					0			0	0	0.0%	
Total Legal			68,025	11,000	79,025	68,025	1,190	69,215	-9,810	-12.4%	
Underwriting											
Sales Commission	Raymond James & Assoc.	y	49,000		49,000	49,000		49,000	0	0.0%	
Management					0			0	0	0.0%	
MSRP / CUSIP / PSA					0			0	0	0.0%	
Takedown					0			0	0	0.0%	
Day Loan					0			0	0	0.0%	
Placement Fee					0			0	0	0.0%	
					0			0	0	0.0%	
Total Underwriting			49,000	0	49,000	49,000	0	49,000	0	0.0%	

***Post Closing - Variances of 10% or More**
CR# Justification

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

Entity / Project: Ward Seven Wardwide School District of Vernon Parish, Louisiana
Debt Instrument: General Obligation Bonds, Series 2024

SBC Tracking #:L23-240
Amount:$7,000,000

	Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
Credit Enhancement											
Bond Insurance	Assured Guaranty	y	17,500		17,500	24,261		24,261	6,761	38.6%	*
Letter of Credit					0			0	0	0.0%	
Surety					0			0	0	0.0%	
					0			0	0	0.0%	
Total Credit Enhancement			17,500	0	17,500	24,261	0	24,261	6,761	38.6%	
Other											
Publishing / Advertising	Town Talk;DJC	y		3,500	3,500		3,500	3,500	0	0.0%	
Rating Agency(s)	S&P	y	25,000		25,000	19,500		19,500	-5,500	-22.0%	
Insurance					0			0	0	0.0%	
Bond Commission	SBC	y	4,125		4,125	4,125		4,125	0	0.0%	
Issuer Financing					0			0	0	0.0%	
Financial Advisor	Argent Advisors, Inc.	y	7,000		7,000	7,000		7,000	0	0.0%	
Trustee					0			0	0	0.0%	
Escrow Trustee					0			0	0	0.0%	
Paying Agent	Argent Trust Co.	y	2,500		2,500	0		0	-2,500	-100.0%	
Feasibility Consultants					0			0	0	0.0%	
Other Consultants					0			0	0	0.0%	
Accounting					0			0	0	0.0%	
Account Verification					0			0	0	0.0%	
Escrow Verification					0			0	0	0.0%	
Cash Flow Verification					0			0	0	0.0%	
Parity Bidding	I-Deal	y	1,000		1,000	950		950	-50	-5.0%	
Total Other			39,625	3,500	43,125	31,575	3,500	35,075	-8,050	-18.7%	
TOTAL ISSUANCE COSTS			**174,150**	**14,500**	**188,650**	**172,861**	**4,690**	**177,551**	-11,099	-5.9%	

***Post Closing - Variances of 10% or More**

CR# Justification

* Bond Insurance - costs were higher than expected

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

Entity / Project: Ward Seven Wardwide School District of Vernon Parish, Louisiana
Debt Instrument: General Obligation Bonds, Series 2024

SBC Tracking #:L23-240
Amount:$7,000,000

Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
INDIRECT COSTS										
Beneficiary Organizational										
Beneficiary Counsel				0			0	0	0.0%	
Development				0			0	0	0.0%	
Title, Survey, & Appraisal				0			0	0	0.0%	
Consultant				0			0	0	0.0%	
Insurance				0			0	0	0.0%	
				0			0	0	0.0%	
Total Beneficiary Organizational		0	0	0	0	0	0	0	0.0%	
Mortgage Banking										
Lender Counsel				0			0	0	0.0%	
Mortgage Servicer Counsel				0			0	0	0.0%	
Mortgage Insurance				0			0	0	0.0%	
Examination				0			0	0	0.0%	
Inspection				0			0	0	0.0%	
				0			0	0	0.0%	
Total Mortgage Banking		0	0	0	0	0	0	0	0.0%	
TOTAL INDIRECT COSTS		**0**	**0**	**0**	**0**	**0**	**0**	0	0.0%	
TOTAL ISSUANCE AND INDIRECT COSTS		**174,150**	**14,500**	**188,650**	**172,861**	**4,690**	**177,551**	-11,099	-5.9%	

*** Post Closing - Variances of 10% or More**
CR# Justification

CERTIFICATION

Application: I certify the above estimated costs and professionals listed are the most accurate representation at time of submission for *final* approval and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals are included.

Bond Counsel & Law Firm OR Official Name & Title — *Date*

Posting Closing: Before me, the undersigned Notary Public, the undersigned person appeared on March 14, 2024 and declared the costs and professionals herewith were the actual costs of issuance and participants, and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals were included.

Brennan K. Black, Foley & Judell, L.L.P. — *Garett Gemelos/ Bar Roll #39695*

Agenda Item # 20

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

SYNOPSIS

APPLICATION NO: S23-012A
ENTITY: Louisiana Community Development Authority (South Foster YMCA Project)
TYPE OF REQUEST: Reporting
ANALYST: Ty DeLee

SUBMITTED BY:
Alysse Hollis, Coats Rose, P.C.

PARAMETERS:
Reporting on changes in costs of issuance.

ATTACHMENTS:

- **Analysis Summary**
- **Financial Disclosure Form**

STATE BOND COMMISSION

April 18, 2024

Costs of Issuance Reporting

ANALYSIS SUMMARY

APPLICATION NO: S23-012A
ENTITY: Louisiana Community Development Authority (South Foster YMCA Project)
TYPE OF REQUEST: Reporting
ANALYST: Ty DeLee

PARAMETERS:
Reporting on changes in costs of issuance.

The application was granted final approval on April 20, 2023, as follows:

Final Approval:

Amount:	Not exceeding $15,500,000 Community Development and Workforce Housing Revenue Bonds
Interest Rate:	Not exceeding 12% fixed or variable rates
Maturity:	Not exceeding 40 years
Purpose:	**(1)** Funding the acquisition, construction and equipping of a mixed-use development consisting of 100 units of multifamily housing and a YMCA Center in Baton Rouge and **(2)** funding a reserve fund.
Cost of Issuance:	$1,117,300

Issuance:

Amount:	$13,109,000 Multifamily Taxable Mortgage-Backed Bonds, Series 2023
Interest Rate:	5.95%
Maturity:	November 1, 2036
Cost of Issuance:	$1,017,590
Issue Date:	October 12, 2023

10% Line Item Increase Reporting:

- Increase of $2,500 for Trustee Counsel fees to Gregory Pletsch, Esq.
- Increase of $79,063 for Title fees to Baldwin Title
- Fee increases were due to the unusual transaction structure requiring additional review and lenders requesting additional title commitments.

Net difference in approved and actual incurred fees is a reduction of $99,710.

The Financial Disclosure Form is attached which reflects the previously approved costs and actual incurred costs.

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

Entity / Project: Louisiana Local Government Environmental Facilities and Community Development Authority
Debt Instrument: Taxable Revenue Bond (South Foster YMCA Project) Series 2023

SBC Trackin S23-012
Amount: $13,109,000

	Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
ISSUANCE COSTS											
Legal											
Bond Counsel	Coats Rose, P.C.		55,000	2,500	57,500	55,000	2,500	57,500	0	0.0%	
Co-Bond Counsel					0			0	0	0.0%	
Issuer Counsel	Jones Walker LLP		15,000		15,000	15,000		15,000	0	0.0%	
Underwriter Counsel	Tiber Hudson LLP		25,000		25,000	25,000		25,000	0	0.0%	
Co-Underwriter Counsel								0	0	0.0%	
Preparation of Blue Sky Memo					0			0	0	0.0%	
Preparation of Official Statements	Tiber Hudson LLP		35,000		35,000	35,000		35,000	0	0.0%	
Tax Counsel					0			0	0	0.0%	
Trustee Counsel	Gregory Pletsch, Esq.		5,000		5,000	7,500		7,500	2,500	50.0%	
Escrow Trustee Counsel					0			0	0	0.0%	
					0			0	0	0.0%	
Total Legal			135,000	2,500	137,500	137,500	2,500	140,000	2,500	1.8%	
Underwriting											
Sales Commission					0			0	0	0.0%	
Management	Stifel Nicholaus & Co.		35,000		35,000	32,000		32,000	-3,000	-8.6%	
MSRP / CUSIP / PSA	Stifel Nicholaus & Co.		5,000		5,000	5,000		5,000	0	0.0%	
Takedown	Stifel Nicholaus & Co.		81,250		81,250	66,317		66,317	-14,933	-18.4%	
Day Loan					0			0	0	0.0%	
Placement Fee					0			0	0	0.0%	
					0			0	0	0.0%	
Total Underwriting			121,250	0	121,250	103,317	0	103,317	-17,933	-14.8%	

***Post Closing - Variances of 10% or More**
CR# Justification

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

Entity / Project: Louisiana Local Government Environmental Facilities and Community Development Authority
Debt Instrument: Taxable Revenue Bond (South Foster YMCA Project) Series 2023

SBC Trackin S23-012
Amount: $13,109,000

	Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *
Credit Enhancement											
Bond Insurance					0			0	0	0.0%	
Letter of Credit					0			0	0	0.0%	
Surety					0			0	0	0.0%	
					0			0	0	0.0%	
Total Credit Enhancement			0	0	0	0	0	0	0	0.0%	
Other											
Publishing / Advertising	The Advocate		2,500		2,500	2,500		2,500	0	0.0%	
Rating Agency(s)	Moody's		10,000		10,000	5,500		5,500	-4,500	-45.0%	
Insurance					0			0	0	0.0%	
Bond Commission	LA State Bond Commission		17,800		17,800	15,170		15,170	-2,630	-14.8%	
Issuer Financing	LCDA		7,750		7,750	6,555		6,555	-1,195	-15.4%	
Municipal Advisor					0			0	0	0.0%	
Trustee	Hancock Whitney Bank		10,000		10,000	7,500		7,500	-2,500	-25.0%	
Escrow Trustee					0			0	0	0.0%	
Paying Agent					0			0	0	0.0%	
Feasibility Consultants					0			0	0	0.0%	
Other Consultants					0			0	0	0.0%	
Accounting					0			0	0	0.0%	
Account Verification					0			0	0	0.0%	
Escrow Verification					0			0	0	0.0%	
Cash Flow Verification	Causey Demgen & Moore		3,000		3,000	3,000		3,000	0	0.0%	
					0			0	0	0.0%	
Total Other			51,050	0	51,050	40,225	0	40,225	-10,825	-21.2%	
TOTAL ISSUANCE COSTS			**307,300**	**2,500**	**309,800**	**281,042**	**2,500**	**283,542**	-26,258	-8.5%	

***Post Closing - Variances of 10% or More**
CR# Justification

LOUISIANA STATE BOND COMMISSION
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INDIRECT COSTS											
Beneficiary Organizational											
Beneficiary Counsel	Coats Rose, P.C.		80,000	2,500	82,500	65,113		65,113	-17,387	-21.1%	
Development Fee	Bearing Point Properties		300,000		300,000	300,000		300,000	0	0.0%	
Title, Survey, & Appraisal	Baldwin Title		120,000		120,000	199,063		199,063	79,063	65.9%	
Consultant					0				0	0.0%	
Insurance					0			0	0	0.0%	
Total Beneficiary Organizational			500,000	2,500	502,500	564,176	0	564,176	61,676	12.3%	
Mortgage Banking											
Lender Counsel	Kearby Pirulli Evatt		75,000		75,000	65,000		65,000	-10,000	-13.3%	
Loan Fee	Walker & Dunlop		230,000		230,000	104,872		104,872	-125,128	-54.4%	
Mortgage Insurance					0			0	0	0.0%	
Audit					0			0	0	0.0%	
Inspection					0			0	0	0.0%	
					0			0	0	0.0%	
Total Mortgage Banking			305,000	0	305,000	169,872	0	169,872	-135,128	-44.3%	
TOTAL INDIRECT COSTS			**805,000**	**2,500**	**807,500**	**734,048**	**0**	**734,048**	-73,452	-9.1%	
TOTAL ISSUANCE AND INDIRECT COSTS			**1,112,300**	**5,000**	**1,117,300**	**1,016,090**	**2,500**	**1,017,590**	-99,710	-8.9%	

*** Post Closing - Variances of 10% or More**

• Eligible to be paid with bond proceeds but actual source of payment will be determined later.

CR# Justification

18 This was new structure so trustee counsel had to spend more time becoming familiar so fee was higher
27 Bond amount was reduced and therefore the underwriter's fee was also reduced as it is a percentage of total bond amount
48 Rating agency has decreased its fee for these types of transactions
50 Bond amount descreased so percentage fee also decreased
51 Bond amount descreased so percentage fee also decreased
53 Trustee fee was too high at initial submission
75 Borrower counsel reduced fee due to decreased bond amount
77 Title fees increased due to having multiple lenders request updated title commitments
84 Legal fees decreased due to smaller bond amount
85 Loan fee descreased due to small bond amount and negotiations with borrower

LOUISIANA STATE BOND COMMISSION
FINANCIAL DISCLOSURE FORM

SBC002
Rev 12/01/12

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Firm / Vendor Name	Paid From Proceeds	COMPLETE WITH APPLICATION SUBMISSION ESTIMATED Fees	Expenses	Total	COMPLETE WITH POST CLOSING FORM ACTUAL Fees	Expenses	Total	VARIANCE $	%	>10% CR # *

CERTIFICATION

Application: I certify the above estimated costs and professionals listed are the most accurate representation at time of submission for *preliminary / final* approval and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals are included.

Coats Rose, P.C./Alysse Hollis
Bond Counsel & Law Firm OR Official Name & Title

02/20/24
Date

Posting Closing: Before me, the undersigned Notary Public, the undersigned person appeared on February 20, 2024 and declared the costs and professionals herewith were the actual costs of issuance and participants, and all joint accounts and/or fee splitting arrangements by and between financial professionals as reported by the professionals were included.

Alysse Hollis, Coats Rose, P.C.
Bond Counsel & Law Firm OR Official Name & Title

16905
Notary Public Name with Bar or Notary Number

NOTARY PUBLIC STATE OF OHIO

ROBERT T. BRUNS
Attorney at Law
Notary Public, State of Ohio
My Commission Has No Expiration
Date. Section 147.03 O.R.C.

Agenda Item # 21

04-18-2024 STATE BOND COMMISSION MEETING
APPLICATIONS SUBMITTED BUT NOT HEARD

Type	App #	Entity	Attorney / Official	Reason
Bond	S23-051A	LPFA (I-10 Calcasieu River Bridge Public-Private Partnership Project)	Meredith Hathorn Foley & Judell, LLP	Bond Counsel requested on 04-02-24 the application be Withdrawn and placed on the 05-16-24 SBC Meeting.
Bond	L24-112	Lafayette Parish, City of Scott (DEQ Project)	Jason Akers Foley & Judell, LLP	Bond Counsel requested on 04-03-24 the application be Withdrawn and placed on the 05-16-24 SBC Meeting.
Bond	L24-125	Orleans Parish, City of New Orleans, Sewerage & Water Board of New Orleans (LDH Program)	Jason Akers Foley & Judell, LLP	Bond Counsel requested on 04-04-24 the application be Withdrawn and placed on the 05-16-24 SBC Meeting.
Bond	L24-126	St. Tammany Parish Council (DEQ Project)	Jason Akers Foley & Judell, LLP	Bond Counsel requested on 04-03-24 the application be Withdrawn and placed on the 05-16-24 SBC Meeting.
Loan	L23-287	Lincoln Parish, City of Grambling (DEQ Project)	Hardy Andrews Foley & Judell, LLP	Bond Counsel requested on 04-09-24 the application be Withdrawn and placed on the 05-16-24 SBC Meeting.

Agenda Item # 21

STATE BOND COMMISSION
RECAP OF VOLUME CAP ALLOCATIONS
As April 17, 2024

Ceiling			$571,718,625
Allocations Before Carry Forward			
Governor Allocations	$	421,380,978	
Allocations Returned	$	-	$ 421,380,978
Ceiling Available			$150,337,647
Applications Approved - Pending Allocation			
S24-001 - LHC (Greenwood Terrace Project)			$ 11,000,000
S24-001 - LHC (Morningside at Joor Place Project)			$ 22,400,000
			$ 33,400,000
Amount Available After Pending Allocations			$116,937,647
2021-2023 Available Volume Cap Carryforward			$ 607,688,011

Outstanding Receivables Due for Past Elections
As of April 2024

Due To	Entity	Election Date		Total Amt Due
Secretary of State				
Attorney General *				
	Grant Parish Economic Development District	11/16/2013	$	13,115.34
	Recreation District No 1	4/30/2022	$	1,768.62
	Natchitoches Parish, Village of Natchez	3/27/2010	$	11,553.76
		5/01/2010		
		4/05/2014		
		5/03/2014		
		3/26/2022		
Total			**$**	**26,437.72**

* *The Amount is the outstanding balance that includes the cost to hold the election (machine setup, registrar, precinct rentals, ballot, Clerk, Commissioner/custodian, etc.), interest and collection costs. Entites are contacted on a regular basis by the Attorney General's office; however, because they are public entities, the Attorney General is limited in it's legal ability to collect amounts owed.*

Louisiana Situs

Second Amended
Railway Lease Agreement

By and Between

Lake Providence Port Commission
And
North Louisiana & Arkansas Railroad, Inc.



LEASE AGREEMENT

This Lease agreement ("Lease") made on January 4, 2023, between Lake Providence Port Commission, a political subdivision of the State of Louisiana, with its principal office located at 409 Port Road, Lake Providence, Louisiana 71254, ("LPPC or "Lessor") and North Louisiana & Arkansas Railroad, Inc., a corporation organized and existing under the laws of Arkansas, with its principal office located at 4416 South Arkansas Ave., Russellville, Arkansas 72802, ("NLA" or "Lessee").

RECITALS

A. Lessor owns a 36.2 mile line of railroad between milepost 454.8 at or near the Louisiana/Arkansas border, to milepost 491.0 at or near East Carroll Parish, and Madison Parish Louisiana (full property to be leased, including that as listed in paragraph 1.2, below, shall be referred to as "Railway").

B. Lessor acquired the 8.0-mile portion of the Railway between milepost 463.0 near Shelburn, and milepost 471.0 at or near East Carroll Parish, Louisiana, from Delta Southern Railroad, Inc. ("DSR") pursuant to an offer of financial assistance approved by the Surface Transportation Board ("STB") in STB Docket No. AB 384 (Sub-No. 2X).

C. Lessor acquired the abandoned 8.2-mile portion of the Railway between milepost 463.0 near Shelburn, and milepost 454.8 at or near the Louisiana / Arkansas border from DSR.

D. Lessor anticipates the acquisition of an additional 27.44 miles between milepost 471.0 to milepost 498.44 from DSR in STB Docket No. 36447.

E. Lessor does not operate as a carrier on the Railway.

F. Lessee desires to lease the Railway from Lessor for operation of a railroad, and to provide common carrier service.

G. Lessor desires to lease the Railway, to the Lessee.

H. It is understood and acknowledged that portions of the Railway are currently inoperable and must be rehabilitated before railroad common carrier service can be provided.

I. Upon the Effective Date as described in paragraph 2.1, below, this Agreement shall replace any other Agreement between the Parties.

NOW THEREFORE, In consideration of the matters described above, and of the mutual benefits and obligations set forth in this Lease, the parties agree as follows:

SECTION ONE. Description of Leased Premises

1.1 All of the above paragraphs are incorporated into this Lease as if fully re-written.

1.2 Lessor leases to Lessee, its successors and assigns, the Railway as described in Exhibit "A", together with all rights of way, station and terminal facilities, easements, crossings, switches, tracks, bridges, structures, fixtures or personal property that are appurtenant to the premises in which Lessor may have a present interest.

1.3 Lessee accepts the Railway in its current condition "AS IS, WHERE IS" with all faults, and without any representation or warranty of Lessor as to the condition or quality of the Railway, or its fitness for use for rail operations.

1.4 Lessor shall, during the initial term of this Lease, at Lessor's sole cost and expense, rehabilitate the Railway to FRA Class 1 condition, subject to the availability of public funding and appropriations. Lessor may elect, subject to the availability of public funding and appropriations, to make additional improvements to the Railway to bring the Railway to FRA Class 2 condition. The Lessee shall maintain the Railway to whatever class standards have been achieved by Lessor. If Lessor fails to rehabilitate the Railway to FRA Class 1 standards, then Lessee may, at its option but without any obligation to do so, after giving Lessor 30 days advance notice, rebuild and rehabilitate the Railway. Such costs for rebuilding and rehabilitating the Railway shall be deemed "Capitalized Maintenance Costs." All such Capitalized Maintenance costs incurred by Lessee shall be deducted on a monthly basis from sums that are due Lessor pursuant to the provisions of Section Three below. Should Lessor terminate the Lease prior to full recovery of such costs, Lessor shall pay the balance due Lessee within thirty (30) days of termination. Should Lessee terminate the Lease prior to full recovery of such costs, Lessee shall forfeit its right to repayment of any balance then due.

1.5 Lessor shall have the right to inspect the Railway, together with Lessee, to determine whether the Railway has been maintained in

accordance with the Lease. Should the parties disagree as to whether the Railway has been maintained in accordance with the Lease, the dispute shall be resolved by a Federal Railroad Administration track inspector. If the track inspector determines that the Railway has not been maintained in accordance with the Lease, Lessee shall be given sixty (60) days to cure defects.

SECTION TWO. Term and Termination

2.1 The initial term of this Lease shall be for a ten (10) year period, beginning on the Effective Date of the Surface Transportation Board's ("STB") decision authorizing Lessee to lease and operate the Railway ("Commencement Date"), and ending ten (10) years later.

2.2 The term of this Lease and the Termination Date shall be automatically extended for up to three additional ten (10) year periods under the same terms and conditions as contained herein unless terminated as set forth in Section 2.3.

2.3 Either party may terminate this Lease at the end of a term by providing written notice thereof to the other party at least three hundred and sixty five (365) days prior to the end of the then current Term.

2.4 All accrued obligations, including all indemnification obligations in this Lease, shall survive the termination of the Lease.

SECTION THREE. Rent-Percentage of Revenue as Lease Payment

3.1 Lessee shall pay to Lessor during the Term of this Agreement the sum of the following amounts:

a. 10 percent (10%) of the freight revenue for traffic originated or terminated on the Leased Premises.

b. 5% of freight revenue for bridged traffic crossing the line.

c. For purpose of this Lease, traffic between Madison Parish and Union Pacific shall be considered originating and terminating traffic.

d. "Freight revenue" is defined herein to mean payment received by NLA for the transportation and storage of railcars, but excludes switching and weighing charges, demurrage and energy surcharge payments.

3.2 Payment of rent shall be due monthly on the last Thursday of every month for the prior month's revenue car movements. Lessee shall file with Lessor a monthly inventory of prior month's revenue car movement with Lessee' s monthly rental payment. Rent shall be considered delinquent if not paid within thirty (30) days of the date payment is due to Lessor. If Lessee fails to pay any installment of rent and such payment shall become delinquent, simple interest at the rate of ten percent (10%) per year shall be added to any such overdue installment from the due date to the date of payment.

3.3 Lessor shall be permitted to audit the books and records of Lessee on reasonable notice during regular business hours.

SECTION FOUR. Lessee's Rights and Duties

4.1 Subject to Lessor's Reserved Rights as set forth in SECTION TWELVE below, Lessee shall have management and control of the operation and maintenance of the Railway. Lessee shall have the right to use the Railway as frequently and in any manner that Lessee shall deem proper, provided that Lessee shall operate freight rail service in such a manner to meet its common carrier obligations. Lessee shall operate all rail freight service with its own employees and with its own or leased locomotives and other equipment, Lessee may erect, construct or install any structures, guards or devices at Lessee's expense, to facilitate the operation or safety of Lessee's equipment on the Railway. Improvements made by Lessee to the right-of-way, track and related permanent structures as part of any rehabilitation project or through normal maintenance, whether treated as capital expenditures or operating expenses under STB accounting rules, shall become the property of Lessor following payment of any amount due Lessee pursuant to Section 1.4 above. Disposition of other structures upon termination shall be as set forth in SECTION ELEVEN below.

4.2 Lessee shall keep all rails, facilities and equipment leased to Lessee by Lessor and all equipment installed by Lessee in a clean and operational condition and shall be responsible for the maintenance and repair of all such rails, facilities and equipment Tracks and rail facilities shall be maintained in the FRA condition as set forth in SECTION ONE above. Lessee shall promptly give the FRA notice under 49 CFR 213 and 49 CFR 237, that Lessee will be responsible for the maintenance of the track and bridges which are part of the Railway.

4.3 Subject to the provisions in Sections 1.5 above and 4.5 below, if Lessee

fails to maintain and repair the tracks and rail facilities as set forth in Section 4.2, then Lessor may terminate this Lease, or Lessor may, in its sole discretion, arrange for a qualified contractor to perform such maintenance and repair under the supervision of Lessee. In such event, Lessee shall reimburse Lessor for any expenses incurred by Lessor in maintenance and repair of the Railway within thirty (30) days.

4.4 In conjunction with its maintenance and repair activities, Lessee hereby acquires the right, subject to Lessor's concurrence, to remove, replace or relay elements of the track or structure in the interest of cost and/or operating efficiency, provided that a continuous and useful transportation facility is maintained. Proceeds from any salvaged material shall be paid to Lessor together with the next monthly rental payment paid under Section 3.2, or such later date as the Lessor may agree to in writing, if such proceeds are not used by Lessee for purchase of material in support of maintenance or repair of the Railway.

4.5 The parties shall, at least once annually, jointly inspect the Railway to determine whether it has been maintained in accordance with this Agreement. Resolution of any disagreement shall be made in accordance with Section 1.5 above.

4.6 Lessee in its use of the Railway and its operations will comply with all Federal laws and regulations applicable to it and to the Railway, including without limitation regulations promulgated by the FRA, and with State and local law and ordinances that are not preempted by Federal law.

4.7 Lessee will, within thirty (30) days of the execution of this Lease, file with the STB for authority to lease and operate the Railway. Lessee shall not be required to conduct for-hire railroad common carrier operations until Lessee determines that it is reasonably safe to operate over the Railway.

SECTION FIVE. Quiet Enjoyment

Lessor shall not interfere with Lessee's quiet enjoyment of the Railway, nor shall Lessor interfere with Lessee's business operations so long as Lessee is in compliance with the terms of this Lease.

SECTION SIX. Taxes

6.1 Lessee shall pay on or before the last day on which payment may be made without penalty or interest, all personal property taxes, assessments

(including special assessments) or other governmental charges that shall or may during the Lease term be imposed on, or arise in connection with the ownership or use of the Railway or any part thereof, the revenues earned by Lessee in connection with its use of the Railway, or any motive power, rolling stock or other equipment or personal property of Lessee.

6.2 Lessor shall be responsible for taxes on all Railway real property and any structures affixed thereto. For the purposes of this Lease, the tracks and other track materials and rail facilities shall be considered as "affixed" to the real property.

SECTION SEVEN. Utilities

Lessee shall arrange for and bear the cost of all utility services furnished to the Railway during the term of the Lease.

SECTION EIGHT Insurance

8.1 Lessee shall insure and keep insured the property of Lessor covered by this Lease, with Railroad Liability insurance in the amount of ten million dollars ($10,000,000) for any single accident or occurrence, or in the aggregate. All insurance shall be carried with good, solvent and reputable companies authorized to do business in the State of Louisiana.

8.2 LPPC shall be named as additional insured on all such policies. Such insurance shall include contractual liability insurance covering Lessee's liability under the Lease, including under SECTION NINE. Certificate(s) of insurance shall be delivered to Lessor as proof of compliance with this Section. The certificate(s) shall provide that the insurance will not be terminated, cancelled or materially modified without 30 days' written notice to Lessor.

8.3 Lessee agrees, and shall require all persons entering upon or performing work on the Railway ("contractors") under any agreement with Lessee to agree to hold harmless and indemnify Lessor, its officers, agents, servants and employees from and against any liability, loss, claim or expense for bodily injury or death to any persons or damage to any property (including property of or under the control of Lessor) arising out of any act of omission of such contractor on or in connection with the Railway, irrespective of the fault, failure or negligence (other than sole negligence) of Lessor. Lessee shall also require any such person to secure and maintain in effect at all times during the performance of such work on the Railway a contractual liability insurance policy insuring such person against liability under this Section 8.2. Lessee shall provide to Lessor a copy of all such policies or certificates of such insurance upon request.

8.3 If Lessee fails to maintain and provide the required insurance as set forth herein, the Lessor may terminate this Lease.

SECTION NINE. Indemnity

9.1 Lessee shall indemnify, defend and hold harmless LPPC, its officers, agents, servants and employees against all liability, loss, claim or expense for personal injury or property damage (including to the Railway), including without limitation any environmental harm or damage, arising from any act or omission of Lessee in its performance of its rights, responsibilities and duties under the Lease, including without the limitation the operation of a railroad on, and all other uses of the Railway, irrespective of the fault, failure or negligence (other than the sole gross negligence) of LPPC.

9.2 Lessor shall indemnify, defend and hold harmless Lessee, its officers, agents, servants and employees against all liability, loss, claim or expense for personal injury or property damage (including to the Railway), including without limitation any environmental harm or damage, arising from the sole gross negligence of Lessor.

SECTION TEN. Default

If Lessee shall file for bankruptcy or be placed in bankruptcy by its creditors, shall fail to pay the rent required by this Lease when due, or shall fail to perform the conditions of this Lease and that failure shall continue for a period of ninety (90) days after written notification by Lessor, then Lessor may either bring a legal action for damages, or provide Lessee with written notice of termination of the Lease.

SECTION ELEVEN. Return of Property on Termination

11.1 If this Lease is terminated (either by default, mutual agreement or upon expiration of the Term), Lessee shall return the Railway to Lessor in the same condition as required under the Lease at the time of termination, normal wear and tear excepted. Lessee may remove any structures or equipment (other than the items described below that are integral to the Railway) that Lessee placed on the Railway, at Lessee's expense, providing Lessee returns the Railway to Lessor undamaged and in proper operating condition, including all tracks, ties, other track materials, signals and any other materials required for the Railway to be operable. If Lessee does not remove any structure or equipment placed on the Railway by Lessee, Lessor shall have the option to either treat the property as being part of the Railway and belonging to Lessor, or to remove the property at Lessee's expense.

11.2 In the event of any termination of this Agreement, at its sole cost and expense, Lessee will promptly seek any necessary authority to discontinue rail service from the Surface Transportation Board or any successor in interest to the Board. If Lessee fails to do so, Lessor may seek such authority on behalf of Lessee, and Lessee shall reimburse Lessor for all reasonable costs (including filing fees and attorneys' fees) incurred by Lessor. If the Lease is terminated in full compliance with the provisions set forth herein, Lessee shall not oppose the efforts of any rail carrier designated by Lessor to operate the Railway to obtain authority from the STB or its successor to provide service over the Railway.

11.3 All accrued obligations shall survive the termination of this Agreement. Further, the indemnifications set forth in Section Nine shall survive termination of this Agreement.

SECTION TWELVE. Lessor's Retained Rights

12.1 Except for agreements relating to the handling of freight traffic, all revenues arising from existing easements, licenses or agreements for use of the Railway, including but not limited to rents, license fees, and other revenues paid by utilities or other parties occupying a portion of the Railway with poles and wires, and rental and fees for sign boards, platform locations, driveways, storage facilities, pipe line crossings, water rights, land rents, building rents, and water tank rents, shall be property of Lessor. Lessor shall have the obligation to enforce and administer such agreements, and to collect any and all amounts as they become due.

12.2 Subject to Lessee's veto for cause stated, Lessor reserves the exclusive right to create new agreements for crossings or occupancies, under or otherwise on the Railway, whether by license, permit, easement or lease; provided however, no such agreements shall be entered into by Lessor if it is reasonably determined by the parties that such use would materially interfere with Lessee's ability to perform rail service. Lessee may veto any proposed agreement only if the crossing or occupancy does not meet Lessee's engineering standards. Any agreement involving occupancy of the Railway shall be substantially on terms and in a form substantially similar to existing agreements, including protection of Lessee as the rail operator. No cost or expense, including any maintenance or rehabilitation expense of the occupancies, shall be allocated to or borne by Lessee as a result of any such occupancy. All income from such new agreements shall be the property of Lessor.

12.3 Lessor agrees to require the occupier or transferee under any new agreement to indemnify and hold harmless, Lessee, from and against any and all loss of life or injury to any persons and any loss of or damage to the property of any person arising out of the use of the Railway, unless such loss of life or injury to persons or loss of damage to property is caused by the negligence or misconduct of Lessee.

12.4 Lessor reserves the right to amend this Agreement at any time, in its sole discretion, to exclude from the Railway any real property for the purpose of conveying such property to a third party, provided that the conveyance of such property will not materially interfere with Lessee's continuing freight rail service. Lessor shall notify Lessee in writing of any intent to convey property to a third party. Should Lessee determine that any conveyance will materially interfere with Lessee's continuing freight rail service, it shall notify Lessor of its determination in writing within 10 business days of receipt of Lessor's notification. Should the parties be unable to resolve any issue regarding material interference, the parties, individually or jointly, may seek a declaratory judgment from a court with the requisite jurisdiction to resolve the issue.

SECTION THIRTEEN. Notices

All notices, demands or other writings in this Lease provided to be given or made or sent, or that may be given or made or sent, by either party to the other, shall be deemed to have been fully given or made or sent when made in writing and deposited in the United States mail, registered and postage prepaid, and addressed as follows:

If to Lessee:
Daniel B. Robbins
4416 South Arkansas Ave.
Russellville, AR 72802

If to Lessor:
Wyly Gilfoil
Lake Providence Port
Commission 409 Port Road
Lake Providence, Louisiana
71254

Either party may change its address by giving notice to the other party as provided herein.

SECTION FOURTEEN. Governing Law-Jurisdiction

This Lease shall be governed by, construed and enforced in accordance with the laws of Louisiana, and jurisdiction over any matter related to this Lease shall be in East Carroll Parish, Louisiana.

SECTION FIFTEEN. Time is of the Essence

Time is of the essence of this Lease agreement.

SECTION SIXTEEN. Confidentiality

16.1 This Agreement is strictly confidential between the parties. No party shall disclose the terms and conditions of this Agreement other than as required by law or legal requirements, or as otherwise agreed in writing between the parties. The party making disclosure will notify the other parties in advance of such disclosure.

16.2 If requested by either party, and as permitted by law, a memorandum of lease may be recorded in the public records of East Carroll Parrish.

SECTION SEVENTEEN. Assignment and Subleasing

Lessee may not assign this Agreement or any interest therein, or sublease the Railway, or any right or privilege pertinent thereto, without the prior written consent of the Lessor, which consent may be withheld by Lessor for cause. Any attempted assignment or sublease without the prior written consent of the Lessor shall be null and void.

SECTION EIGHTEEN. Force Majure

Lessee shall have no obligation to operate over any portion of the Leased Premises as to which it is prevented from operating by Acts of God, including pandemic, public authority, strikes, riots, labor disputes, or any cause beyond its control; provided, however, Lessee shall use its best efforts to take whatever action is necessary or appropriate to be able to resume its operations. In the event of damage or destruction caused by an Act of God, Lessee shall commence repairs within ten (10) days of the occurrence causing same and shall pursue such repairs with reasonable diligence.

SECTION NINETEEN. Entire Agreement

This Lease constitutes the entire agreement between the parties. Any prior understanding or representation of any kind preceding the date of this Lease shall not be binding on either party except to the extent incorporated in this Lease.

SECTION TWENTY. Modification of Agreement

Any modification of this Lease or additional obligation assumed by either party in connection with this agreement shall be binding only if reduced to writing and signed by each party or an authorized representative of each party.

(INTENTIONALLY LEFT BLANK)

The parties have executed this Lease before witnesses on the day and year first written above.

Lessor:

Lake Providence Port Commission

By: James A. Thom IV

James A Thom IV

Its President

Witnesses:

William W. Dillard

Lessee:

North Louisiana & Arkansas Railroad, Inc.

By:

Daniel B. Robbins

Its Vice President

Witnesses

Acknowledgement

State of Arkansas)
) *SS*
County of Pope)

On this 4th day of January, 2023, before me, Melissa Courtwright, a Notary Public, duly commissioned, qualified and acting, within and for said County and State, appeared in person the within named Daniel B Robbins, being the person authorized by said corporation to execute such instrument, stating their respective capacities in that behalf, and to me personally well known, who stated that he was the Vice President the North Louisiana and Arkansas Railroad, Inc., and was duly authorized in his capacity to execute the foregoing instrument for and in the name and behalf of said corporation, and further stated and acknowledged that he had so signed, executed and delivered said foregoing instrument for the consideration, uses and purposes therein mentioned and set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal this 4th day of January 2023.

Melissa D Courtwright
Notary Signature

MELISSA D. COURTWRIGHT
POPE COUNTY
NOTARY PUBLIC - ARKANSAS
Commission Expires February 27, 2024
Commission No. 12406520

02/27/2024
My Commission expires

Melissa Courtwright
Printed Name

Acknowledgement

State of Louisiana)
) SS
Parish of East Carroll)

On this 4th day of January, 2023, before me, a Notary Public, duly commissioned, qualified and acting, within and for said Parish and State, appeared in person the within named James A. Thom IV being the person authorized by said corporation to execute such instrument, stating their respective capacities in that behalf, and to me personally well known, who stated that he was the President of the Lake Providence Port Commission, and was duly authorized in his capacity to execute the foregoing instrument for and in the name and behalf of said corporation, and further stated and acknowledged that he had so signed, executed and delivered said foregoing instrument for the consideration, uses and purposes therein mentioned and set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal this 4th day of January 2023.

Debra Hopkins
Notary Signature

Debra Hopkins
Notary Public, ID# 33041
Printed Name East Carroll Parish, Louisiana
Commission Expires at Death

At Death
My Commission expires

EXHIBIT A

LEASED PROPERTY

All rights, title and interest which the Lake Providence Port Commission (hereinafter, the 'Port") has or may have in and to all immovable property associated with Port's rail line extending from Milepost 454.8 (Arkansas/Louisiana State Line) to Milepost 498.44 (at Tallulah LA) all as situated in East Carroll and Madison Parish, Louisiana, including but not being limited to, the property described on Schedule "A" attached hereto and further including all rail, ties, ballast, switches, signals, track fixtures and other track material, crossings, crossing protection devices, trestles, bridges, culverts, tunnels, buildings, structures, improvements and appurtenances of every kind and description attached to said rail line, including all of the Port's immovable property thereunder, together with all rights of way, easements, servitudes and rights of ingress

THIS INSTRUMENT PREPARED BY AND
AFTER RECORDING TO BE RETURNED TO:

W. CHRISTOPHER BARRIER
MITCHELL, WILLIAMS, SELIG,
GATES & WOODYARD, P.L.L.C.
425 WEST CAPITOL AVENUE, SUITE 1800
LITTLE ROCK, AR 72201-3525
(501) 688-8800

QUITCLAIM DEED

KNOW ALL PERSONS BY THESE PRESENTS:

THAT, **DELTA SOUTHERN RAILROAD, INC.**, a Louisiana corporation, Grantor, in consideration of the sum of Ten Dollars ($10.00), and other good and valuable consideration, to it duly paid, the receipt whereof is hereby acknowledged, does hereby remise, release, bargain, sell, convey, and forever quitclaim unto **SOUTHEAST ARKANSAS ECONOMIC DEVELOPMENT DISTRICT, INC.**, an Arkansas nonprofit corporation, Grantee, whose address is 8th & Walnut Streets, P.O. Box 6806, Pine Bluff, Arkansas 71611 and unto its successors and assigns forever, all of Grantor's right, title, interest, estate, claim and demand, both at law and in equity by easement or in fee, of, in, and to the real estate associated with or underlying that portion of Grantor's Lake Providence Branch from Milepost 433.0 near Lake Village, Arkansas, to Milepost 454.8 at the State Line between Arkansas and Louisiana, as situated in Chicot County in the State of Arkansas, as more particularly described in writing in and as shown by all the highlighting (regardless of color) on the maps included in Exhibit A, hereto attached and hereby made a part hereof, including but not limited to all easements, rights-of-way, rail, spurs, ties, ballast, other track material, switches and signals located thereon and any personal property affixed to the land and located thereon.

This quitclaim is made on an "as is, where is" basis without any warranties or representations of any kind or nature whatsoever, express or implied, concerning the condition of said real estate and/or any improvements or other constructions that may be situated thereon, including, but not limited to, all rail, ties, ballast, other track material, switches, signals and other personal property located thereon, and Grantee hereby specifically waives all laws of redhibition and any implied warranties provided for by Arkansas law, including any and all warranties against vices or defects or warranties regarding fitness for any particular use or purpose whatsoever.

There is, however, expressly reserved and excepted from this quitclaim all coal, oil, gas, casinghead gas and the minerals and mineral rights of whatever nature or description, kind or character, like or unlike, known or unknown, and whether occurring in solid, liquid, vaporous or other and different forms in, on or under the land quitclaimed hereunder; provided, however, that no operation of investigating, exploring, prospecting or mining for or storing or transporting said minerals or any of them, shall be conducted or placed upon said premises.

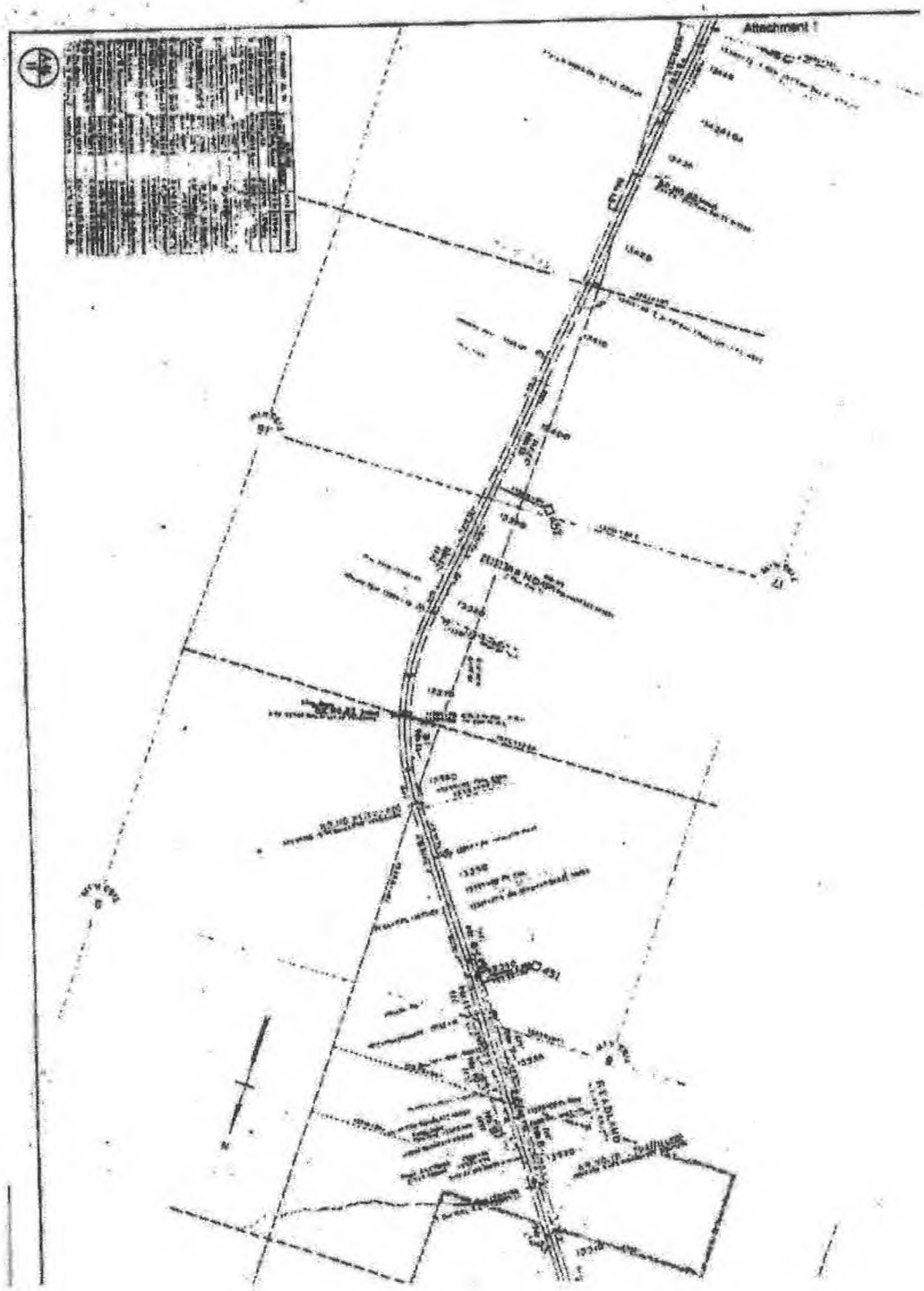
This deed is made subject to the condition that all taxes and all assessments levied upon or assessed against the premises described and highlighted in Exhibit A for any period of time prior to and including the date of this deed shall be payable by the Grantor; all taxes and all assessments levied upon or assessed against the premises described and highlighted in Exhibit A for any period of time after the date of this deed shall be payable by the Grantee; and the Grantee assumes and agrees to pay, or to

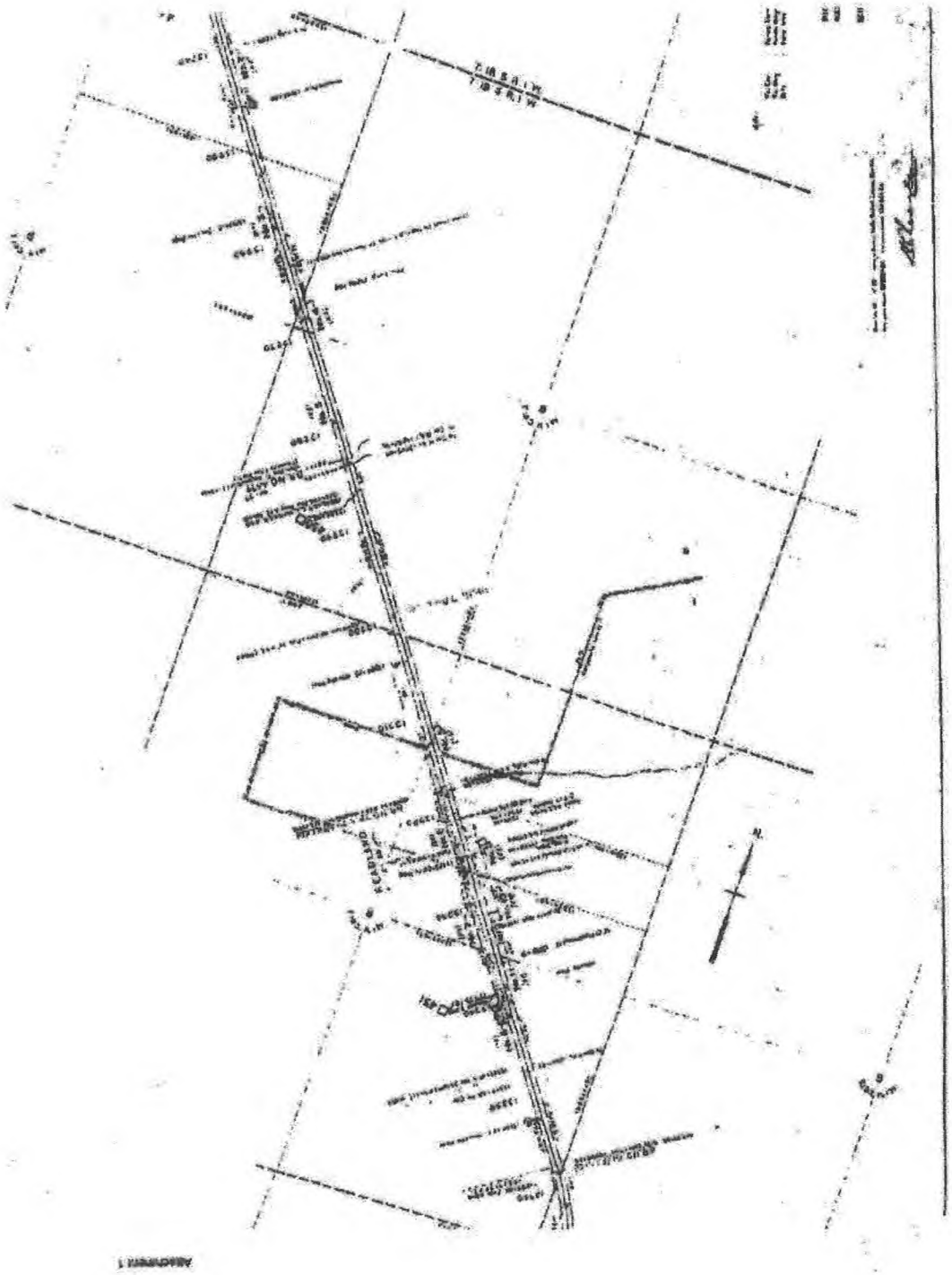
EXHIBIT "A"

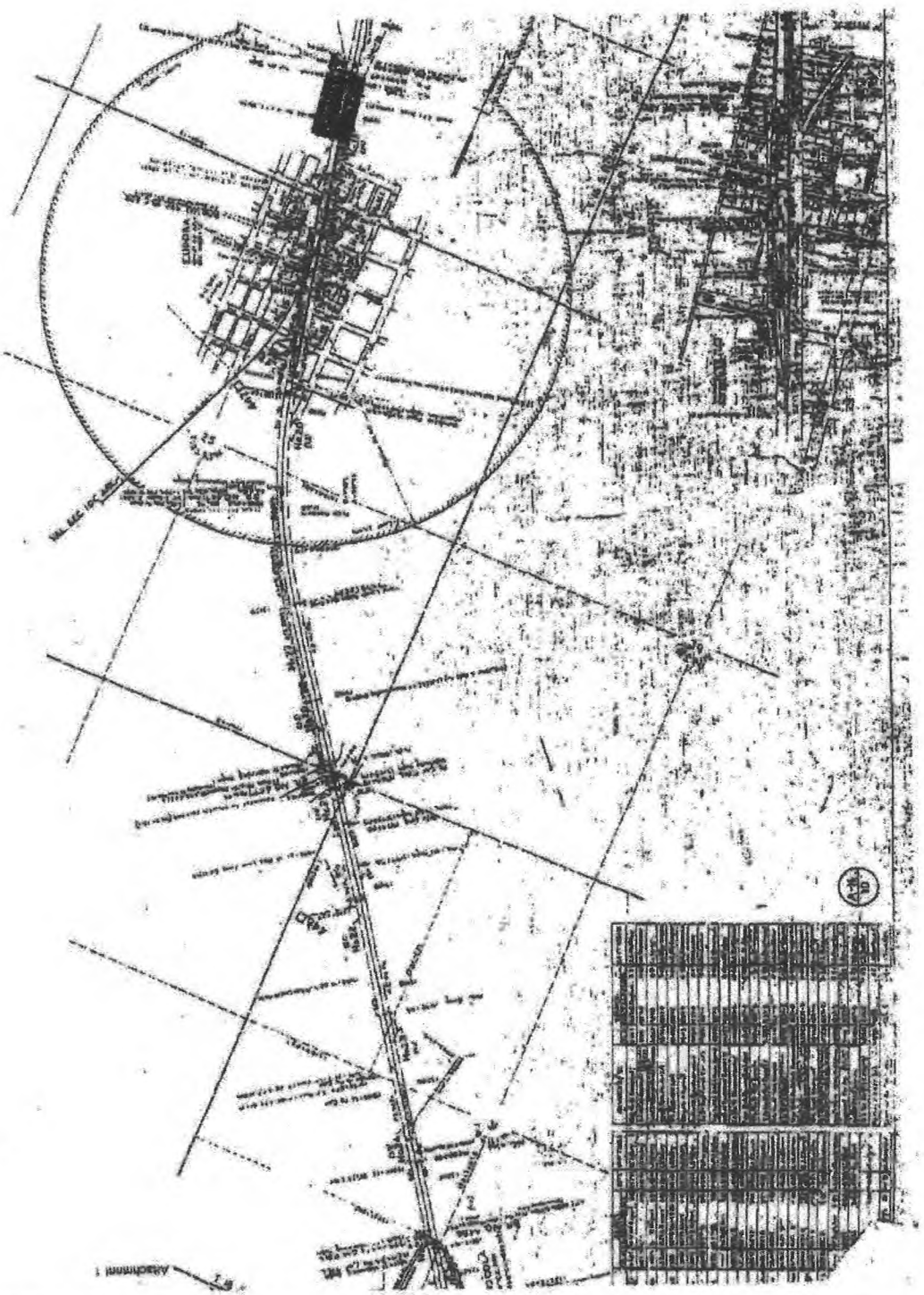
All rights, title and interest of Grantor in all lands located between Milepost 433.0 near Lake Village, Arkansas, to Milepost 454.8 at the State line between Arkansas and Louisiana being located in the following described subdivisions all as shown on the maps of Grantor's right-of-way attached hereto:

Subdivision	Section	Township	Range	Meridian
SE1/4	15	16S	2W	5th Principal
E1/2	22	16S	2W	5th Principal
E1/2	27	16S	2W	5th Principal
SW1/4SW1/4	26	16S	2W	5th Principal
E1/2	34	16S	2W	5th Principal
W1/2	35	16S	2W	5th Principal
E1/2	3	17S	2W	5th Principal
E1/2	10	17S	2W	5th Principal
E1/2	15	17S	2W	5th Principal
SW1/4SW1/4	14	17S	2W	5th Principal
E1/2NE1/4 & NE1/4SE1/4	22	17S	2W	5th Principal
W1/2	23	17S	2W	5th Principal
W1/2	26	17S	2W	5th Principal
E1/2W1/2 & W1/2SE1/4	35	17S	2W	5th Principal
E1/2	2	18S	2W	5th Principal
E1/2NE1/4 & NE1/4SE1/4	11	18S	2W	5th Principal
W1/2SW1/4	12	18S	2W	5th Principal
W1/2	13	18S	2W	5th Principal
E1/2 & SW1/4SE1/4	24	18S	2W	5th Principal
E1/2	25	18S	2W	5th Principal
NE1/4NE1/4	36	18S	2W	5th Principal
W1/2 & SW1/4SE1/4	31	18S	1W	5th Principal
NE1/4	6	19S	1W	5th Principal
SW/4NW/4 & SW/4	5	19S	1W	5th Principal

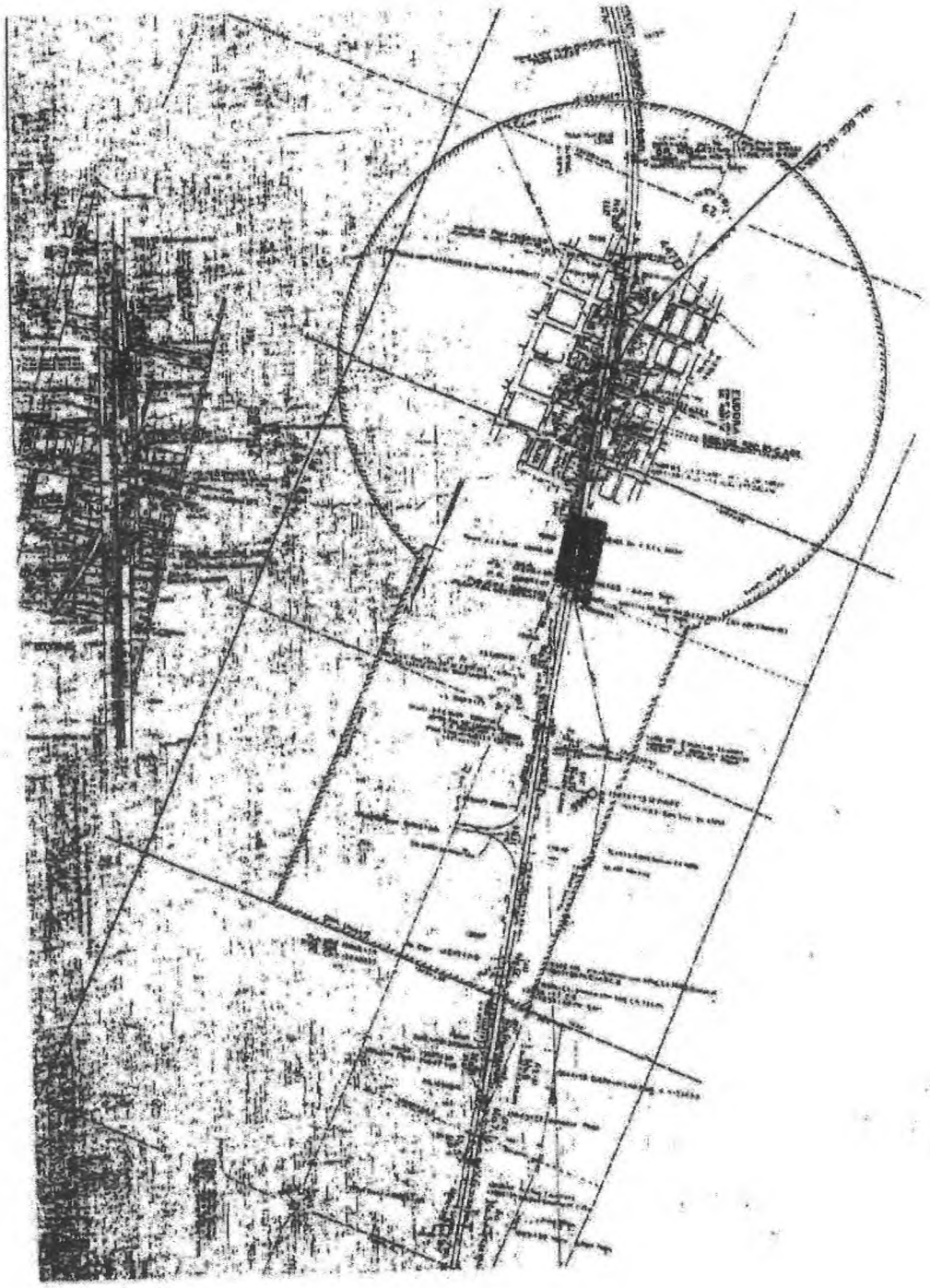
NE1/4NW1/4 & E1/2	8	19S	1W	5th Principal
SW1/4SW1/4	9	19S	1W	5th Principal
W1/2	16	19S	1W	5th Principal
NW1/4NW1/4	21	19S	1W	5th Principal
E1/2	20	19S	1W	5th Principal
E1/2	29	19S	1W	5th Principal
E1/2	32	19S	1W	5th Principal


Attachment 1

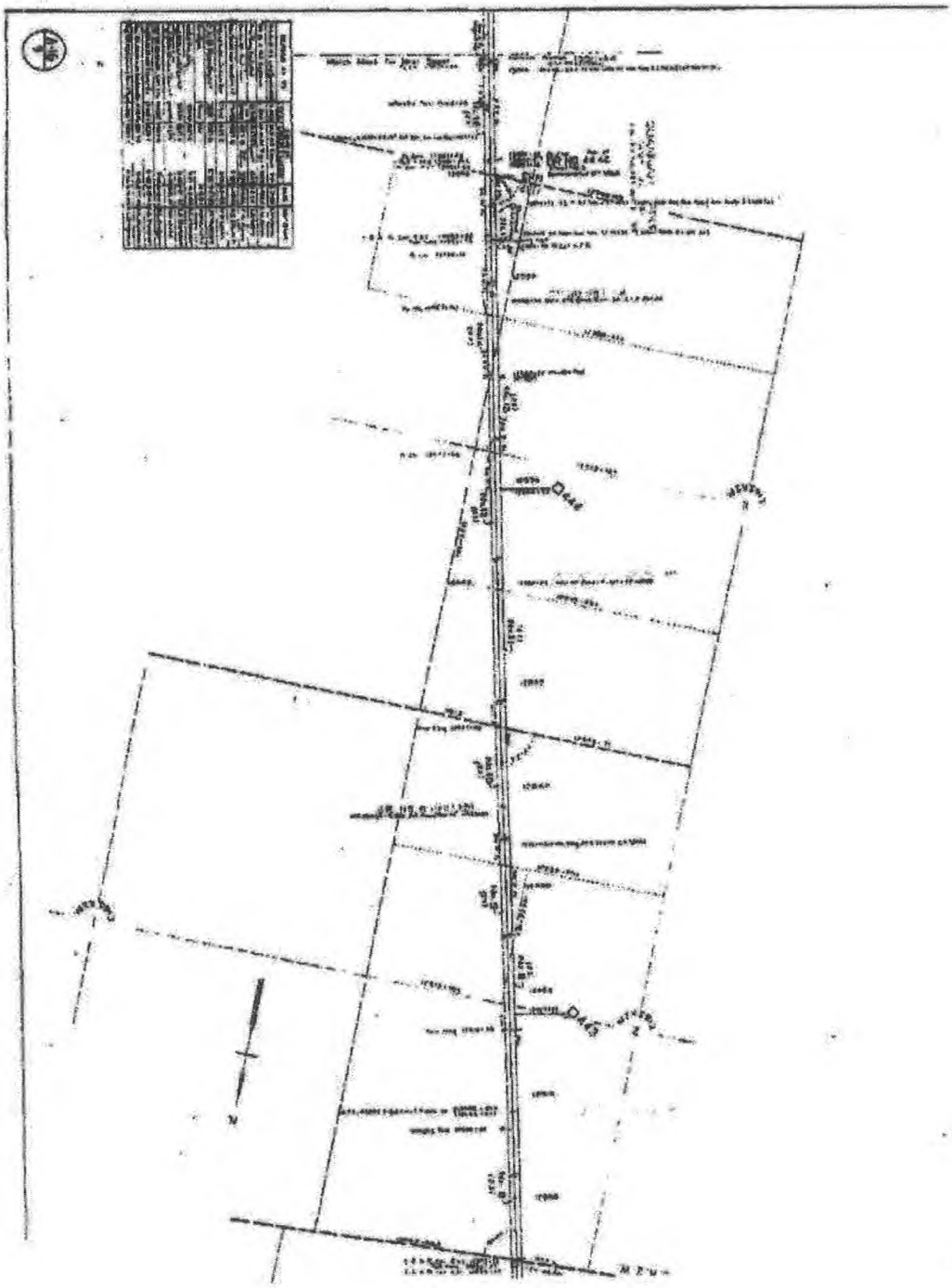


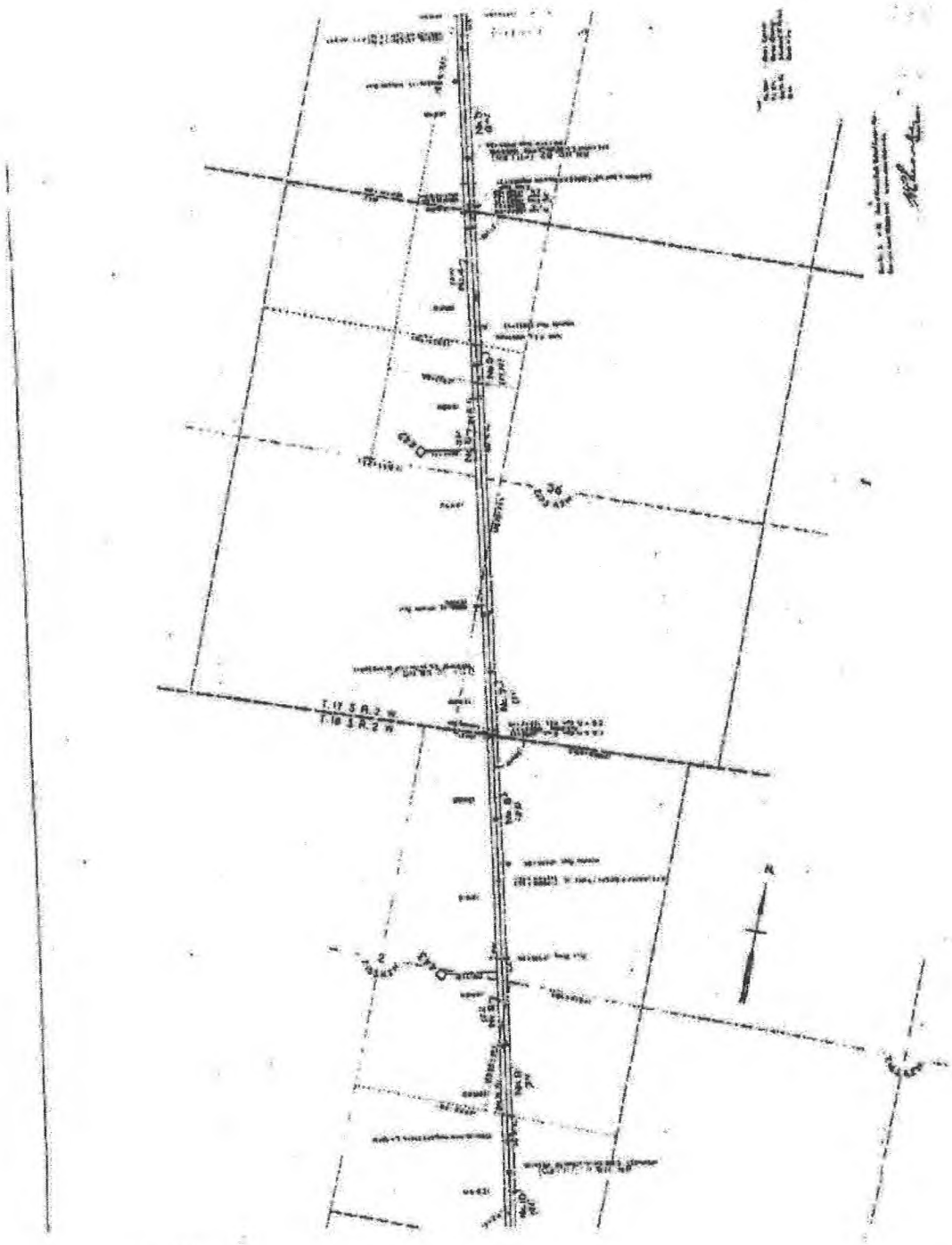


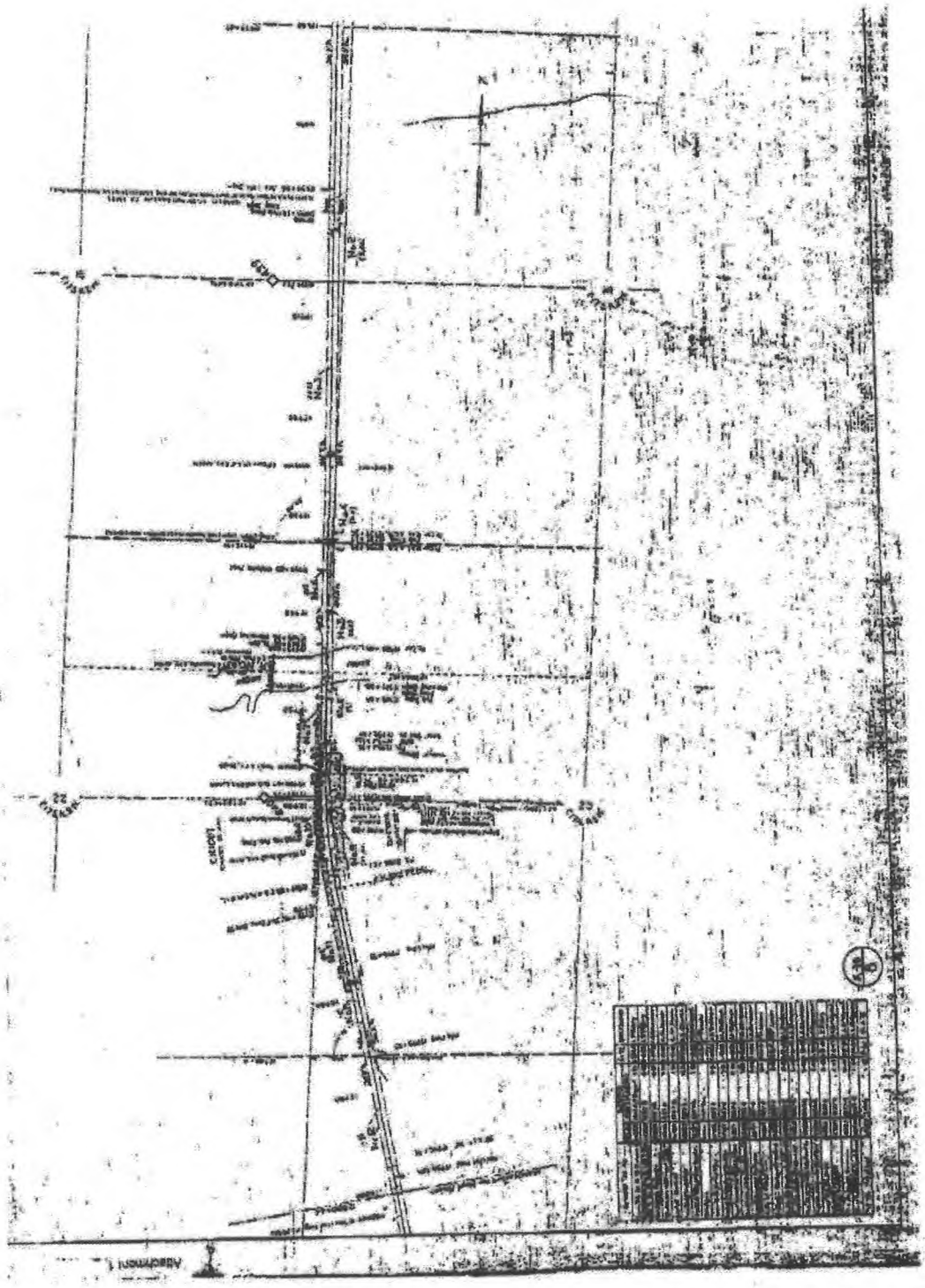
Attachment 1



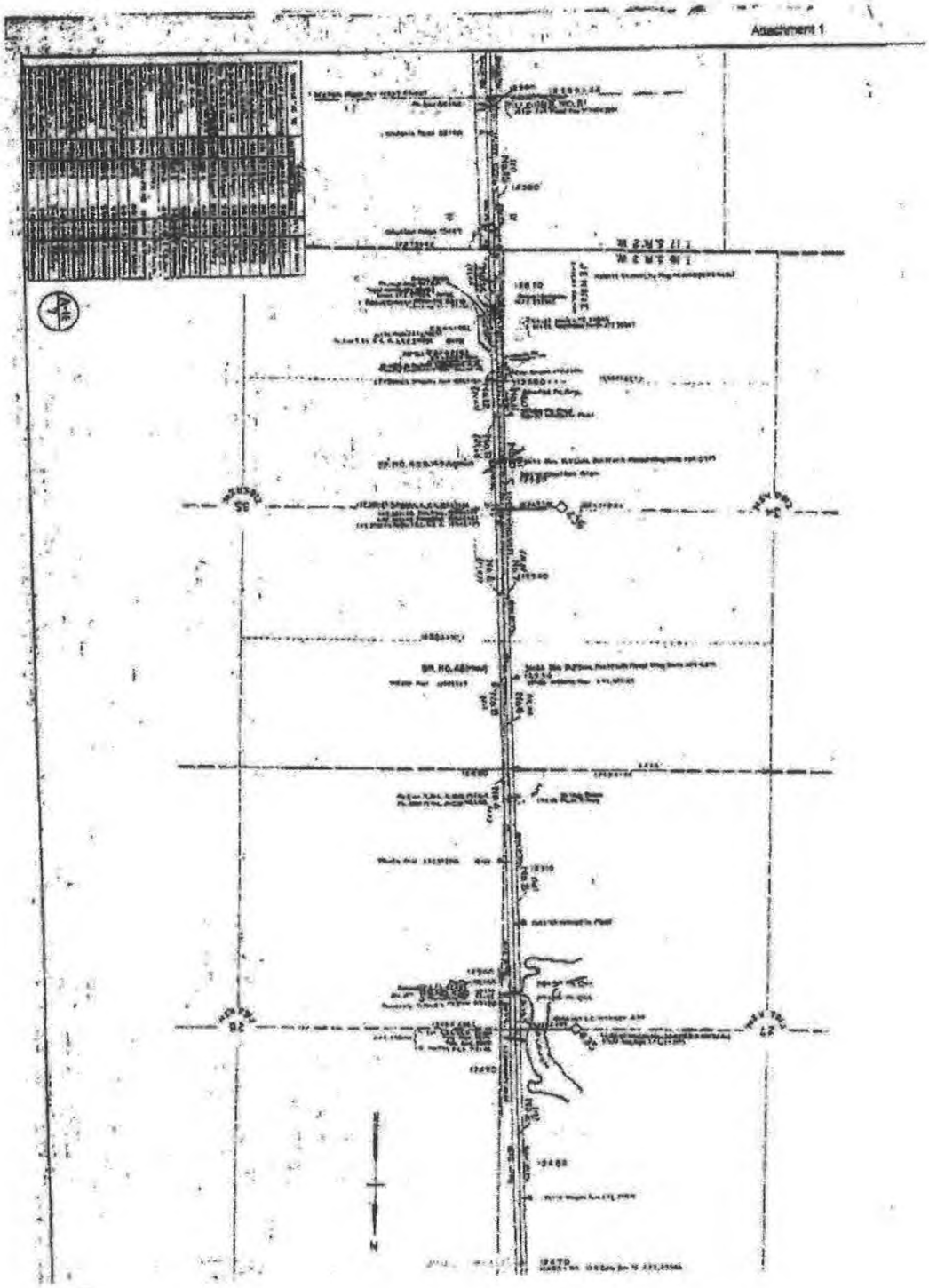
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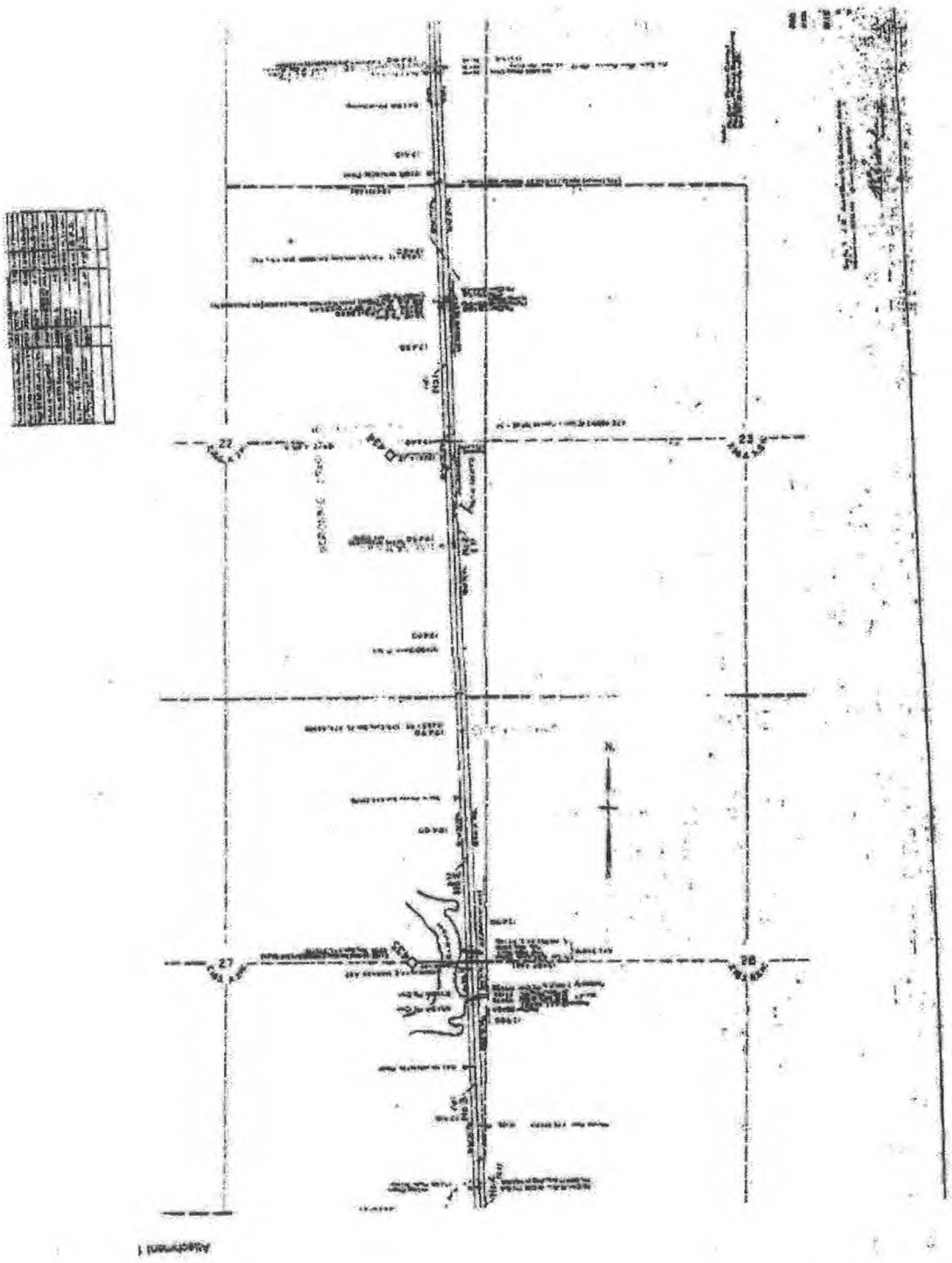






Attachment 1





Attachment 1



I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED ON THIS 24th DAY OF August 20 05 AT 2:55 P.M. AND RECORDED ON THE 24th DAY OF August, 20 05 IN RECORD BOOK E-24 PAGE 127

FLOY BOSTICK, CIRCUIT CLERK
CHICOT COUNTY, ARKANSAS

BY Josephine Bell D.C.

Stephens Bridewell & Bridewell



LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

Financial Statements
For the Year Ended December 31, 2024



David M. Hartt, (A Professional Accounting Corporation)
Certified Public Accountant

West Monroe, Louisiana

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

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DAVID M. HARTT, CPA
A PROFESSIONAL ACCOUNTING CORPORATION

INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Lake Providence Port Commission
Lake Providence, Louisiana

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities of Lake Providence Port Commission, a component unit of the East Carroll Parish Police Jury, as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Port Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of Lake Providence Port Commission, as of December 31, 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Lake Providence Port Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Lake Providence Port Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

To the Board of Commissioners
Lake Providence Port Commission
Lake Providence, Louisiana

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exits. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards,* we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion of the effectiveness of Lake Providence Port Commission's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Lake Providence Port Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

To the Board of Commissioners
Lake Providence Port Commission
Lake Providence, Louisiana

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, Schedule of Proportionate Share of the Net Pension Liability, and the Schedule of Employer Contributions to Pension Plan be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during the audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurances.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Lake Providence Port Commission's basic financial statements. The schedule of compensation, reimbursements, benefits and other payments to agency head, political subdivision head or chief executive officer is the responsibility of management and was derived directly from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of compensation, reimbursements, benefits and other payments to agency head, political subdivision head or chief executive officer are fairly stated in all material respects in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated April 16, 2025 on our consideration of the Port Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Governmental Auditing Standards* in considering the Port Commission's internal control over financial reporting and compliance.

David M. Hunt, CPA (APAC)

West Monroe, Louisiana
April 16, 2025

REQUIRED SUPPLEMENTAL INFORMATION (PART A)
MANAGEMENT'S DISCUSSION AND ANALYSIS

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2024

As management of the Lake Providence Port Commission, we offer readers of the Lake Providence Port Commission's financial statements this narrative overview and analysis of the financial activities of the Lake Providence Port Commission for the fiscal year ended December 31, 2024. Please read it in conjunction with the basic financial statements and the accompanying notes to the financial statements.

Overview of the Financial Statements

This Management Discussion and Analysis document introduces the Port Commission's basic financial statements. The annual report consists of a series of financial statements. The Statement of Net Position and the Statement of Activities (Government-Wide Financial Statements) provide information about the financial activities as a whole and illustrate a longer-term view of the Port Commission's finances. The Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balance – Governmental Fund (Fund Financial Statements) tell how these services were financed in the short term as well as what remains for future spending. Fund Financial Statements also report the operations in more detail than the Government-Wide Financial Statements by providing information about the most significant funds. This report also contains other supplementary information in addition to the basic financial statements themselves.

Our auditor has provided assurance in his independent auditor's report that the Basic Financial Statements are fairly stated. The auditor, regarding the Required Supplemental Information and the Supplemental Information is providing varying degrees of assurance. A user of this report should read the independent auditor's report carefully to ascertain the level of assurance being provided for each of the other parts in the Financial Section.

Government-Wide financial statements. The *government-wide financial statements* are designed to provide readers with a road overview of the Lake Providence Port Commission's finances, in a manner similar to a private-sector business.

The *statement of net position* presents information on all of the Lake Providence Port Commission's assets and liabilities, with the difference between the two reported as *net position.* Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Lake Providence Port Commission is improving or deteriorating.

The *statement of activities* presents information showing how the government's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (for example, earned, but unused, sick leave).

Fund financial statements. A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Lake Providence Port Commission, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Proprietary funds. The Port Commission maintains one type of proprietary fund. Enterprise funds are used to report the same functions presented as business-type activities. The Enterprise Fund financial statements present information on the Port Commission's general operations.

The Lake Providence Port Commission adopts an annual appropriated budget for the general fund. A budgetary comparison statement is provided for the major fund to demonstrate compliance with this budget.

Notes to the financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other Information. In addition to the basic financial statements and accompanying notes, this report also presents certain *required supplementary information* concerning the Lake Providence Port Commission's performance.

Government-wide Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. At the close of the most recent fiscal year, assets of the Lake Providence Port Commission exceeded liabilities by $24,222,288. The largest portion of the Lake Providence Port Commission's net position reflects its investment in capital assets (e.g. equipment). These assets are not available for future spending. The balance in unrestricted net position is affected by two factors: 1) resources expended, over time, by the Lake Providence Port Commission to acquire capital assets from sources other than internally generated funds (i.e. debt), and 2) required depreciation on assets.

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2024

STATEMENT OF NET POSITION

	December 31, 2024	December 31, 2023
ASSETS		
Current Assets:		
Cash and Cash Equivalents	$ 857,693	$ 1,854,527
Receivables	10,569,325	9,830,625
Prepaid Rent	432,983	333,033
Other Assets	310	400
Total Current Assets	11,860,311	12,018,585
Restricted Assets:		
Cash and Cash Equivalents	721,031	710,097
Capital Assets (Net of Accumulated Depreciation)	26,436,590	25,659,101
TOTAL ASSETS	39,017,932	38,387,783
DEFERRED OUTFLOWS OF RESOURCES		
Pension and Lease Related	34,877	8,899
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 39,052,809	$ 38,396,682
LIABILITIES		
Current Liabilities		
Accounts Payable	$ 27,659	$ 97,964
Payroll Payable	19,789	19,558
Payroll Taxes Payable	4,673	4,687
Accrued Interest Payable	-	-
Net Pension Liability	554,807	716,141
Current Portion of Long-Term Debt	87,000	84,000
Total Liabilities	693,928	922,350
Long-Term Liabilities		
Taxable Revenue Bonds	3,921,705	4,007,000
Certificates of Indebtedness	-	-
TOTAL LIABILITIES	4,615,633	4,929,350
DEFERRED INFLOWS OF RESOURCES		
Pension and Lease Related	10,214,888	9,473,980
NET POSITION		
Invested in Capital Assets, net of related debt	22,427,885	21,568,101
Reserved	721,031	710,097
Unrestricted	1,073,372	1,715,154
Total Net Position	24,222,288	23,993,352
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	$ 39,052,809	$ 38,396,682

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2024

STATEMENT OF ACTIVITIES

	December 31, 2024	December 31, 2023
OPERATING REVENUES		
Use of Money and Property - Leases	$ 557,080	$ 578,005
State Grant Income	1,509,366	-
Total Operating Revenue	2,066,446	578,005
OPERATING EXPENSES		
Salaries & Fringe Benefits	374,496	403,706
Professional Services	1,009,051	442,828
Advertising	2,114	1,162
Utilities	12,945	18,625
Telephone	2,046	2,131
Insurance	4,026	4,407
Materials & Supplies	3,007	4,725
Travel	32,785	20,060
Dues & Subscriptions	10,839	6,517
Repairs & Maintenance	70,510	305,803
Depreciation	870,464	870,464
Other Operating Expenses	5,204	2,636
Total Operating Expenses	2,397,487	2,083,064
OPERATING INCOME	(331,041)	(1,505,059)
NON-OPERATING REVENUES (EXPENSES)		
Ad Valorem Taxes	194,269	197,702
State Revenue Sharing	2,853	3,248
Interest Income	469,277	451,097
Interest Expense	(153,542)	(154,931)
Other Non-Operating Income	53,563	1,872
Other Non-Operating Expenses	(6,443)	(90,551)
Total General Revenues	559,977	408,437
CHANGE IN NET POSITION	228,936	(1,096,622)
NET POSITION - BEGINNING OF THE YEAR	23,993,352	25,089,974
NET POSITION - END OF THE YEAR	$ 24,222,288	$ 23,993,352

Capital Asset and Debt Administration

Capital assets. The Lake Providence Port Commission's investment in capital assets for its governmental activities as of December 31, 2024, amounts to $26,436,590 (net of accumulated depreciation). This investment includes furniture and equipment. There were no additions or deletions in capital assets for the year.

Long-term debt. During 2021, the Port Commission issued Taxable Revenue and Revenue Refunding Bonds Series 2021 in the total amount of $4,250,000. The first principle payments was made in March 2022. The liability related to the outstanding principle at year end was $4,008,705.

At the end of the fiscal year, Lake Providence Port Commission had a net pension liability of $554,807.

Requests for Information

This financial report is designed to provide a general overview of the Lake Providence Port Commission's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Lake Providence Port Commission, 409 Port Road, Lake Providence, LA 71254.

BASIC FINANCIAL STATEMENTS

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

STATEMENT OF NET POSITION
DECEMBER 31, 2024

Assets	
Current Assets:	
Cash	$ 857,693
Receivables	10,569,325
Prepaid Rent	432,983
Other Assets	310
Total Current Assets	11,860,311
Restricted Assets:	
Cash and Cash Equivalents	721,031
Capital Assets:	
Depreciable	26,436,590
Total Assets	39,017,932
Deferred Outflows of Resources	
Resources Related to Pensions	46,552
Resources Related to Leases	8,899
Total Deferred Outflows of Resources	55,451
Liabilities	
Current Liabilities:	
Accounts Payable	27,659
Payroll Payable	19,789
Payroll Taxes Payable	4,673
Accrued Interest Payable	-
Net Pension Liability	554,807
	606,928
Current Portion of Long-Term Debt:	
Taxable Revenue Bonds	87,000
Total Current Liabilities	693,928
Long-Term Liabilities:	
Taxable Revenue Bonds	3,921,705
Total Liabilities	4,615,633
Deferred Inflows of Resources	
Resources Related to Pensions	151,760
Resources Related to Leases	10,056,884
Total Deferred Inflows of Resources	10,208,644
Net Position	
Net Investment in Capital Assets	22,427,885
Net Position - Restricted	721,031
Net Position - Unrestricted	1,100,190
Total Net Position	$ 24,249,106

The accompanying notes are an integral part of this financial statement.

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

STATEMENT OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION
FOR THE YEAR ENDED DECEMBER 31, 2024

Operating Revenues		
State Grant Income	$	1,509,366
Use of Money and Property		557,080
Total Operating Revenues		2,066,446
Operating Expenses		
Salaries and Fringe Benefits		374,496
Professional Services		1,009,051
Advertising		2,114
Utilities		12,945
Telephone		2,046
Insurance		4,026
Materials and Supplies		3,007
Travel		32,785
Dues and Subscriptions		10,839
Repairs and Maintenance		70,510
Depreciation		870,464
Other Operating Expenses		5,204
Total Operating Expenses		2,397,487
Operating Income (Loss)		(331,041)
Non-Operating Revenues (Expenses)		
Ad Valorem Taxes		194,269
State Revenue Sharing		2,853
Interest Income		469,277
Interest Expense		(153,542)
Other Non-Operating Income		80,381
Other Non-Operating Expenses		(6,443)
Total Non-Operating Revenues (Expenses)		586,795
Net Income (Loss)		255,754
Net Position at Beginning of the Year		23,993,352
Net Position at End of the Year	$	24,249,106

The accompanying notes are an integral part of this financial statement.

Statement C

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED DECEMBER 31, 2024

CASH FLOWS FROM OPERATING ACTIVITIES		
Cash Received From Customers	$	2,873,535
Cash Paid to Suppliers		(1,652,576)
Cash Paid to Employees		(374,496)
Interest Paid		(153,542)
Net Cash Provided by Operating Activities		692,921
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Revenue Bonds Refunded		-
Taxable Revenue and Revenue Refunding Bonds Issued		-
Net Cash Used for Capital Financing Activities		-
CASH FLOWS FROM INVESTING ACTIVITIES		
Cash Paid for Land and Construction in Progress		(1,647,953)
Principle Paid on Long-Term Debt		(82,295)
Interest on Deposits		51,427
Net Cash Provided by Investing Activities		(1,678,821)
NET DECREASE IN CASH		(985,900)
CASH AT BEGINNING OF YEAR		2,564,624
CASH AT END OF YEAR	$	1,578,724
RECONCILIATION OF CASH AND RESTRICTED CASH REPORTED WITHIN THE BALANCE SHEET THAT SUM TO THE TOTAL OF THE SAME SUCH AMOUNTS IN THE STATEMENTS OF CASH FLOWS:		
Cash and Cash Equivalents	$	857,693
Restricted Cash - Debt Service Reserve		721,031
Total Cash and Restricted Cash	$	1,578,724

The accompanying notes are an integral part of this financial statement.

Statement C

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED DECEMBER 31, 2024

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating Income (Loss)	$	255,754
Adjustments to Reconcile Operating Income to Net Cash Provided by Operating Activities:		
Depreciation		870,464
GASB 68 Pension Revenue (Expense)		(80,381)
Non Pension Deducts		6,443
Changes in Assets and Liabilities:		
(Increase) Decrease in Receivables		(124,741)
(Increase) Decrease in Prepaid Rent		(99,950)
(Increase) Decrease in Other Assets		90
Increase (Decrease) in Accounts Payable		(70,305)
Increase (Decrease) in Payroll Payable		231
Increase (Decrease) in Payroll Taxes Payable		(14)
Increase (Decrease) in Accrued Interest		(64,670)
Total Adjustments		437,167
Net Cash Provided by Operating Activities	$	692,921

The accompanying notes are an integral part of this financial statement.

INTRODUCTION

The Lake Providence Port Commission (Port Commission) was created by Act 450 of the 1958 Session of the Louisiana Legislature as the governing authority of the Lake Providence Parish Port, Harbor, and Terminal District. The board of commissioners consist of seven members who serve four-year staggered terms; four appointed by the East Carroll Parish Police Jury, two by the Town of Lake Providence, and one selected by the six appointed members. Commissioners serve without compensation.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. BASIS OF PRESENTATION

The accompanying financial statements of the Lake Providence Port Commission have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. In June 1999, the Governmental Accounting Standards Board (GASB) unanimously approved Statement No. 34, Basic Financial Statements and Management's Discussion and Analysis – for State and Local Governments.

B. REPORTING ENTITY

As the governing authority of the parish, for reporting purposes, the East Carrol Parish Police Jury is the financial reporting entity for East Carroll Parish. The financial reporting entity consists of (a) the primary government (police jury), (b) organizations for which the primary government is financially accountable, and (c) other organizations for which nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete.

Governmental Accounting Standards Board established criteria for determining which component units should be considered part of the East Carroll Parish Police Jury for financial reporting purposes. The basic criterion for including a potential component unit within the reporting entity is financial accountability. The GASB has set forth criteria to be considered in determining financial accountability. This criteria includes:

1. Appointing a voting majority of an organization's governing body, and

    a. The ability of the police jury to impose its will on that organization and/or

    b. The potential for the organization to provide specific financial benefits to or impose specific financial burdens on the police jury.

2. Organizations for which the police jury does not appoint a voting majority but are fiscally dependent on the police jury and the potential for the organization to provide specific financial benefits to or impose specific financial burdens on the police jury exists.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

B. REPORTING ENTITY (CONTINUED)

3. Organizations for which the reporting entity financial statements would be misleading if data of the organization is not included because of the nature or significance of the relationship.

Because the police jury appoints the Port Commission's governing body, the Port Commission was determined to be a component unit of the East Carroll Parish Police Jury, the financial reporting entity. The accompanying financial statements present information only on the funds maintained by the Port Commission and do not present information on the police jury, the general government services provided by that governmental unit, or the other governmental units that comprise the financial reporting entity.

C. BASIC FINANCIAL STATEMENTS – GOVERNMENT WIDE STATEMENTS

The Port Commission is organized and operated on a fund basis whereby a self-balancing set of accounts (Enterprise Fund) is maintained that comprises its assets, liabilities, fund equity, revenues, and expenses. The operations are financed and operated in a manner similar to a private business enterprise, where the intent of the governing body is that the cost (expenses, including depreciation) of providing services on a continuing basis be financed primarily through user charges.

The Statement of Net Position and the Statement of Activities display information about the reporting government as a whole. These statements include all the financial activities of the Port Commission.

In the Statement of Net Position, governmental activities are presented on a consolidated basis and are presented on a full accrual, economic resource basis, which recognizes all long-term assets and receivables as well as long-term obligations. Net position is reported in three parts; invested in capital assets, net of any related debt; restricted net position; and unrestricted net position. The Port Commission first uses restricted resources to finance qualifying activities.

The financial statements are prepared using the economic resources measurement focus and the accrual basis of accounting. Revenues, expenses, gains, losses, assets and liabilities resulting from exchange or exchange-like transactions are recognized when the exchange occurs (regardless of when cash is received or disbursed). Revenues, expenses, gains, losses, assets and liabilities resulting from nonexchange transactions are recognized in accordance with the requirements of GASB No.33, *Accounting and Financial Reporting for Nonexchange Transactions.*

Program Revenues – Program revenues included in the Statement of Activities are derived directly from parties outside the Port Commission's taxpayers or citizenry. Program revenues reduce the cost of the function to be financed from the Port Commission's general revenues.

Expenses – The Port Commission reports all direct expenses by function in the Statement of Activities. Direct expenses are those that are clearly identifiable with a function. Depreciation expense, which can be specifically identified by function, is included in the direct expenses of each function. Depreciation on buildings is assigned to the "general administration" function due to the fact that buildings serve multiple purposes. Interest on general long-term debt is considered an indirect expense and is reported separately on the Statement of Activities.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

D. BASIC FINANCIAL STATEMENTS – FUND FINANCIAL STATEMENTS

The financial transactions of the Port Commission are reported in individual funds in the fund financial statements. Fund accounting is designed to demonstrated legal compliance and to aid financial management by segregating transactions related to certain government functions or activities.

Fund financial statements report detailed information about the Port Commission. The focus of governmental fund financial statements is on major funds rather than reporting funds by type. Each major fund is presented in a separate column.

Funds are classified into three categories; governmental, proprietary and fiduciary. Each category, in turn, is divided into separate "fund types". Governmental funds are used to account for a government's general activities, where the focus of attention is on the providing of services to the public as opposed to proprietary funds where the focus of attention is on recovering the cost of providing services to the public or other agencies through service charges or user fees. Fiduciary funds are used to account for assets held for others. Revenues of the General Fund include ad valorem taxes, state revenue sharing, fees, fines and forfeitures. General operating expenses are paid from this fund.

E. BASIS OF ACCOUNTING

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurement made, regardless of the measurement focus applied. The Enterprise Fund is reported in the accompanying financial statements on the accrual basis of accounting. Revenues are recognized when they are earned, and expenses are recognized when they are incurred.

F. CASH AND CASH EQUIVALENTS

Cash includes amounts in demand deposits, interest-bearing demand deposits, and time deposits. The Port Commission considers all short-term, highly liquid investments with original maturities of 90 days or less to be treated as cash equivalents. Under state law, the Port Commission may deposit funds in demand deposits, interest-bearing demand deposits, or time deposits with state banks organized under Louisiana law and national banks having their principal offices in Louisiana.

G. INVESTMENTS

Investments are limited by Louisiana Revised Statute (R.S.) 33:2955 and the Port Commission's investment policy. If the original maturities of investments exceed 90 days, they are classified as investments; however, if the original maturities are 90 days or less, they are classified as cash equivalents. Investments in non-participating interest-earning contracts, such as non-negotiable certificates of deposit with redemption terms that do not consider market rates, are reported using a cost-based measure.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

H. CAPITAL ASSETS

Capital assets are capitalized at historical cost or estimated historical costs for assets where actual cost is not available. Donated assets, if any, are recorded as capital assets at their estimated fair market value at the date of donation. The Port Commission maintains a threshold level of $500 or more for capitalizing capital assets.

Description	Estimated Lives
Buildings and building improvements	20-40 years
Furniture and fixtures	5-10 years
Vehicles	5-15 years
Equipment	5-20 years

I. ANNUAL AND SICK LEAVE

The Director of the Port Commission earns from 14 to 24 days of vacation and sick leave each year, depending on length of service.

J. RISK MANAGEMENT

The Port Commission is exposed to various risk of loss related to torts: theft of, damage to, and destruction of assets; errors and omissions, and injuries to employees. To handle such risk of loss, the Port Commission maintains a commercial insurance policy covering property, general liability, employee fidelity and worker's compensation. No claims were paid on any of the policies during the past three years which exceeded the policies' coverage amounts. There were no significant reductions in insurance coverage during the year ended December 31, 2024.

K. PENSION PLANS

The Port Commission is a participating employer in a cost-sharing, multiple-employer defined benefit pension plan as described in Note 5. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of each of the plans, and additions to/deductions for the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments have been reported at fair value within the plan.

L. CONTRIBUTED CAPITAL

Grants received by the Port Commission that are restricted for the acquisition or construction of capital assets are recorded as contributed capital. Contributed capital is not amortized based on the depreciation recognized on that portion of the assets acquired from such contributions.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

M. EQUITY CLASSIFICATIONS

In the government-wide statements, equity is classified as net position and displayed in three components:

a. Net investment in capital assets – Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowing that are attributable to the acquisition, construction, or improvement of those assets.

b. Restricted net position – Consists of net position with constraints placed on the use either by (1) external groups, such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

c. Unrestricted net position – All other net position that does not meet the definition of "restricted" or "net investment in capital assets".

When an expense is incurred for the purposes for which both restricted and unrestricted net position is available, management applies unrestricted resources first, unless a determination is made to use restricted resources. The policy concerning which to apply first varies with the intended use and legal requirements. This decision is typically made by management at the incurrence of the expense.

N. ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America require management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenditures, and expenses during the reporting period. Actual results could differ from those estimates.

O. DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of* resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow or resources (expense/expenditure) until then. The Port Commission has one item, deferred outflows related to pensions that qualifies in this category and is reported only in the governmental activities.

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources,* represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources until that time. The Port Commission has one item, deferred inflows related to pensions that qualifies in this category and is reported only in the governmental activities.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

O. DEFERRED OUTFLOWS/INFLOWS OF RESOURCES (CONTINUED)

For purposes measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the retirement systems and additions to/deductions from the retirements systems fiduciary net position have been determined on the same basis as they are reported by the retirement systems.

For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

NOTE 2 – CASH AND CASH EQUIVALENTS

Deposits are stated at cost, which approximate fair value. Under state law, these deposits (or the resulting bank balances) must be secured by federal deposit insurance or the pledge of securities owned by the fiscal agent bank. The market value of the pledged securities plus the federal deposit insurance must at all times equal the amount on deposit with the fiscal agent bank. These securities are held in the name of the pledging fiscal agent bank in the holding or custodial bank that is mutually acceptable to both parties.

Interest Rate Risk: The Port Commission's policy does not address interest rate risk.

Credit Risk: The Port Commission's investments are in Certificates of Deposits which do not have credit ratings; however, the Port Commission's policy does not address credit rate risk.

Custodial Credit Risk: At year-end the Port Commission's carrying amount of deposits was $1,578,724 and the bank balance was $1,583,904, which includes $22,628 in certificate of deposits classified as investments.

Of the bank balance, $500,000 was covered by federal depository insurance. The remaining balance was collateralized with securities held by the pledging financial institution's trust department or agent but not in the Port Commission's name in the amount of $3,081,791. The Port Commission's policy does not address custodial credit risk. Even though the pledged securities are considered uncollateralized under the provisions of GASB Statement No. 3, Louisiana Revised Statute 39:1229 imposes a statutory requirement on the custodial bank to advertise and sell the pledged securities within 10 days of being notified by the Port Commission that the fiscal agent has failed to pay deposited funds upon demand.

NOTE 3 – ACCOUNTS RECEIVABLE

The General Fund receivables of $10,569,325 at December 31, 2024, are as follows:

Taxes – Ad Valorem	$ 181,423
Leases	10,140,220
Accrued Lease Interest	245,780
State Revenue Sharing	1,902
Total	$10,569,325

NOTE 4 – LEVIED TAXES

The ad valorem tax millage levied by the Port Commission was 3.26 mills for the year ended December 31, 2024. The authorized millage for the year ended December 31, 2024 was 2.980 mills. The difference between authorized and levied millages is the result of reassessments of taxable property withing the parish as required by Article 7, Section 18 of the Louisiana Constitution of 1974. The following are the principal taxpayers for the parish and their 2024 assessed valuation (amounts expressed in thousands):

	2024 Assessed Value Valuation	Percent of Total
Columbia Gulf Transmission Co.	$ 13,993	20.13%
Trunkline Gas Company	4,709	6.77%
Tennessee Gas Pipeline Company	3,151	4.53%
Progressive Tractor Holdings	1,302	1.87%
Southern Natural Gas Company	1,861	2.68%
Nutrien AF Solutions, Inc.	1,709	2.46%
Terral Riverservice, Inc.	2,257	3.25%
Delta Bank	1,472	2.12%
Lansing Louisiana, LLC	1,200	1.73%
Entergy Louisiana, Inc.	1,481	2.13%
Total	$ 33,135	47.67%

NOTE 5 – CAPITAL ASSETS

A summary of changes in capital assets for the year ended December 31, 2024 is as follows:

	Balance at December 31, 2023	Additions	Deletions	Balance at December 31, 2024
Land	$ 1,003,498	$ 10,017	$ -	$ 1,013,515
Construction in Progress	-	1,637,936	-	1,637,936
Buildings	2,930,797	-	-	2,930,797
Improvements	33,813,086	-	-	33,813,086
Heavy Equipment	1,161,622	-	-	1,161,622
Office Equipment	39,283	-	(5,888)	33,395
Total	38,948,286	1,647,953	(5,888)	40,590,351
Less Accumulated Depreciation	(13,289,185)	(870,464)	5,888	(14,153,761)
Net Capital Assets	$25,659,101	$ 777,489	$ -	$26,436,590

Depreciation expense was $870,464 in 2024.

NOTE 6 – PENSION PLAN

Retirement Systems

Louisiana State Employees' Retirement System (LASERS)

Pensions

For purposes of measuring the Net Pension Liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Louisiana State Employees' Retirement System (LASERS) and additions to/deductions from LASERS' fiduciary net position have been determined on the same basis as they are reported by LASERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Plan Description

Employees of Lake Providence Port Commission are provided with pensions through a cost-sharing multiple-employer defined benefit plan administered by the Louisiana State Employees' Retirement System (LASERS). The System was established for the purpose of providing retirement allowances and other benefits as stated under the provisions of La. R.S. 11:401, as amended, for eligible state officers, employees, and their beneficiaries. The projection of benefit payments in the calculation of the total pension liability includes all benefits to be provided to current active and inactive employees through the System in accordance with the benefit terms and any additional legal agreements to provide benefits that are in force at the measurement date.

The following is a description of the plan and its benefits and is provided for general information purposes only. Participants should refer to the appropriate statutes for more complete information.

1. Retirement Benefits

The age and years of creditable service required in order for a member to retire with full benefits are established by statute, and vary depending on the member's hire date, employer, and job classification. The LASERS rank-and-file members hired prior to July 1, 2006 may either retire with full benefits at any age upon completing 30 years of creditable service, at age 55 upon completing 25 years of creditable service, and at age 60 upon completing ten years of creditable service depending on their plan. Those members hired between July 1, 2006 and June 30, 2015, may retire at age 60 upon completing five years of creditable service and those hired on or after July 1, 2015, may retire at age 62 upon completing five years of creditable service. The basic annual retirement benefit for members is equal to 2.5% to 3.5% of average compensation multiplied by the number of years of creditable service. Additionally, members may choose to retire with 20 years of service at any age, with an actuarially reduced benefit.

Average compensation is defined as the member's average annual earned compensation for the highest 36 consecutive months of employment for members employed prior to July 1, 2006. For members hired July 1, 2006 or later, average compensation is based on the member's average annual earned compensation for the highest 60 consecutive months of employment. The maximum annual retirement benefit cannot exceed the lesser of 100% of average compensation or a certain specified dollar amount of actuarially determined monetary limits, which vary depending upon the member's age at retirement. Judges, court officers, and certain elected officials receive an additional annual retirement benefit equal to 1.0% of average compensation multiplied by the number of years of creditable service in their respective capacity. As an alternative to the basic retirement benefits, a member may elect to receive their retirement throughout their life, with certain benefits being paid to their designated beneficiary after their death.

Act 992 of the 2010 Louisiana Regular Legislative Session, changed the benefit structure for LASERS members hired on or after January 1, 2011. This resulted in three new plans: regular, hazardous duty, and judges. The new regular plan includes regular members and those members who were formerly eligible to participate in specialty plans, excluding hazardous duty and judges. Regular members and judges are eligible to retire at age 60 after five years of creditable service and, may also retire at any age, with a reduced benefit, after 20 years of creditable service. Hazardous duty members are eligible to retire with twelve years of creditable service at age 55, 25 years of creditable service at any age or with a reduced benefit after 20 years of creditable service. Average compensation will be based on the member's average annual earned compensation for the highest 60 consecutive months of employment for all three new plans. Members in the regular plan will receive a 2.5% accrual rate, hazardous duty plan a 3.33% accrual rate, and judges a 3.5% accrual rate. The extra 1.0% accrual rate for each year of service for court officers, the governor, lieutenant governor, legislators, House clerk, sergeants at arms, or Senate secretary, employed after January 1, 2011, was eliminated by Act 992. Specialty plan and regular members, hired prior to January 1, 2011, who are hazardous duty employees have the option to transition to the new hazardous duty plan.

Act 226 of the 2014 Louisiana Regular Legislative Session established new retirement eligibility for members of LASERS hired on or after July 1, 2015, excluding hazardous duty plan members.

Regular members and judges under the new plan are eligible to retire at age 62 after five years of creditable service and, may also retire at any age, with a reduced benefit, after 20 years of creditable service.

Average compensation will be based on the member's average annual earned compensation for the highest 60 consecutive months of employment. Members in the regular plan will receive a 2.5% accrual rate, and judges a 3.5% accrual rate, with the extra 1.0% accrual rate based on all years of service as a judge.

Members of the Harbor Police Retirement System who were members prior to July 1, 2014, may retire after 25 years of creditable service at any age, 12 years of creditable service at age 55, 20 years of creditable service at age 45, and 10 years of creditable service at age 60. Average compensation for the plan is the member's average annual earned compensation for the highest 36 consecutive months of employment, with a 3.33% accrual rate.

A member leaving employment before attaining minimum retirement age, but after completing certain minimum service requirements, becomes eligible for a benefit provided the member lives to the minimum service retirement age, and does not withdraw their accumulated contributions. The minimum service requirement for benefits varies depending upon the member's employer and service classification but generally is ten years of service.

2. Deferred Benefits

The State Legislature authorized LASERS to establish a Deferred Retirement Option Plan (DROP). When a member enters DROP, their status changes from active member to retiree even though they continue to work and draw their salary for a period of up to three years. The election is irrevocable once participation begins. During DROP participation, accumulated retirement benefits that would have been paid to each retiree are separately tracked. For members who entered DROP prior to January 1, 2004, interest at a rate of one-half percent less than the System's realized return on its portfolio (not to be less than zero) will be credited to the retiree after participation ends. At that time, the member must choose among available alternatives for the distribution of benefits that have accumulated in the DROP account. Members who enter DROP on or after January 1, 2004, are required to participate in LASERS Self-Directed Plan (SDP) which is administered by a third-party provider. The SDP allows DROP participants to choose from a menu of investment options for the allocation of their DROP balances. Participants may diversify their investments by choosing from an approved list of mutual funds with different holdings, management styles, and risk factors.

Members eligible to retire and who do not choose to participate in DROP may elect to receive at the time of retirement an initial benefit option (IBO) in an amount up to 36 months of benefits, with an actuarial reduction of their future benefits. For members who selected the IBO option prior to January 1, 2004, such amount may be withdrawn or remain in the IBO account earning interest at a rate of one-half percent less than the System's realized return on its portfolio (not to be less than zero). Those members who select the IBO on or after January 1, 2004, are required to enter the SDP as described above.

For members who are in the Harbor Police Plan, the annual DROP Interest Rate is the three-year average (calculated as the compound average of 36 months) investment return of the plan assets for the period ending the June 30th immediately preceding that given date. The average rate so determined is to be reduced by a "contingency" adjustment of 0.5%, but not to below zero. DROP interest is forfeited if member does not cease employment after DROP participation.

3. Disability Benefits

Generally, active members with ten or more years of credited service who become disabled may receive a maximum disability retirement benefit equivalent to the regular retirement formula without reduction by reason of age.

Upon reaching retirement age, the disability retiree may receive a regular retirement benefit by making application to the Board of Trustees.

For injuries sustained in the line of duty, hazardous duty personnel in the Hazardous Duty Services Plan will receive a disability benefit equal to 75% of final average compensation or 100% of final average compensation if the injury was the result of an intentional act of violence.

Members of the Harbor Police Retirement System who become disabled may receive a non-line of duty disability benefit after five years or more of credited service. Members age 55 or older may receive a disability benefit equivalent to the regular retirement benefit. Under age 55, the disability benefit is equal to 40% of final average compensation. Line of duty disability benefits are equal to 60% of final average compensation, regardless of years of credited service or 100% of final average compensation if the injury was the result of an intentional act of violence. If the disability benefit retiree is permanently confined to a wheelchair, or, is an amputee incapable of serving as a law enforcement officer, or the benefit is permanently legally binding, there is no reduction to the benefit if the retiree becomes gainfully employed.

4. Survivor's Benefits

Certain eligible surviving dependents receive benefits based on the deceased member's compensation and their relationship to the deceased. The deceased member hired before January 1, 2011, who was in state service at the time of death, must have a minimum of five years of service credit, at least two of which were earned immediately prior to death, or who had a minimum of twenty years of service credit, regardless of when earned, in order for a benefit to be paid to a minor or handicapped child. Benefits are payable to an unmarried child until age 18, or age 23 if the child remains a full-time student. The aforementioned minimum service credit requirement is ten years for a surviving spouse with no minor children and benefits are to be paid for life to the spouse or qualified handicapped child.

The deceased regular member hired on or after January 1, 2011, must have a minimum of five years of service credit regardless of when earned in order for a benefit to be paid to a minor child. The aforementioned minimum service credit requirements for a surviving spouse are 10 years, 2 years being earned immediately prior to death, and in active state service at the time of death, or a minimum of 20 years of service credit regardless of when earned. A deceased member's spouse must have been married for at least one year before death.
A Hazardous Duty Services Plan member's surviving spouse and minor or handicapped or mentally incapacitated child or children are entitled to survivor benefits of 80% of the member's final average compensation if the member was killed in the line of duty. If the member dies in the line of duty as a result of an intentional act of violence, survivor benefits may be increased to 100% of the members final average compensation.

Non-line of duty survivor benefits of the Harbor Police Retirement System may be received after a minimum of five years of credited service. Survivor benefits paid to a surviving spouse without children are equal to 40% of final average compensation and cease upon remarriage. Surviving spouse with children under 18 benefits are equal to 60% of final average compensation, and cease upon remarriage, and children turning 18.

No minimum service credit is required for line of duty survivor benefits which are equal to 60% of final average compensation to surviving spouse, or 100% of final average compensation if the injury was the result of an intentional act of violence regardless of children. Line of duty survivor benefits cease upon remarriage, and then benefit is paid to children under 18.

5. Permanent Benefit Increases/Cost-of-Living Adjustments

As fully described in Title 11 of the Louisiana Revised Statutes, the System allows for the payment of permanent benefit increases, also known as cost-of-living adjustments (COLAs) that are funded through investment earnings when recommended by the Board of Trustees and approved by the State Legislature.
Contributions
The employer contribution rate is established annually under La. R.S. 11:101-11:104 by the Public Retirement Systems' Actuarial Committee (PRSAC), taking into consideration the recommendation of the System's Actuary. Each plan pays a separate actuarially-determined employer contribution rate. However, all assets of LASERS are used for the payment of benefits for all classes of members, regardless of their plan membership. Rates for the year ended June 30, 2024 are as follows:

Plan	Plan Status	2024 Employer Rate
Regular Employees hired before 7/01/06	Closed	40.40%
Regular Employees hired on or after 7/01/06	Closed	40.40%
Regular Employees hired on or after 1/01/11	Closed	40.40%
Regular Employees hired on or after 7/1/15	Open	40.40%

The Lake Providence Port Commission's contractually required composite contribution rate for the year ended December 31, 2024 was 40.40% of annual payroll (January-June) and 41.30% of annual payroll (July-December), actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any Unfunded Actuarial Accrued Liability. Contributions to the pension plan from the Commission were $99,095 for the year ended December 31, 2024.

Pension Liabilities, Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions

At December 31, 2024, the Employer reported a liability of $554,807 for its proportionate share of the Net Pension Liability. The Net Pension Liability was measured as of June 30, 2024 and the total pension liability used to calculate the Net Pension Liability was determined by an actuarial valuation as of that date. The Commission's proportion of the Net Pension Liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At June 30, 2024, the Agency's proportion was 0.010202%, which was a decrease of 0.000497% from its proportion measured as of June 30, 2023.

For the year ended December 31, 2024, the Lake Providence Port Commission recognized pension expense of $56,997 plus employer's amortization of change in proportionate share and differences between employer contributions and proportionate share of contribution, which was ($108,984). Total pension expense for the Lake Providence Port Commission for the year ended December 31, 2024 was ($51,987).

At December 31, 2024, the Lake Providence Port Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	-	2,454
Changes in assumption	3,878	-
Net difference between projected and actual earnings on pension plan investments	-	66,149
Changes in employer's portion of beginning net pension liability	-	-
Differences between employer contributions and proportionate share of employer contributions	-	83,156
Subsequent measurement contributions	42,674	-
Total	46,552	151,760

The $42,674 reported as deferred outflows of resources related to pensions resulting from the Lake Providence Port Commission contributions subsequent to the measurement date will be recognized as a reduction of Net Pension Liability in the year ended December 31, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources will be recognized in pension expense as follows:

Year ended December 31,	
2025	(100,550)
2026	(5,294)
2027	(25,495)
2028	(16,542)

Actuarial Assumptions

A summary of the actuarial methods and assumptions used in determining the total pension liability are as follows:

Valuation Date	June 30, 2024
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Expected Remaining Service Lives	2 years
Investment Rate of Return	7.25% per annum, net of investment expenses*
Inflation Rate	2.40% per annum.
Mortality	**Non-disabled members** - The RP-2014 Blue Collar (males/females) and White Collar (females) Healthy Annuitant Tables projected on a fully generational basis by Mortality Improvement Scale MP-2018.

	Disabled members - Mortality rates based on the RP-2000 Disabled Retiree Mortality Table, with no projection for mortality improvement.
Termination, Disability, and Retirement	Termination, disability, and retirement assumptions were projected based on a five-year (2019-2023) experience study of the System's members.
Salary increases	Salary increases were projected based on a 2019-2023 experience study of the System's members. The salary increase ranges for specific types of members are: **Member Type** — **Lower Range** — **Upper Range** Regular — 3.3% — 14.0%
Cost of Living Adjustments	The present value of future retirement benefits is based on benefits currently being paid by the System and includes previously granted cost of living increases. The projected benefit payments do not include provisions for potential future increases not yet authorized by the Board of Trustees as they were deemed not to be substantively automatic.

The long-term expected rate of return on pension plan investments was determined using a building block method in which best-estimates ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation of 2.3% and an adjustment for the effect of rebalancing/diversification. The resulting expected long-term rate of return is 8.15% for 2024. Best estimates of geometric real rates of return for each major asset class included in the System's target asset allocation as of June 30, 2024 are summarized in the following table:

Asset Class	Long-Term Expected Real Rate of Return
Cash	0.76%
Domestic Equity	4.29%
International Equity	5.22%
Domestic Fixed Income	2.04%
International Fixed Income	5.24%
Alternative Investments	8.19%
Totals	5.61%

The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that contributions from participating employers will be made at actuarially determined rates approved by PRSAC taking into consideration the recommendation of the System's actuary. Based on those assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payment to determine the total pension liability.

Sensitivity of the Lake Providence Port Commission's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the Lake Providence Port Commission's proportionate share of the net pension liability calculated using the discount rate of 7.25%, as well as what the employers' net pension liability would be if it were calculated using a discount rate that is one percentage-point lower, or one percentage-point higher than the current rate.

	1.0% Decrease (6.25%)	Current Discount Rate (7.25%)	1.0% Increase (8.25%)
2024 Employer Net Pension Liability	$766,174	$554,807	$375,194

Payables to the Pension Plan

These financial statements include a payable to the pension plan of $8,689, which is the legally required contribution due at December 31, 2024. This amount is recorded in accrued expenses.

Plan Fiduciary Net Position

The Louisiana State Employees' Retirement System has issued stand-alone audit reports on their financial statements for the years ended June 30, 2024. Access to the reports can be found on the Louisiana Legislative Auditor's website, www.11a.la.gov and the System's website, www.lasersonline.org.

NOTE 7 – LONG-TERM DEBT

The following is a summary of long-term debt transactions for the year ended December 31,2024:

	Net Pension Liability	Revenue Bonds	Total
Long-term debt payable at January 1, 2024	$ 716,141	$4,091,000	$ 4,807,141
Additions	-	-	-
Reductions	(161,334)	(82,295)	(243,629)
Long-term debt payable at December 31, 2024	$ 554,807	$4,008,705	$ 4,563,512

Long-term debt payable at December 31, 2024 is comprised of the following individual issues:

$2,015,000 – Taxable Revenue and Revenue Refunding Bonds (Refunding) issued March 25, 2021, are due in annual installments from $38,000 to $110,000 Through March 1, 2051 with interest at 3.75% due semi-annually. $1,899,000

$2,235,000 – Taxable Revenue and Revenue Refunding Bonds (New Money) issued March 25, 2021, are due in annual installments from $40,000 to $122,000 Through March 1, 2051 with interest at 3.75% due semi-annually. $2,109,705

NOTE 7 – LONG-TERM DEBT (CONTINUED)

The following bonds were refunded when the Taxable Revenue and Revenue Refunding Bonds were issued:

$1,100,000 – Taxable Revenue Bonds issued April 29, 2014, are due in annual installments from $85,000 to $140,000 through December 1, 2024, with interest at 5.75 per cent per annum.	$ -
$2,500,000 – Certificates of indebtedness issued September 15, 2011, are due in annual installments from $160,000 to $265,000 through September 1, 2025, with interest at 4.59 per cent per annum.	-
$500,000 – Certificates of indebtedness issued September 15, 2011, are due in annual installments from $30,000 to $55,000 through September 1, 2025, with interest at 5.80 per cent per annum.	-
TOTAL	$ 4,008,705

The annual requirements to amortize all outstanding debt at December 31, 2024, including interest of $2,740,451 is as follows:

Year	Refunding Bonds Series 2021	New Money Bonds Series 2021	Interest
2025	$ 41,000	$ 46,000	$ 148,632
2026	43,000	48,000	145,295
2027	45,000	49,000	141,826
2028	46,000	52,000	138,226
2029	48,000	54,000	134,475
2030-2034	270,000	299,000	611,036
2035-2039	325,000	361,000	493,763
2040-2044	392,000	435,000	352,331
2045-2049	473,000	525,000	181,688
2050-2051	216,000	240,705	53,681
Total	$1,899,000	$2,109,705	$2,400,953

NOTE 8 – PORT LEASE RENTALS (AS LESSOR)

The Commission's lessor lease activity consists primarily of leasing infrastructure and dockspace to maritime enterprises, and other uses. The terms of these leases are for periods ranging from 5 to 40 years at various payment frequencies and amounts. In accordance with GASB Statement No. 87, *Leases*, a receivable has been recorded for the present value of lease payments to be received over the lease term for each agreement. As of December 31, 2024, the combined value of the lease receivables was $10,140,220. In determining the present value, a discount rate of 3.5% was generally applied to reflect a reasonable rate of return of the lease investments to the Commission. Also, deferred inflows associated with these lease payments have been recorded that will be recognized as revenue over the lease terms. The balance of the deferred inflows at December 31, 2024 is $10,056,884.

Inflows recognized during the year ended December 31, 2024 consisted of amortization of deferred inflow of $397,843 and interest income of $605,583. Additionally, approximately $310,871 of rental income was recognized on those leases which were not included in the lease receivable, either because of the variable nature of the payments or the short-term features of the contract.

The future lease collections including principal and interest as of December 31, 2024, are as follows:

Year	Principal	Interest	Total
2025	189,707	350,457	540,164
2026	152,514	487,525	640,039
2027	252,546	430,493	683,039
2028	275,691	407,348	683,039
2029	311,782	371,257	683,039
2030-2034	1,899,009	1,571,186	3,470,195
2035-2039	1,846,169	1,227,026	3,073,195
2040-2044	1,880,257	933,438	2,813,695
2045-2049	1,939,471	447,390	2,386,861
2050-2054	874,366	151,851	1,026,217
2055-2059	388,341	61,659	450,000
2060-2061	130,367	4,632	135,000
Total	$ 10,140,221	$ 6,444,262	$ 16,584,483

NOTE 9 – LITIGATION AND CLAIMS

The Lake Providence Port Commission is not involved in any litigation at December 31, 2024, nor is it aware of any unasserted claims.

NOTE 10 – PREPAID RENT

The Northeast Louisiana Multimodal District (fka NELA Railroad District) was created in 2022 by ordinances passed by the Police Juries of East Carroll, Madison, Tensas and Concordia Parishes. LA Revised Statute 33:140.71 – 79 was created by Act No. 435 in the Regular Session of 2004 of the Louisiana Legislature. The railroad district, if created, is hereby constituted and is declared to be a body politic and political subdivision of the state of Louisiana. The governing authorities of two or more parishes by ordinance may create a railroad development district. The district's primary object and purpose is to promote and encourage development of rail service in the area of the parishes to stimulate the economy through renewed commerce, industry, and for the utilization of and development of natural and human resources of the area by providing job opportunities. Lake Providence Port Commission paid $432,983 of that District's expenses during 2024 which will be treated as rent expense when the District is fully operational.

NOTE 11 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through April 16, 2025 and except as noted below, no significant events have occurred for disclosure.

REQUIRED SUPPLEMENTAL INFORMATION (PART B)

Schedule I

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

SCHEDULE OF EMPLOYER'S SHARE OF NET PENSION LIABILITY
FOR THE YEAR ENDED DECEMBER 31, 2024

Fiscal Year	Agency's proportion of the net pension liability (asset)	Agency's proportionate share of the net pension liabiltiy (asset)	Agency's covered payroll	Agency's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	Plan fiduciary net position as a percentage of the total pension liability
2014	0.005120%	$ 320,336	$ 102,842	311%	65.00%
2015	0.829000%	$ 563,981	$ 111,300	507%	62.70%
2016	0.009270%	$ 728,010	$ 230,615	316%	57.70%
2017	0.009350%	$ 658,060	$ 174,300	378%	62.50%
2018	0.009010%	$ 614,271	$ 174,300	352%	64.30%
2019	0.008760%	$ 634,872	$ 158,550	400%	62.90%
2020	0.010120%	$ 837,240	$ 198,494	422%	58.00%
2021	0.010050%	$ 552,929	$ 222,747	248%	72.80%
2022	0.011280%	$ 853,041	$ 236,372	361%	63.70%
2023	0.010700%	$ 716,141	$ 120,015	597%	68.40%
2024	0.010200%	$ 554,807	$ 244,005	227%	74.60%

Amounts presented were determined as of the measurement date (previous fiscal year end).
Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Schedule II

SCHEDULE OF EMPLOYER CONTRIBUTIONS
FOR THE YEAR ENDED DECEMBER 31, 2024

Fiscal Year	(a) Statutorily required contribution	(b) Contributions in relation to the statutorily required contribution	(a-b) Contribution deficiency	Agency's covered payroll	Contributions as a percentage of covered payroll
2014	$ 32,232	$ 32,232	$ -	$ 94,384	16.90%
2015	$ 69,760	$ 69,760	$ -	$ 190,657	36.60%
2016	$ 63,620	$ 63,620	$ -	$ 174,300	36.50%
2017	$ 64,230	$ 64,230	$ -	$ 174,300	36.90%
2018	$ 66,060	$ 66,060	$ -	$ 174,300	37.90%
2019	$ 62,090	$ 62,090	$ -	$ 158,550	39.20%
2020	$ 80,150	$ 80,150	$ -	$ 198,494	40.40%
2021	$ 88,622	$ 88,622	$ -	$ 222,747	39.80%
2022	$ 95,803	$ 95,803	$ -	$ 239,805	40.00%
2023	$ 99,095	$ 99,095	$ -	$ 242,579	40.90%
2024	93,307	93,307	$ -	$ 245,437	38.00%

Amounts presented were determined as of the end of the fiscal year.
Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

The accompanying notes are an integral part of this financial statement.

SUPPLEMENTARY INFORMATION

Schedule III

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana

SCHEDULE OF COMPENSATION, BENEFITS AND OTHER PAYMENTS TO AGENCY HEAD OR CHIEF EXECUTIVE OFFICER
FOR THE YEAR ENDED DECEMBER 31, 2024

Agency Head: William Gilfoil

Purpose	Amount
Salary	$ 147,330
Benefits – Insurance	22,218
Benefits – Retirement	56,015
Travel	4,438
Cellphone	1,857

OTHER REPORTS REQUIRED BY *GOVERNMENT AUDITING STANDARDS*

DAVID M. HARTT, CPA
A PROFESSIONAL ACCOUNTING CORPORATION

Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Lake Providence Port Commission
Lake Providence, Louisiana

We have audited in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Lake Providence Port Commission (Port Commission), a component unit of East Carroll Parish Police Jury, as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Port Commission's basic financial statements, and have issued our report thereon dated April 16, 2025.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Port Commission's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Port Commission' s internal control. Accordingly, we do not express an opinion on the effectiveness of the Port Commission's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during my audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Port Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the Office of the Louisiana Legislative Auditor as a public document.

David M. Nault, CPA (APAC)

West Monroe, Louisiana
April 16, 2025

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED DECEMBER 31, 2024

Lake Providence Port Commission
Lake Providence, Louisiana

We have audited the financial statements of Lake Providence Port Commission, a component unit of the East Carroll Parish Police Jury as of and for the year ended December 31, 2024, and have issued our report thereon dated April 16, 2025. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Our audit of the financial statements as of December 31, 2024, resulted in an unqualified opinion.

Section I- Summary of Auditor's Results

A. Report on Internal Control and Compliance Material to the Financial Statements

Internal Control
Material Weakness ___ yes _X_ no
Significant Deficiencies not considered to be
Material Weaknesses ___ yes _X_ no

Compliance
Compliance Material to Financial Statements ___ yes _X_ no

B. Federal Awards – N/A

Material Weakness Identified ___yes ___no
Significant Deficiencies not considered to be
Material Weaknesses ___ yes ___no

Type of Opinion on Compliance For Major Programs (No Major Programs)
Unqualified _____ Qualified _____
Disclaimer _____ Adverse _____

Are their findings required to be reported in accordance with the Uniform Guidance, Section .510 (a)? N/A

C. Identification of Major Programs: N/A

Name of Federal Program (or cluster) CFDA Number(s) N/A

Dollar threshold used to distinguish between Type A and Type B Programs. N/A

Is the auditee a "low-risk" auditee, as defined by the Uniform Guidance? N/A

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED DECEMBER 31, 2024

Section I - Internal Control and Compliance Material to the Financial Statements

No findings were reported under this section.

Section II - Financial Statement Findings

No findings were reported under this section.

Section III - Management Letter

No management letter was issued.

LAKE PROVIDENCE PORT COMMISSION
Lake Providence, Louisiana
SCHEDULE OF PRIOR YEAR FINDINGS
FOR THE YEAR ENDED DECEMBER 31, 2024

Section I - Internal Control and Compliance Material to the Financial Statements

This section is not applicable for this entity.

Section II - Internal Control and Compliance Material to Federal Awards

This section is not applicable for this entity.

Section III - Management Letter

This section is not applicable for this entity.

DAVID M. HARTT, CPA
A PROFESSIONAL ACCOUNTING CORPORATION

INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Lake Providence Port Commission and the Louisiana Legislative Auditor:

We have performed the procedures enumerated below, which were agreed to by the Lake Providence Port Commission (the Entity) and the Louisiana Legislative Auditor (LLA), on the control and compliance (C/C) areas identified in the LLA's Statewide Agreed-Upon Procedures (SAUPs) for the fiscal period January 1, 2024 through December 31, 2024. The Entity's management is responsible for those C/C areas identified in the SAUPs.

Lake Providence Port Commission has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the engagement, which is to perform specified procedures on the C/C areas identified in LLA's SAUPs for the fiscal period January 1, 2024 through December 31, 2024. Additionally, LLA has agreed to and acknowledged that the procedures performed are appropriate for its purposes. This report may not suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and related exceptions obtained are described in the attachment to this report.

We were engaged by the Lake Providence Port Commission to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants and applicable standards of *Government Auditing Standards*. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on those C/C areas identified in the SAUPs. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Lake Providence Port Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely to describe the scope of testing performed on those C/C areas identified in the SAUPs, and the result of that testing, and not to provide an opinion on control or compliance. Accordingly, this report is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the LLA as a public document.

David M. Hartt, CPA (APAC)

West Monroe, Louisiana
April 16, 2025

P.O. BOX 1332 WEST MONROE, LA 71294 – (318)512-6367 David@dmhartt.com
MEMBER OF THE AMERICAN INSTITUTE OF CERTIFIED PUBLIC ACCOUNTANTS AND SOCIETY OF LOUISIANA CPAS

1) Written Policies and Procedures

A. Obtain and inspect the entity's written policies and procedures and observe whether they address each of the following categories and subcategories if applicable to public funds and the entity's operations:

i. ***Budgeting***, including preparing, adopting, monitoring, and amending the budget.

ii. ***Purchasing***, including (1) how purchases are initiated, (2) how vendors are added to the vendor list, (3) the preparation and approval process of purchase requisitions and purchase orders, (4) controls to ensure compliance with the Public Bid Law, and (5) documentation required to be maintained for all bids and price quotes.

iii. ***Disbursements***, including processing, reviewing, and approving.

iv. ***Receipts/Collections***, including receiving, recording, and preparing deposits. Also, policies and procedures should include management's actions to determine the completeness of all collections for each type of revenue or agency fund additions (e.g., periodic confirmation with outside parties, reconciliation to utility billing after cutoff procedures, reconciliation of traffic ticket number sequences, agency fund forfeiture monies confirmation).

v. ***Payroll/Personnel***, including (1) payroll processing, (2) reviewing and approving time and attendance records, including leave and overtime worked, and (3) approval process for employee rates of pay or approval and maintenance of pay rate schedules.

vi. ***Contracting***, including (1) types of services requiring written contracts, (2) standard terms and conditions, (3) legal review, (4) approval process, and (5) monitoring process.

vii. ***Travel and Expense Reimbursement***, including (1) allowable expenses, (2) dollar thresholds by category of expense, (3) documentation requirements, and (4) required approvers.

viii. ***Credit Cards (and debit cards, fuel cards, purchase cards, if applicable)***, including (1) how cards are to be controlled, (2) allowable business uses, (3) documentation requirements, (4) required approvers of statements, and (5) monitoring card usage (e.g., determining the reasonableness of fuel card purchases).

ix. ***Ethics***, including (1) the prohibitions as defined in Louisiana Revised Statute (R.S.) 42:1111-1121, (2) actions to be taken if an ethics violation takes place, (3) system to monitor possible ethics violations, and (4) a requirement that documentation is maintained to demonstrate that all employees and officials were notified of any changes to the entity's ethics policy.

x. ***Debt Service***, including (1) debt issuance approval, (2) continuing disclosure/EMMA reporting requirements, (3) debt reserve requirements, and (4) debt service requirements.

xi. ***Information Technology Disaster Recovery/Business Continuity***, including (1) identification of critical data and frequency of data backups, (2) storage of backups in a separate physical location isolated from the network, (3) periodic testing/verification that backups can be restored, (4) use of antivirus software on all systems, (5) timely application of all available system and software patches/updates, and (6) identification of personnel, processes, and tools needed to recover operations after a critical event.

xii. ***Prevention of Sexual Harassment***, including R.S. 42:342-344 requirements for (1) agency responsibilities and prohibitions, (2) annual employee training, and (3) annual reporting.

No exceptions noted in the above procedures.

2) Board or Finance Committee

A. Obtain and inspect the board/finance committee minutes for the fiscal period, as well as the board's enabling legislation, charter, bylaws, or equivalent document in effect during the fiscal period, and

i. Observe that the board/finance committee met with a quorum at least monthly, or on a frequency in accordance with the board's enabling legislation, charter, bylaws, or other equivalent document.

ii. For those entities reporting on the governmental accounting model, review the minutes from all regularly scheduled board/finance committee meetings held during the fiscal year and observe whether the minutes from at least one meeting each month referenced or included monthly budget-to-actual comparisons on the general fund, quarterly budget-to-actual comparisons, at a minimum, on all proprietary funds, and semi-annual budget-to-actual comparisons, at a minimum, on all special revenue funds. *Alternatively, for those entities reporting on the not-for-profit accounting model, observe that the minutes referenced or included financial activity relating to public funds if those public funds comprised more than 10% of the entity's collections during the fiscal period.*

iii. For governmental entities, obtain the prior year audit report and observe the unassigned fund balance in the general fund. If the general fund had a negative ending unassigned fund balance in the prior year audit report, observe that the minutes for at least one meeting during the fiscal period referenced or included a formal plan to eliminate the negative unassigned fund balance in the general fund.

iv. Observe whether the board/finance committee received written updates of the progress of resolving audit finding(s), according to management's corrective action plan at each meeting until the findings are considered fully resolved.

No exceptions were noted in the above procedures.

3) Bank Reconciliations

A. Obtain a listing of entity bank accounts for the fiscal period from management and management's representation that the listing is complete. Ask management to identify the entity's main operating account. Select the entity's main operating account and randomly select 4 additional accounts (or all accounts if less than 5). Randomly select one month from the fiscal period, obtain and inspect the corresponding bank statement and reconciliation for each selected account, and observe that:

i. Bank reconciliations include evidence that they were prepared within 2 months of the related statement closing date (e.g., initialed and dated or electronically logged);

ii. Bank reconciliations include written evidence that a member of management or a board member who does not handle cash, post ledgers, or issue checks has reviewed each bank reconciliation within 1 month of the date the reconciliation was prepared (e.g., initialed and dated or electronically logged); and

iii. Management has documentation reflecting it has researched reconciling items that have been outstanding for more than 12 months from the statement closing date, if applicable.

No exceptions were noted in the above procedures.

4) Collections (excluding electronic funds transfers)

A. Obtain a listing of deposit sites for the fiscal period where deposits for cash/checks/money orders (cash) are prepared and management's representation that the listing is complete. Randomly select 5 deposit sites (or all deposit sites if less than 5).

B. For each deposit site selected, obtain a listing of collection locations and management's representation that the listing is complete. Randomly select one collection location for each deposit site (e.g., 5 collection locations for 5 deposit sites), obtain and inspect written policies and procedures relating to employee job duties (if there are no written policies or procedures, then inquire of employees about their job duties) at each collection location, and observe that job duties are properly segregated at each collection location such that

i. Employees responsible for cash collections do not share cash drawers/registers;

ii. Each employee responsible for collecting cash is not also responsible for preparing/making bank deposits, unless another employee/official is responsible for reconciling collection documentation (e.g., pre-numbered receipts) to the deposit;

iii. Each employee responsible for collecting cash is not also responsible for posting collection entries to the general ledger or subsidiary ledgers, unless another employee/official is responsible for reconciling ledger postings to each other and to the deposit; and

iv. The employee(s) responsible for reconciling cash collections to the general ledger and/or subsidiary ledgers, by revenue source and/or custodial fund additions, is (are) not also responsible for collecting cash, unless another employee/official verifies the reconciliation.

C. Obtain from management a copy of the bond or insurance policy for theft covering all employees who have access to cash. Observe that the bond or insurance policy for theft was in force during the fiscal period.

D. Randomly select two deposit dates for each of the 5 bank accounts selected for Bank Reconciliations procedure #3A (select the next deposit date chronologically if no deposits were made on the dates randomly selected and randomly select a deposit if multiple deposits are made on the same day). *Alternatively, the practitioner may use a source document other than bank statements when selecting the deposit dates for testing, such as a cash collection log, daily revenue report, receipt book, etc.* Obtain supporting documentation for each of the 10 deposits and

i. Observe that receipts are sequentially pre-numbered.

ii. Trace sequentially pre-numbered receipts, system reports, and other related collection documentation to the deposit slip.

iii. Trace the deposit slip total to the actual deposit per the bank statement.

iv. Observe that the deposit was made within one business day of receipt at the collection location (within one week if the depository is more than 10 miles from the collection location or the deposit is less than $100 and the cash is stored securely in a locked safe or drawer).

v. Trace the actual deposit per the bank statement to the general ledger.

No exceptions noted in the above procedures.

5) Non-Payroll Disbursements (excluding card purchases, travel reimbursements, and petty cash purchases)

A. Obtain a listing of locations that process payments for the fiscal period and management's representation that the listing is complete. Randomly select 5 locations (or all locations if less than 5).

B. For each location selected under procedure #5A above, obtain a listing of those employees involved with non-payroll purchasing and payment functions. Obtain written policies and procedures relating to employee job duties (if the agency has no written policies and procedures, then inquire of employees about their job duties), and observe that job duties are properly segregated such that

   i. At least two employees are involved in initiating a purchase request, approving a purchase, and placing an order or making the purchase;

   ii. At least two employees are involved in processing and approving payments to vendors;

   iii. The employee responsible for processing payments is prohibited from adding/modifying vendor files, unless another employee is responsible for periodically reviewing changes to vendor files;

   iv. Either the employee/official responsible for signing checks mails the payment or gives the signed checks to an employee to mail who is not responsible for processing payments; and

   v. Only employees/officials authorized to sign checks approve the electronic disbursement (release) of funds, whether through automated clearinghouse (ACH), electronic funds transfer (EFT), wire transfer, or some other electronic means.

   [Note: Findings related to controls that constrain the legal authority of certain public officials (e.g., mayor of a Lawrason Act municipality) should not be reported.]

C. For each location selected under procedure #5A above, obtain the entity's non-payroll disbursement transaction population (excluding cards and travel reimbursements) and obtain management's representation that the population is complete. Randomly select 5 disbursements for each location, obtain supporting documentation for each transaction, and

   i. Observe whether the disbursement, whether by paper or electronic means, matched the related original itemized invoice and supporting documentation indicates that deliverables included on the invoice were received by the entity, and

   ii. Observe whether the disbursement documentation included evidence (e.g., initial/date, electronic logging) of segregation of duties tested under procedure #5B above, as applicable.

D. Using the entity's main operating account and the month selected in Bank Reconciliations procedure #3A, randomly select 5 non-payroll-related electronic disbursements (or all electronic disbursements if less than 5) and observe that each electronic disbursement was (a) approved by only those persons authorized to disburse funds (e.g., sign checks) per the entity's policy, and (b) approved by the required number of authorized signers per the entity's policy. *Note: If no electronic payments were made from the main operating account during the month selected the practitioner should select an alternative month and/or account for testing that does include electronic disbursements.*

No exceptions noted in the above procedures.

6) Credit Cards/Debit Cards/Fuel Cards/Purchase Cards (Cards)

A. Obtain from management a listing of all active credit cards, bank debit cards, fuel cards, and purchase cards (cards) for the fiscal period, including the card numbers and the names of the persons who maintained possession of the cards. Obtain management's representation that the listing is complete.

B. Using the listing prepared by management, randomly select 5 cards (or all cards if less than 5) that were used during the fiscal period. Randomly select one monthly statement or combined statement for each card (for a debit card, randomly select one monthly bank statement). Obtain supporting documentation, and

   i. Observe whether there is evidence that the monthly statement or combined statement and supporting documentation (e.g., itemized receipts for credit/debit card purchases, exception reports for excessive fuel card usage) were reviewed and approved, in writing (or electronically approved) by someone other than the authorized card holder (those instances requiring such approval that may constrain the legal authority of certain public officials, such as the mayor of a Lawrason Act municipality, should not be reported); and

   ii. Observe that finance charges and late fees were not assessed on the selected statements.

C. Using the monthly statements or combined statements selected under procedure #6B above, excluding fuel cards, randomly select 10 transactions (or all transactions if less than 10) from each statement, and obtain supporting documentation for the transactions (e.g., each card should have 10 transactions subject to inspection)

D. For each transaction, observe that it is supported by (1) an original itemized receipt that identifies precisely what was purchased, (2) written documentation of the business/public purpose, and (3) documentation of the individuals participating in meals (for meal charges only). For missing receipts, the practitioner should describe the nature of the transaction and observe

whether management had a compensating control to address missing receipts, such as a "missing receipt statement" that is subject to increased scrutiny.

The Port has no credit, debit or fuel cards.

7) *Travel and Travel-Related Expense Reimbursements (excluding card transactions)*

A. Obtain from management a listing of all travel and travel-related expense reimbursements during the fiscal period and management's representation that the listing or general ledger is complete. Randomly select 5 reimbursements and obtain the related expense reimbursement forms/prepaid expense documentation of each selected reimbursement, as well as the supporting documentation. For each of the 5 reimbursements selected

i. If reimbursed using a per diem, observe that the approved reimbursement rate is no more than those rates established either by the State of Louisiana (doa.la.gov/doa/ost/ppm-49-travel-guide/) or the U.S. General Services Administration (www.gsa.gov);

ii. If reimbursed using actual costs, observe that the reimbursement is supported by an original itemized receipt that identifies precisely what was purchased;

iii. Observe that each reimbursement is supported by documentation of the business/public purpose (for meal charges, observe that the documentation includes the names of those individuals participating) and other documentation required by Written Policies and Procedures procedure #1A(vii); and

iv. Observe that each reimbursement was reviewed and approved, in writing, by someone other than the person receiving reimbursement.

No exceptions noted in the above procedures.

8) *Contracts*

A. Obtain from management a listing of all agreements/contracts for professional services, materials and supplies, leases, and construction activities that were initiated or renewed during the fiscal period. *Alternatively, the practitioner may use an equivalent selection source, such as an active vendor list.* Obtain management's representation that the listing is complete. Randomly select 5 contracts (or all contracts if less than 5) from the listing, excluding the practitioner's contract, and

i. Observe whether the contract was bid in accordance with the Louisiana Public Bid Law (e.g., solicited quotes or bids, advertised), if required by law;

ii. Observe whether the contract was approved by the governing body/board, if required by policy or law (e.g., Lawrason Act, Home Rule Charter);

iii. If the contract was amended (e.g., change order), observe that the original contract terms provided for such an amendment and that amendments were made in compliance with the contract terms (e.g., if approval is required for any amendment, the documented approval); and

iv. Randomly select one payment from the fiscal period for each of the 5 contracts, obtain the supporting invoice, agree the invoice to the contract terms, and observe that the invoice and related payment agreed to the terms and conditions of the contract.

No exceptions noted in the above procedures.

9) Payroll and Personnel

A. Obtain a listing of employees and officials employed during the fiscal period and management's representation that the listing is complete. Randomly select 5 employees or officials, obtain related paid salaries and personnel files, and agree paid salaries to authorized salaries/pay rates in the personnel files.

B. Randomly select one pay period during the fiscal period. For the 5 employees or officials selected under procedure #9A above, obtain attendance records and leave documentation for the pay period, and

i. Observe that all selected employees or officials documented their daily attendance and leave (e.g., vacation, sick, compensatory);

ii. Observe whether supervisors approved the attendance and leave of the selected employees or officials;

iii. Observe that any leave accrued or taken during the pay period is reflected in the entity's cumulative leave records; and

iv. Observe the rate paid to the employees or officials agrees to the authorized salary/pay rate found within the personnel file.

C. Obtain a listing of those employees or officials that received termination payments during the fiscal period and management's representation that the list is complete. Randomly select two employees or officials and obtain related documentation of the hours and pay rates used in management's termination payment calculations and the entity's policy on termination payments. Agree the hours to the employee's or official's cumulative leave records, agree the

pay rates to the employee's or official's authorized pay rates in the employee's or official's personnel files, and agree the termination payment to entity policy.

D. Obtain management's representation that employer and employee portions of third-party payroll related amounts (e.g., payroll taxes, retirement contributions, health insurance premiums, garnishments, workers' compensation premiums) have been paid, and any associated forms have been filed, by required deadlines.

No exceptions noted in the above procedures.

10) *Ethics*

A. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A obtain ethics documentation from management, and

   i. Observe whether the documentation demonstrates that each employee/official completed one hour of ethics training during the calendar year as required by R.S. 42:1170; and

   ii. Observe whether the entity maintains documentation which demonstrates that each employee and official were notified of any changes to the entity's ethics policy during the fiscal period, as applicable.

B. Inquire and/or observe whether the agency has appointed an ethics designee as required by R.S. 42:1170.

None of the Board of Directors received the required ethics training.

11) Debt Service

A. Obtain a listing of bonds/notes and other debt instruments issued during the fiscal period and management's representation that the listing is complete. Select all debt instruments on the listing, obtain supporting documentation, and observe that State Bond Commission approval was obtained for each debt instrument issued as required by Article VII, Section 8 of the Louisiana Constitution.

B. Obtain a listing of bonds/notes outstanding at the end of the fiscal period and management's representation that the listing is complete. Randomly select one bond/note, inspect debt covenants, obtain supporting documentation for the reserve balance and payments, and agree actual reserve balances and payments to those required by debt covenants (including contingency funds, short-lived asset funds, or other funds required by the debt covenants).

This section is not applicable to this entity.

12) Fraud Notice

A. Obtain a listing of misappropriations of public funds and assets during the fiscal period and management's representation that the listing is complete. Select all misappropriations on the listing, obtain supporting documentation, and observe that the entity reported the misappropriation(s) to the legislative auditor and the district attorney of the parish in which the entity is domiciled as required by R.S. 24:523.

B. Observe that the entity has posted, on its premises and website, the notice required by R.S. 24:523.1 concerning the reporting of misappropriation, fraud, waste, or abuse of public funds.

No exceptions noted in the above procedures.

13) Information Technology Disaster Recovery/Business Continuity

Perform the following procedures, **verbally discuss the results with management, and report "We performed the procedure and discussed the results with management":**

A. Obtain and inspect the entity's most recent documentation that it has backed up its critical data (if there is no written documentation, then inquire of personnel responsible for backing up critical data) and observe evidence that such backup (a) occurred within the past week, (b) was not stored on the government's local server or network, and (c) was encrypted.

B. Obtain and inspect the entity's most recent documentation that it has tested/verified that its backups can be restored (if there is no written documentation, then inquire of personnel responsible for testing/verifying backup restoration) and observe evidence that the test/verification was successfully performed within the past 3 months.

C. Obtain a listing of the entity's computers currently in use and their related locations, and management's representation that the listing is complete. Randomly select 5 computers and observe while management demonstrates that the selected computers have current and active antivirus software and that the operating system and accounting system software in use are currently supported by the vendor.

D. Randomly select 5 terminated employees (or all terminated employees if less than 5) using the list of terminated employees obtained in Payroll and Personnel procedure #9C. Observe evidence that the selected terminated employees have been removed or disabled from the network.

E. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A, obtain cybersecurity training documentation from management,

and observe that the documentation demonstrates that the following employees/officials with access to the agency's information technology assets have completed cybersecurity training as required by R.S. 42:1267. The requirements are as follows:

- Hired before June 9, 2020 - completed the training; and
- Hired on or after June 9, 2020 - completed the training within 30 days of initial service or employment.

We performed the procedures and discussed the results with management. The required cybersecurity training was not obtained.

14) Prevention of Sexual Harassment

A. Using the 5 randomly selected employees/officials from Payroll and Personnel procedure #9A, obtain sexual harassment training documentation from management, and observe that the documentation demonstrates each employee/official completed at least one hour of sexual harassment training during the calendar year as required by R.S. 42:343.

B. Observe that the entity has posted its sexual harassment policy and complaint procedure on its website (or in a conspicuous location on the entity's premises if the entity does not have a website).

C. Obtain the entity's annual sexual harassment report for the current fiscal period, observe that the report was dated on or before February 1, and observe that the report includes the applicable requirements of R.S. 42:344:

   i. Number and percentage of public servants in the agency who have completed the training requirements;

   ii. Number of sexual harassment complaints received by the agency;

   iii. Number of complaints which resulted in a finding that sexual harassment occurred;

   iv. Number of complaints in which the finding of sexual harassment resulted in discipline or corrective action; and

   v. Amount of time it took to resolve each complaint.

None of the Board of Directors received the required sexual harassment training.

From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:15 AM
To: Richard Streeter
Subject: Fw: Lake Providence - Transit Time Issues

From: Michael Robbins <ouachitarr@gmail.com>
Sent: Wednesday, April 24, 2024 7:57 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Cc: Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>; Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: Re: Lake Providence - Transit Time Issues

Sir,
I talked to the train crew this morning. According to their work order, they will deliver 5 loads today to interchange, and return south to pull your loaded 4 and the empty being reassigned to LV. ETA for those loads to make interchange is Thursday afternoon/Friday morning. I hope this answers your current concern. As you know, the Segment "C" track repair bid has been awarded which will deal with the transportation issues from the State line to LP. (once completed) I currently do not have the contractors schedule in front of me to give you a refined timeline.
w/r,
MR

On Wed, Apr 24, 2024 at 7:45 AM Jonathan Lewandowski <JLewandowski@apexllc.net> wrote:
What's the hold up? Cars loaded for 20 days still not to the UP? We can't keep doing this.... With the lack of response from NLA going to assume that I'm wasting my time with the emails but wanted to keep everyone in the loop and have to try....

```
ITFX 009810 EUDORA          AR 04 04 0842 L Release from Cust   RLOD23 MOUNTAIN HOME  ID
NLA
ITFX 009879 EUDORA          AR 04 09 1307 L Release from Cust   RLOD68 MOUNTAIN HOME  ID
NLA
ITFX 009803 EUDORA          AR 04 09 1307 L Release from Cust   RLOD68 MOUNTAIN HOME  ID
NLA
```

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010



www.apexllc.net

From: Jonathan Lewandowski
Sent: Thursday, April 18, 2024 4:49 PM
To: ouachitarr@gmail.com; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: RE: Lake Providence - Transit Time Issues

Not sure if my last email went through or not, thought I would re send.

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Wednesday, April 17, 2024 8:40 AM
To: ouachitarr@gmail.com; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: RE: Lake Providence - Transit Time Issues

Morning,

Any update? Hearing delays again and cars not moving?

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

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Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010

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From: ouachitarr@gmail.com <ouachitarr@gmail.com>
Sent: Thursday, April 11, 2024 11:24 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: Re: Lake Providence - Transit Time Issues

It's being addressed and will update all.
w/r,
MR

Sent from Yahoo Mail for iPhone

On Thursday, April 11, 2024, 10:20 AM, Jonathan Lewandowski <JLewandowski@apexllc.net> wrote:

Good Morning,

Did I miss the response on this? I know its only hurting Apex so not really a concern for NLA.

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Monday, April 8, 2024 11:22 AM
To: Danny Robbins <dan@drrailroad.com>; Michael Robbins <ouachitarr@gmail.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Jonathan Lewandowski <JLewandowski@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: Lake Providence - Transit Time Issues

Good morning,

Since the attached items were addressed, we have not seen an improvement in loaded car transit times from LP to McGehee. Average transit times from LP to McGehee in JAN/FEB was 25 days; MAR/APR approximately 20 days. Once again, we do understand that when a derail occurs and the tracks need repair, or the DSRR is holding up shipments due to maintenance, that those are unavoidable delays that we all must limp through. But when the tracks are in service, and when we are told there are daily trips from LP to Eudora and Eudora

to McGehee occurring, there is no acceptable reason it should take more than a few days for loaded cars to make interchange. Apex has been patient in how we've managed our shipments out of Eudora from the start, but we are at a point where we can no longer ignore the inventory we are sitting on and the railcars we need to move. To put this blatantly, 25 days is an unacceptable transit time for loaded cars to interchange, 10 days is unacceptable, 5 days is pushing it.

This is an all-hands-on-deck situation, we have 10 cars currently loaded on the NLA; 4 of which were loaded on 3/27 (12 days ago). The other 6 were loaded between 4/3 – 4/5. I was told the 3/27 cars will make interchange late this week, the others maybe next week. Please advise a better plan/outline to move these cars outbound.

ITFX 009883 EUDORA	AR 03 27 1505 L Release from Cust	RLOD56	DOLES	ID	NLA
ITFX 009813 EUDORA	AR 03 27 1510 L Release from Cust	RLOD56	DOLES	ID	NLA
ITFX 009854 EUDORA	AR 03 27 1508 L Release from Cust	RLOD56	HYDRA	ID	NLA
ITFX 009885 EUDORA	AR 03 27 1508 L Release from Cust	RLOD56	HYDRA	ID	NLA
ITFX 009810 EUDORA	AR 04 04 0842 L Release from Cust	RLOD23	MOUNTAIN HOME	ID	NLA
ITFX 009855 EUDORA	AR 04 05 1212 L Release from Cust	RLOD33	MOUNTAIN HOME	ID	NLA
ITFX 009820 EUDORA	AR 04 05 1212 L Release from Cust	RLOD33	MOUNTAIN HOME	ID	NLA
ITFX 009850 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP
ITFX 009845 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP
ITFX 009887 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP

Thank you,

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net



CAUTION: **This email originated from outside of Apex LLC. Treat links and attachments with caution unless you know the content is safe.**

From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:04 AM
To: Richard Streeter
Subject: Fw: APEX Lake Providence Service Issues

From: Michael Robbins <ouachitarr@gmail.com>
Sent: Friday, November 3, 2023 2:00 PM
To: jlewandowsai@apexllc.net <jlewandowsai@apexllc.net>
Cc: Dan Robbins (dan@drrailroad.com) <dan@drrailroad.com>; noah.b.robbins@outlook.com <noah.b.robbins@outlook.com>; wyly_gilfoil@msn.com <wyly_gilfoil@msn.com>; bryantkillen@gmail.com <bryantkillen@gmail.com>; nmartin@terralriverservice.com <nmartin@terralriverservice.com>
Subject: APEX Lake Providence Service Issues

Afternoon ALL,
My name is Michael A Robbins and I am the VP-Operations for ASL which manages the NLA, providing service to Lake Providence Port (LPP) and APEX. I am writing this email to address the three issues raised concerning railcars for APEX to/from the port. I will describe the issue, explain the cause, and then state how we will/have addressed the issue moving forward.

1) Delay in receiving railcars in McGhee for APEX- I understand there is an issue with railcars remaining in the MeGhee yard once interchanged from the UPRR to the NLA, via the AKMD. When the rail cars arrive in McGhee yard, they are automatically interchange from UPRR to NLA. In actuality, there is a delay in receiving the railcars by 4-7 days, depending on arrival date. This is due to when the UPRR arrives at McGhee, and when the AKMD crew goes to work and receives the switch list. The delay times are longer if the UPRR setout occurs on the weekends due to AKMN and NLA crew times. In order to reduce the delay of receiving railcars for APEX, NLA has coordinated with AKMD to get our own rail cars off the UPRR interchange when the AKMD crew hasn't set them out or is unavailable. This will improve the interchange process for both inbound and outbound railcars.

2) Delivery of railcars once on NLA to LPP- The NLA has been averaging approximately 1 turn (down and back a week) from McGhee to LLP and back. This was the operations plan for the railroad due to crew manning. Going forward, the NLA will operate a daily turn from McGhee to Eudora, and a daily turn from Eudora to LPP. This will improve railcar delivery. On days when there are no empty or loaded rail cars available, the NLA will not run light engines just to run. (example: North job does not have rail cars for LLP, so the north job will not go to Eudora UNLESS there are loaded railcars for McGhee interchange. Likewise, unless there are loaded railcars in LPP needing to be pulled back to Eudora, the south job will not run light engine) Each job has the ability to "tie up" at the turn point if it facilitates railcar movement for the next day. Additionally, the NLA manager will coordinate with the other ASL properties in south Arkansas to provide crew coverage if needed. As the next stage of railroad line improvements begin, we will readdress the NLA call times to maximize the maintenance window while maintaining service levels.

3) Service interruptions- There have been service interruptions due to track repair along the line. Some of the repair is on the NLA controlled trackage and some is on the DSRR controlled trackage near the LPP lead. For the NLA trackage, the railroad has/will continue to coordinate with the track and bridge contractors to reduce or eliminate the maintenance delays. There are instances where this may occur that may close the railroad for a day (ie: major bridge repair). On these days we will notify all in advance to minimize service disruptions. As for maintenance repair on the DSRR owned trackage, we will continue to coordinate with the DSRR in an attempt to minimize the downtime. Same statement as above concerning call times during the next stage of railroad line improvements.

I believe this should address the service issues and delays for APEX. I will keep in contact with Noah to monitor these changes and to modify them to improve the service. Communication is key in developing the service plan that makes all



parties involved satisfied. If an issue arises, please bring it to my attention so we can address it. My direct number is (870)310-1281 CELL or email me at this address.

with regards,

Michael A Robbins
GM-Ouachita RR
VP-Operation ASL

26-093

FINANCE DOCKET NO. 36447
LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION
LINE OF DELTA SOUTHERN RAILROAD
LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

Deposition Of: William Gilfoil

PAGE NO.	LINE NO.	CHANGES	REASON
23	17	operates it now	misspelling
48	14	They came	jumbled wording
84	20	maintenance of way	misspelling
93	19	excepted track	misspelling
93	22	excepted track	misspelling
97	15	excepted track	misspelling
122	24	the originator	corrected word
123	2	HDR	corrected name
131	20	Francis	corrected name spelling
132	5	HDR	corrected name
152	15	Hartt	corrected name spelling
167	3	Whowee	misspelling

I have read the above and foregoing and it is a true and correct transcription of the sworn testimony given by me on the 24th day of February, 2026.

_____
_____

SIGNED: William W Gilfoil
DATE: _____

Please Return Signed Errata Form to:
Copeland Court Reporters
P.O. Box 4177
Monroe, LA 71211

Or Email to: DCreporters@gmail.com

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36447

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION - LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

ORAL DEPOSITION

OF

SAM ANGEL II

TAKEN FEBRUARY 25, 2026, AT 9:51 A.M.

Arkansas Diamond Court Reporting

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C A P T I O N

ANSWERS AND ORAL DEPOSITION OF SAM ANGEL, a witness produced at the request of Delta Southern Railroad, taken in the above-styled and numbered cause on the 25th day of February, 2026, at 9:51 a.m., at the, Arkansas, pursuant to the Federal Rules of Civil Procedure.

P R O C E E D I N G S

THEREUPON,

SAM E. ANGEL II,

THE WITNESS HEREINBEFORE NAMED, having been first duly cautioned and sworn by me to testify to the truth, the whole truth, and nothing but the truth, testified on his oath as follows, to-wit:

EXAMINATION

BY MR. SCHEIB:

Q Good morning.

A Good morning.

Q I appreciate you taking the time to be with us this morning.

A Yes, sir.

Q My name is John Scheib. I'm with Gentry Locke Attorneys and we represent Delta Southern Railroad. Will Spotswood is my collegue, here with me also from Gentry Locke. And maybe we should just get on the record who else is here, please, Mike.

MR. MCBRIDE: And my name is Michael McBride and I'm with the law firm Van Ness Feldman in Washington DC, and I represent the Lake Providence Port Commission in this proceeding, along with North Louisiana and Arkansas Railroad and the Southeast Arkansas Economic Development District as the

applicants in the proceeding.

THE WITNESS: Sure.

MR. MENCER: My name is William L. Mencer with the Law Office of William L. Mencer, LLC. I represent Mr. Angel and Epstein Gin Company and Epstein Transloading.

MR. SCHEIB: Perfect. And for the record --

THE WITNESS: I am --

MR. SCHEIB: -- we'll go ahead and get the witness.

THE WITNESS: I am Sam Angel. And I guess I would be the president along with family business, there. My little brother helps, but we operate Epstein Land, Epstein Gin, Epstein Transloading, Angel Land Holdings here in Lake Village and Chicot County.

MR. SCHEIB: Great. I appreciate you saying "Chicot." I was -- I've been trying to get that right for the entire morning. So, thanks for helping us out, there.

THE WITNESS: Yes, sir.

MR. SCHEIB: (Continuing)

Q What's your address? Where do you live?

A My physical address?

Q Yes, sir.

A I live at 1817 North Lakeshore, Lake Village, Arkansas.
Q Okay. And have you been deposed before?
A Certainly.
Q Yeah. Okay. So you probably know this, but we'll just make sure we're all on the same page with the way the deposition will go this morning.
A Okay.
Q I'm going to be asking you questions. You're answering them under oath. You understand that?
A Yes.
Q Okay. And a few differences between a deposition and just a typical conversation. The court reporter is going to transcribe everything, so we need verbal answers, not nodding of the head --
A Sure.
Q -- and so forth; you understand that? And if you have any questions about a question I ask or you need me to repeat it, feel free to do that. If we share documents, feel free to read the entire document and make sure you understand it before you answer. We agree that that's a good way --
A Yes, sir.
Q -- okay, perfect. Sometimes I will ask a question you may have partial knowledge or a partial answer. It's okay to give the partial answer, and you can let us know the things that you don't know.

A Okay.
Q We're entitled to complete answers. So everything you know about a topic -- well, we want to make sure that you just kind of answer completely and help educate us about the topic that we're discussing --
A Okay.
Q -- so. Great. So you mentioned a couple of different entities. I just want to make sure I get them down. So you have -- can you name the Epstein entities?
A Epstein Land Company.
Q Epstein Land, sorry.
A Epstein Gin Company. Epstein Transloading.
Q Uh-huh.
A And Angel Land Holdings.
Q And in this case, you submitted a verified statement on behalf of which of those entities?
A Let me -- if I can explain. Epstein Gin Company is a cotton gin plant where we process whole cotton seed. In that process, we remove the seed from the fiber, and we store that. That seed belongs to Epstein. Epstein Transloading is a transloading company where we handle cotton seed or other agri commodities and we primarily transfer those from truck to rail. The only thing that would vary in that would be, if we unload a truck and we store that and transload at a later date.
Q In that case, you would warehouse in between?

A Store, that's correct.
Q Or store, okay. Uh-huh. And Epstein Land?
A Epstein Land is a land holding of agriculture property that we primarily lease out for production.
Q Okay. And --
A Angel Land Holdings --
Q Yeah.
A -- is the same.
Q The same, got it. And in this case, you submitted a verified statement on behalf of which of those four entities?
A Would not be Epstein Land. Would not be Angel Land Holdings. And to the best of my recollection, it's either going to be Epstein Gin or Epstein Transloading, because those are the only two entities that have any dealings with the railroad.
Q Got it. Thank you. How long have you been with Epstein Gin?
A Well, I have --
Q Epstein. Did I say it wrong?
A Epstein.
Q Epstein Gin.
A So I am three months from 60 years old. I've been there probably close to -- been around probably 50 years. Probably in operation close to 40, in the business with my father.
Q And how long has Epstein Transloading been around?

A Epstein Transloading has been around for 20 years, 25 years.
Q And you've been with them the whole time?
A Yes.
Q You said you've been deposed before.
A I have.
Q In what capacity?
A As a witness.
Q And in what type of matters?
A It was a wrongful death due to a motor vehicle accident.
Q Is that the only one?
A Yes.
Q Did you review any documents before you came today?
A Did I review any?
Q Yes.
A Yes. I mean, I gathered some railcar numbers and that's about it.
Q And did you review any documents other than the railcar numbers?
A Yes, I have looked at the statement that you're referring to that I gave, I reviewed that.
Q Anything else?
A Not of any substance, no.
Q Excluding your personal lawyer, did you talk to anybody else in preparation for this deposition?

A No, just Mr. Mencer.
Q Are you under the influence of any medications today?
A Not anything other than ibuprofen.
Q And is there any other reason that your testimony would be impaired today?
A I don't believe so.
Q Okay. I didn't think so, but I got to get it on the record. Is there any reason you can't give complete and truthful testimony today?
A If I have the answer, you'll get it.
Q Perfect. There's a video about you on YouTube, isn't there that the -- Arkansas Farm Bureau did.
A Well, it may -- it very well could be.
Q Yeah. It's very good. It's very good. So, are you aware of the feeder line application that's the subject of this proceeding?
A I understand that the roughly quarter of the southern end of this application -- or, of the railroad, is in question. Yes.
Q Okay. So just to be clear, the quarter end of what railroad?
A It would be the quarter end of the short line rail that connects McGehee to Tallulah, Union Pacific to the Kansas City Southern.
Q Okay. And who operates the part from McGehee to Lake

Providence?
A From McGehee to Lake Providence would be the NLA.
Q Okay. And who operates from Lake Providence to Tallulah?
A Well, at one time, it was Mr. Wainwright. Now, I understand it's another company doing business as Delta Southern Rail.
Q Okay. So I want to establish a definition, as we go today.
A Okay.
Q Because this case is not about the line from McGehee to Tallulah.
A That's --
Q So when I talk about the rail line at issue, I'm talking about the Lake Providence -- from Lake Providence at milepost 471.0 in Louisiana to milepost 498.44, which is the point of interchange with KCS in Louisiana.
A Okay. I don't know where those mileposts start and stop, physically. I know that it is south of Louisiana, and it is north of the Kansas City Southern.
Q Okay. So when I say "the rail line at issue," let's see if we can agree, Lake Providence to Tallulah.
A Okay.
Q Yeah. Just to keep it simple.
A Sure.
Q The mileposts are in the proceeding, but for you and me,

that's the segment we're going to talk about.
A Okay.
Q Great. You agree that that definition does not include anything in Arkansas?
A Absolutely correct.
Q Okay. Have you attended any meetings in which the application that's on file at the Surface Transportation Board has been discussed?
A Not in any depth. I am a member of the Southeast Economic Development Board, and, as far as I know, there could have been mention of an application trying to get the rail line open.
Q How long have you been a member of the Southeast Arkansas Economic Development District?
A 20 years, 15.
Q Who's the executive director?
A It would be Patricia Hargrove.
Q Other than the Southeast Arkansas Economic Development District, have you attended any other meetings in which the rail line at issue -- again, from Lake Providence to Tallulah, was discussed?
A Not that I am aware of. I have -- I know that from McGehee to Lake Providence, there's been discussion of a grant application to work on that line to put a branch out to the LMN port to make enhancements along that, to upgrade the quality of the line. Did that application apply to or have to do with

that last section? I can't say for sure yes or no.
Q Got it. Okay. Thank you. Perfect. I just want to clarify for the record, do you know a Mr. Richard Streeter?
A Yes, I do know Mr. Streeter.
Q And has Mr. Streeter ever been retained to represent you or Epstein -- any of the Epstein companies?
A We have not paid Mr. Streeter.
Q Have you -- you don't have an attorney-client relationship with him?
A I have talked to Mr. Streeter.
Q Do you have an attorney-client relationship with him?
A Yes.
Q In what capacity was he retained by you or Epstein?
A I don't know that he was retained by us because I don't recall. But I know, at one point, there was the support letter that I signed for the application that Mr. Streeter looked at. I'm certainly not a lawyer. And, obviously, I wouldn't want to send something there that I had created or crafted or looked like a fool submitting.
Q Okay. You know Mr. McBride?
A Met Mr. McBride this morning.
Q Okay. And you've never retained Mr. McBride --
A No.
Q -- for any purpose?
A Not that I'm aware of.

Q Okay. All right, let's talk about -- I'm going to try to get the entities right. So if I --
A Okay.
Q -- mess up, just help guide me back. But let's talk about Epstein Gin just a little bit.
A Okay.
Q You gave us a little bit of an overview before. Describe again the lines of business it's in.
A So my little brother and I are fourth generation. My great-grandfather bought land here in Chicot County in the early 1900s. We're a privately operated gin. We're not a cooperative. We primarily gin our own cotton, and producers that lease our land will bring cotton, and we're fortunate enough to have a few other farmers that we process their cotton.
Q Okay.
A There's two parties that -- it's a partnership. It's myself and my stepmother are the primaries of that business.
Q Okay. And the Epstein Transloading, talk to me about that business.
A Epstein Transloading as in -- I'm sure y'all aware, in the cotton business, when we process the cotton, we have -- well, actually, three products that come out: the fiber, the trash, and the seed.
MR. MCBRIDE: Sorry, could you -- fiber --

MR. SCHEIB: Fiber --
THE WITNESS: Fiber --
MR. MCBRIDE: -- trash --
THE WITNESS: -- trash, and seed.
MR. MCBRIDE: -- and seed. Got it. Right.

A Obviously, the fiber goes back to the producer. The trash, we sell to a cattle farmer, or we give to a cattle farmer. And we retain the seed for our portion of processing that cotten.

Q Then, just to follow up, you sell the seed?

A We sell the seed to cover the cost of the operation.

Q Got it. And do you sell the seed locally or --

A No.

Q Where do you sell the seed?

A So the whole purpose of us having storage -- and we'll get into that under Transloading, but the whole purpose of us having storage as we process cotton -- obviously, we process cotton roughly 60 days of any calendar year. It's processed in the fall. The rest of the year, it sits idle or we're spending money making repairs. So all cotton's harvested in the 60 to 90 days in the mid-south. Well, you can imagine that the market floods with cotton seed during that period. So cotton seed may be in the $200, $230 range at value during the processing time. We store that seed and we will start shipping that mid to latter summer, going into the fall, when that

surplus has dried up. And, obviously, supply and demand, the price goes up. So what I could get from my seed during processing, sometimes I get as much as 50 to $100 more by storing and selling at a later date.

Q Got it. How do you ship the seed?

A All of our seed is shipped by rail, is our primary method of shipment.

Q And who's the rail carrier on which it's shipped?

A NLA is the short line operator, and it is handed off to the Union Pacific in McGehee, which obviously we can't hand off to KCS on the south.

Q To UP in McGehee --

A So --

Q And how many carloads a year do you ship?

A Well, it varies. This year -- well, let's say "this year," in the calendar year of '25, we shipped 380 gondolas.

Q And how about in 2024?

A 2024, 330.

Q How far back did you research?

A Roughly back to '12.

Q Okay. 2023?

A 2023, 305.

Q How about 2022?

A 79.

Q How about 2021?

A Zero.
Q How about 2020?
A Zero.
Q How about 2019?
A 240.
Q How about 218 -- 2018?
A 247 gondolas, 82 boxcars --
Q What do you --
A -- for a total of 329.
Q What do you ship in the boxcars?
A Cottonseed.
Q 2017?
A 2017, 92 gondolas, 157 boxcars, for a total of 249.
Q In 2016?
A 508 boxcars.
Q 2015?
A 489 boxcars.
Q And 2014?
A 540.
Q In 2013?
A 600.
Q And how many cars did you ship in 2012?
A Two -- oh, excuse me, 423.
Q And I think you said that's as far back as you went. Great. Thank you for putting the time in to pull those numbers

together.
A Sure.
Q I appreciate that.
A And you asked about boxcars, and I'll go ahead and clarify that while we're here. When we started loading, boxcars was the primary type of car that we loaded. And we roughly can get about 70, 72 tons in a boxcar, compared to 100 tons in a gondola or an open top car.
Q Right. And just to clarify, how many locations does Epstein have?
A Loading?
Q Is it just one --
A One loading location.
Q One loading location. And is Epstein Gin the payer of freight?
A No.
Q Is Epstein Transloading the payer of freight?
A No.
Q Who pays the freight for those shipments?
A All right, so you're talking about outbound shipments or inbound shipments?
Q Thank you for the clarification. Fair. Let's take them one at a time.
A Okay.
Q So I understood that the cars that you -- the car numbers

that you just gave me were the seed that you shipped outbound.
A That is correct.
Q Okay. So let's start with for outbound shipments, who pays the freight?
A Commodity companies.
Q And who might those be?
A Gavilon, Anderson. There's been some name changes in the past, but primarily those two.
Q And for inbound shipments, are those numbers separate from the numbers you gave me?
A All right, so inbound, I would be referring to truck freight.
Q Inbound is all by truck?
A Yes, other than what is processed here in Lake Village at our gin.
Q And that would arrive how?
A The seed, the processed seed, is inbound by truck. The freight on that is paid by the commodity company or the gin absorbs that freight to get it here.
Q Got it.
A Typically, the commodity companies pay a delivered price per ton on processed cotton seed.
Q And so who interacts -- who negotiates with the railroad on price? Is that you or is that the commodity company?
A Commodity companies. And that is for what is transloaded

as well as what I produce from my crops.
Q Uh-huh. And who requests service from the railroad? Is that you or the commodity company?
A Commodity companies.
Q Perfect. That's really helpful. It's an interesting business. We don't know much -- I don't know much about it where I live, so thanks for walking me through that.

MR. SCHEIB: Let's -- can you mark that as Exhibit 1? Make sure Mr. McBride gets a copy.

MR. MCBRIDE: Excuse me, Madam Reporter? How are you -- I'm used to you marking them, rather than counsel --

MR. SCHEIB: Oh.

MR. MCBRIDE: -- but that's all right. How do you characterize these exhibits?

COURT REPORTER: How do I characterize --

MR. MCBRIDE: It would Angel 1, Angel Exhibit 1. How do you refer to them?

COURT REPORTER: Typically, however counsel designates. If we do Exhibit 1, Exhibit 2. If you want to reference Bates numbers, you're welcome to do so.

MR. MCBRIDE: Right.

MR. SCHEIB: Okay.

MR. MCBRIDE: But just for clarity, because

we've been doing other depositions too, can we say Angel 1?

MR. SCHEIB: Yeah.

MR. MCBRIDE: Is that all right?

MR. SCHEIB: That works for me. That's great.

MR. MCBRIDE: All right. Thank you.

MR. SCHEIB: And I'm happy to have the court reporter mark them, if you rather that -- Mike.

MR. MCBRIDE: It's not important, I just --

MR. SCHEIB: She just handed these to us, so we --

MR. MCBRIDE: That's fine.

MR. SCHEIB: Yeah, okay.

MR. MCBRDIE: That's fine. She's got all she can handle over there.

MR. SCHEIB: Yeah. Right. Thanks for the clarification.

MR. SCHEIB: (Continuing)

Q So, the document that we've handed you is Angel Exhibit 1, is a map of a railroad. This is the Delta Southern Railroad. You see the Lake Providence to Tallulah line on the right side of the map?

(WHEREUPON, Angel Exhibit 1 was marked for identification and is attached hereto.)

A Yes.

Q Is Epstein Gin or Epstein Transloading located on the map?
A No, sir.
Q All right. I'm going to hand you Exhibit 2. We'll mark this and call it Angel 2.

(WHEREUPON, EXHIBIT 2 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

MR. MCBRIDE: Can we go off the record for just a moment?

(Brief off-the-record discussion.)

Q All right. So this exhibit is Angel 2. It's also a map, an aerial map. The -- you see Tallulah at the bottom of the map?
A Yes, sir.
Q And the blue dot there is Lake Providence.
A Okay.
Q Do we have the red marker for Epstein Gin in the proper location?
A Pretty close.
Q Okay. So is Epstein Gin on the line at issue?
A Epstein Gin is on -- "at issue," you mean in reference to --
Q Remember at the beginning, we defined the line at issue to be between Lake Providence and Tallulah?
A We're not located between Lake Providence and Tallulah.
Q Okay. We'll mark Angel Exhibit 3, which is another aerial

view. And we're just trying to understand exactly which buildings are your facility. So, we've marked a few buildings on this map: A, B, C, D, E, F, G, and H, and we're just trying to understand which are which. So when you use a Google Maps, A comes up as Epstein Gin.

(WHEREUPON, EXHIBIT 3 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A All right, hold on.

Q Yep. Take your time.

A Okay, A is just a turfed area that some of -- there's -- well, there's two structures -- three structures on here. One is a small storage shop. The other two are residents -- or, facilities that house my employees.

Q Got it. And how about B?

A B is actually the cotton gin, the processing plant.

Q And that's in that YouTube video, I think.

A Yes --

Q Or, the -- yeah.

A -- probably so.

Q How about C?

A C is a shop area.

Q Okay. D?

A D is an office area.

Q And E?

A E is an open storage shed.

Q And what is F?
A F is a -- basically, it's utilized as a storage shed.
Q And what is G?
A G is the same.
Q And what is H?
A H is storage shed as well.
Q Are there any other buildings that are part of the Epstein family that we don't have marked?
A Absolutely.
Q Okay, help me with that.
A It would be located south of the C structure. And that would be our seed house, where the transloading facility takes place.
Q And are there any others of any consequence? I mean, if there's, like, a little outbuilding, we're not worried about.
A I don't think so.
Q Okay. Great. That's all with that, thank you. So looking at these maps, how would the Delta Southern Railroad serve Epstein Gin or Epstein Transloading?
A Delta Southern?
Q Yes.
A The only way that Delta Southern would service or have a relationship is with markets in Mexico. At times, the Mexico seed markets are much higher than the midwest. And to go to Mexico, the cheapest route would be straight down the NLA,

through Delta Southern, to the Kansas City Southern, which will then travel to Mexico.

Q And how much cheaper would that route be?

A I don't know what the freight rates are, but --

Q So how -- if you don't know the freight rates, how do you know it's cheaper?

A Well, I mean, at the time. I don't remember exactly what the numbers were, but, obviously, at one time the market in Mexico was stronger than what we could get here.

Q Do you know the freight rates?

A I do not know what the freight rates were, but I know that there was a great difference. Probably somewhere in the 20 to 30, $40 range per ton.

Q That's the freight rate or that's the --

A No, that's not the rate, that's the difference.

Q That's the difference. So what are the what are the rates today to Mexico?

A I hadn't checked them because I can't get there.

Q What were the rates five years ago to Mexico?

A The difference was probably 20 tons -- I mean, $20 per ton.

Q And you don't -- you said earlier that Epstein doesn't pay the freight.

A That is correct.

Q So how do you get your rail freight rates?

A Just like when people are looking for any other commodity, they'll call me and we talk amongst producers that, Hey, there's a market down there and they're paying, you know, 10, 20, $30 a ton more for seed there than we can get up here. So at that time I said, Hey, you know, at 100 tons per car, every little bit helps. I mean, every dollar helps. So if we can get a dollar a ton or we can get $20 a ton, it's more than what we're getting going to the midwest.

Q Today -- again, you don't purchase the freight; correct?

A No.

Q So today, if Gavilon -- let's just use them as an example -- wanted to move from Epstein to Mexico, who would they call?

A Who would Gavilon call?

Q Uh-huh.

A I guess the rail operators.

Q They would --

A But --

Q They would call the rail operators?

A Yes.

Q And so, if --

A Let me clarify something, please.

Q Please, yes.

A All right, so Gavilon or Anderson has seed in my house right now, today, as we speak. I have 3 to 4,000 tons in my house today, as we speak. I'm not obligated to Gavilon or

Anderson. If I can find a market for my seed, then I broker that deal.

Q Okay. And have you brokered that deal in the past?

A Yes, I have brokered other than through Anderson, Gavilon, or other commodity companies. I sell some to dairies in the state. I sell some to beef cattle in the state.

MR. MCBRIDE: Can we just interject, just so we keep the record clean. Could you spell Gavilon for the court reporter, please?

THE WITNESS: Actually, they don't go by Gavilon. They go by a different name now, and I don't even know what it is.

MR. MCBRIDE: Oh, okay, but do you used the word -- the name Gavilon a bit ago --

MR. SCHEIB: It's --

THE WITNESS: G-A-V--

MR. SCHEIB: It's in his verified statement.

THE WITNESS: Yeah.

MR. MCBRIDE: I just want to make sure she's got it.

MR. SCHEIB: Yep. It's fine.

MR. MCBRIDE: It saves corrections later.

MR. SCHEIB: It's G-A-V-I-L-O-N.

MR. MCBRIDE: There we go.

THE WITNESS: I would have left the "i" out.

MR. MCBRIDE: Thank you.

MR. SCHEIB: At least that's how it was in his statement.

MR. SCHEIB: (Continuing)

Q So going back to the conversation --

A Yes, sir.

Q -- we were having, for your seed, not the Gavilon seed, not the Anderson seed, have you shipped that by rail in the past?

A Not by rail.

Q You've only shipped that by truck?

A Yes.

Q So you personally haven't interacted with the railroads to get freight rates for your seed?

A Yes, I have. That was the whole thing with the Mexican market --

Q For your seed?

A --- at that time. That's correct.

Q And what freight rates were you quoted by the railroads?

A I do not know the numbers. It's been quite some time. It's been several years ago.

Q What railroad did you contact to get freight rates?

A NLA.

Q And did you end up using the NLA?

A No, did not.

Q What's Epstein's -- I guess it's hard -- let me rephrase my question.

What's Epstein Gin's annual revenue?

A Annual revenue?

Q Ballpark.

A Million, million and a half.

Q And what is Epstein Transloading's annual revenue?

A 300, 400,000.

Q How much seed does Epstein ship by truck each year?

A Hopefully none.

Q Let me ask, actually, in 2025, how much seed did Epstein ship by truck?

A None, because I'm still sitting on it.

Q How much in 2024 did Epstein ship by truck?

A None that I'm aware of. Other than maybe some small quantities to some local farmers, a ton here, a ton there. But far as large quantities, none.

Q And how much in 2023 did Epstein ship by truck?

A I don't think any. I mean, obviously, I want my seed to go to the highest market, and it is not by truck.

Q Let's see. Are you aware of the subpoena that was issued that caused us to be here today?

A I have -- yes, that's when I contacted Mr. Mencer.

Q And have you reviewed the subpoena with Mr. Mencer?

A I have looked over it and -- far as going line by line,

no. Have not.
Q Okay. Are you aware that there were requests for documents attached to the subpoena?
A And whatever documents I gathered are very minimal.
Q Okay. And have you brought those with you today?
A (No audible response.)
Q How did you search for the responsive documents?
A The way we keep up with what documents we have is, as far as my seed, I don't have any documents other than knowing that I ginned 9,000 bales of seed. I know how many tons of seed I have in that house. Trucks that come into us, we enter that data into a computer. They come in from multiple different gins, multiple different trucking companies, and as far as those documents, I mean, I can generate those, but I've got one person that's loading seed and weighing trucks in. So I mean, if we have to have every one of those, we'll go print them. But I didn't feel like that was what you were looking for.

MR. MENCER: It was burdensome on his operation at this time, so that's why we summarized.

MR. SCHEIB: And thank you, appreciate that.

Q How do you keep email?
A Email?
Q Yeah.
A I don't print any. I've got it on a laptop sitting on my desk.

Q Do you have a company email address or a personal email?
A I've got a personal email and we do have a company email.
Q And which email do you use for your business transactions -- or, business email?
A If it comes to the secretary, I don't even see it. That is epsteingin@sbcglobal.com
Q Okay. We'll take a look at those documents.

MR. SCHEIB: Mr. McBride, did you get a set of those documents as well?

MR. MCBRIDE: No.

MR. SCHEIB: Do we have a set for Mr. McBride?

MR. MENCER: I can get that set for Mr. McBride.

MR. MCBRIDE: I can work with this. I saw them briefly this morning.

MR. SCHEIB: Okay. I just want to make sure you have a copy at some point.

MR. MCBRIDE: I appreciate that.

MR. SCHEIB: Okay.

MR. MCBRIDE: I saw a summary page and then I saw documents associated with this proceeding, which looked familiar. So, feel free.

MR. SCHEIB: Okay. Thank you, Mr. McBride.

Q So in your search, you looked for documents that were related to requests for rail service made by Epstein.
A I wouldn't have any email as far as rail service to -- for

Epstein.

Q Would you have any emails related to rail service that were with the NLA?

A No. Normally that happens in a telephone conversation or a face-to-face conversation.

Q Would you have any handwritten notes related to --

A I doubt it.

Q -- rail service with NLA?

A If you saw my desk, you would understand.

Q Maybe it looks like mine.

Do you have any communications or drafts related to the verified statement that you submitted in this proceeding?

A What Mr. Mencer has.

Q Okay. And those were just handed over to Mr. Spotswood.

A Okay.

Q Okay, we'll take a look at those at a break.

MR. MENCER: And everything is -- you know, everything other than what we've produced is privileged attorney-client information.

MR. SCHEIB: Well, let's talk about that.

Q So you corresponded with Mr. Mencer about this matter?

A Yes.

Q Okay. And those documents are the ones that you're asserting attorney-client privilege to?

A Yes.

Q Are you asserting attorney-client privilege with respect to any correspondence with Mr. Streeter or Mr. McBride?
A I guess I'd have to let my counsel answer that.
MR. MENCER: Yes. Because there was an attorney-client relationship.
MR. SCHEIB: Well, we'll determine that later. He's admitted that he didn't have one, so we'll take that up later, but I appreciate that.
MR. MENCER: I think he did say that he did have one.
MR. MCBRIDE: Yeah, I object to that statement because I think he said to the contrary.
MR. SCHEIB: Well, the record will reflect what he said.
Q All right. I noticed today a railcar being loaded.
A Yes, sir.
Q How -- it looks like there's two tracks that run past your facility.
A There's a main line and a siding.
Q Main line and a siding. What track was the car on today?
A Siding.
Q The siding?
A West side of the main line.
Q So --
A Want to look right here?

Q Yeah, I'm just trying to get my bearings. I'm going to pull up the picture.
A The line runs north and south.
Q Yes. Okay, so it's on the west side, gotcha.
A And you know, our seed house is probably the largest building on the complex. I don't know why it's not on this Exhibit 3, but seed comes out of the large storage facility. It is conveyed over the main line. Our scales are located in the siding, and then we have a spur that comes off the siding, typically where we tarp, as long as it's dry.
Q Yes, okay. And the spur is shown on Angel 3, just adjacent -- or, between buildings G and H, I think; is that right?
A That's correct.
Q Okay. Perfect. When was that siding built?
A Four years, three years ago.
Q Yeah. And how was it financed?
A The siding here is actually on a footprint that is owned by the Southeast Economic Development Group. And it was financed in a cost share through a Delta Regional Authority grant.
Q And the grant application, I think, was in 2000? (as spoken)
A Possibly --
Q Right around there?

A This probably started in '22. It didn't take long, but --
Q Why was it built?
A It was built to increase capacity and handling of cars --
Q And what --
A -- logistically.
Q Sorry, I didn't mean to cut you off.
A No, it's okay.
Q What type of rail traffic is handled on the siding as opposed to what's being loaded -- let me rephrase my question. I didn't ask that very well.
A Okay.
Q Today there's a railcar being loaded on the siding that is on the west side of the main line.
A That is correct.
Q There is also the spur track --
A Yes, sir.
Q -- that's running off, so we'll call them siding and spur.
A Right.
Q What's the spur track used to -- what freight -- for what freight is the spur track used?
A The spur track is used for cottonseed.
Q For cottonseed?
A Yes.
Q And what --
A Loaded cars.

Q Loaded cars? And what is loaded on the siding?
A On the siding, right now, there is no loading on the siding. It is part of the process of -- the car is loaded here, and it's transported over here for packaging and sealing.
Q Okay. So just by over here -- so today we're looking at a railcar sitting on the siding.
A Well, it's not on your map, but it's sitting right down here.
Q Right. And it's being loaded there?
A Yes, sir.
Q Okay. And then what's the spur track used for?
A So once that car meets its capacity at 100 tons, or whatever the gross weight of that car is, it will be moved in here to be covered and tarped and sealed, ready for shipping.
Q Okay. Got it. Thank you.
A And it also keeps us out of the state highway up here. If we've got 10, 15 cars, we're having to navigate across that state highway and, obviously, we don't want to do that for safety.
Q Okay, and just for clarity, because the record can't see where you were pointing --
A It's not on your map --
Q If railcars are being loaded, they would extend down past buildings C and B and on off our map over a road crossing.
A That is correct.

Q Got it. How essential to your business was the rail spur?
A It allows us to increase capacity and enhances safety of my workers and also to the citizens, based on not having to deal with intersecting of that state highway.
Q Got it. And it was built in 2022, I believe.
A I believe that's correct.
Q Yeah, and has it resulted in increased rail freight?
A Increased rail freight?
Q Uh-huh.
A Not that I'm aware of. And if I may add, referring to the spur, in the past, we have been contacted for transloading wood products, which, obviously, would have -- we'd have to have access to both sides of those cars to load. And that was, hopefully, a market that we would expand into. As well as, I think in the application, it retained a few jobs and added a few jobs to my payroll.
Q Okay. Do you know Brad Whittle?
A Do I know Brad Whittle? I do.
Q Does he work for you?
A He does.
Q What's his job?
A He wears many hats, but he kind of manages the seed operation.
Q Is he also your logistics manager?
A I guess you could say that.

Q He says that on his LinkedIn page.
A I don't know that I would agree with that, but he certainly may have said that.
Q I think it says rail logistics on his on his Facebook page -- or, his LinkedIn page.
Did you receive -- do you recall if you received a request to complete a shipper survey?
A I very well could have.
Q How well do you -- do you know Danny Robbins?
A I do.
Q Who is Danny Robbins?
A Danny Robbins is one of the three brothers that own or operate the rail from Lake Village to McGehee. He resides in Russellville, Arkansas, the best of my knowledge.
Q Do you serve on any other boards or groups with him?
A I don't know that I serve on any board with him.
Q Are you aware -- do you engage with him in any way other than in his role as the railroad?
A No.
Q Do you know a Wyly Gilfoil?
A Wyly Gilforth (sic) was a former director of the Lake Providence Port. Retired, I don't know, a year or two years ago. Was there several years.
MR. MCBRIDE: Do you know you spell Mr. Gilfoil's name for the reporter?

MR. SCHEIB: Please, Mike.

MR. MCBRIDE: W-Y-L-Y, G-I-L-F-O-I-L.

COURT REPORTER: Thank you.

Q This is Angel Exhibit 4. And I'll give you a minute to read it and then we'll talk about it.

(WHEREUPON, EXHIBIT 4 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Is this second page supposed to be blank?

Q Yes, sir.

A Okay.

Q That's, at least, the way it was provided to us.

A Okay.

Q So I'm interested in the bottom, you see, it's from Sam Angel to Danny Robbins.

A Okay.

Q And I don't see anything there other than it says that -- Please see the attached from Wyly, and I'm confused by this email. What -- do you not recognize it?

A Well, that is my personal email address and if there's more to that then, obviously, Mr. Mencer has it.

Q Okay. And below, it looks like Danny Robbins sent something. It says, Please see attached from Wyly. Do you see that?

A Yes, sir.

Q Do you know what that would have been?

A Looking at this, no, I do not.
Q Okay. Let's try again, then.
A Okay.
MR. SCHEIB: Let's mark it Angel 6.
COURT REPORTER: Five.
MR. SCHEIB: I'm sorry, five. Thank you ma'am.
COURT REPORTER: You bet.
MR. SCHEIB: That's why I have Will.
(WHEREUPON, EXHIBIT 5 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)
Q Just take a look at it and let me know when you're ready.
A Okay.
Q Okay, so this is another document that was produced to us. Unfortunately, it didn't have any Bates numbers attached to it, but this is how it came to us all as one document.
A Okay.
Q Does this refresh your recollection as to what the email chain may have been about?
A Obviously, this is not my writing. It looks like, as you said, a questionnaire or a survey. It refers to what commodities we transport. Obviously, nothing's hazard. It discusses volume, and --
Q Do you know who completed the shipper survey?
A Certainly was not me.
Q Do you recognize the handwriting?

A It could possibly be my secretary's.
Q Was she authorized to complete the shipper survey?
A I mean, it appears to be true. I don't see anything that is grossly misrepresented.
Q Okay. If you could, on the shipper survey portion of the document, there's -- it says Page 2 of 3 at the top right.
A Yes, sir.
Q Number of loaded outbound cars, it represents cotton seed, 150 cars.
A Okay.
Q This was completed in October of 2022, it appears.
A Okay.
Q What's the 150 cars? Is that the volume you were -- that Epstein was shipping at that time?
A All right, so if you'll look at the numbers that I gave you earlier, is if you noticed, in '21, the system was totally unusable to us due to a rehab project.
Q And let me pause you there. The rehab project was being done on what part of the rail line?
A As far as I know, it was being done from McGehee to at least the state line. I know that it went beyond the state line, but at the time, part of the rail had been removed below the state line. And part of that was -- I don't know what the phases were, because I wasn't, you know, boots on the ground, obviously, but I know that the southern part, which, when I say

southern, I'm not referring to your Southern, I'm talking about south of the state line to the Lake Providence Port was the last phase, last portion, last bit to be rehabbed or repaired.

So back to where I was at, in '22 is when we began back shipping. And if you notice, we shipped 79 cars that year. Obviously, that 150 is probably an anticipated number. '23, we were back up over 300.

Q Got it. Thank you.

A I mean, the uncertainty of the line is kind of hard to predict, you know, and so is how many acres of cotton is planted.

Q Yeah, sure. I can understand that would be a complicating factor. And when you say the condition of the line being one of those factors, you're talking about from McGehee to Lake Village?

A Condition of the line would be anywhere that I ship cars. If there's a weak point in the line, it's going to show up and it's going to show up in my numbers; because we've had cars on sides -- as I said earlier, the commodity companies will quit sending me product to transload because of poor service on the line, to the point that some of my commodity companies have threatened to sue the railroad for repeated accidents, for things like that.

Q Yeah. Why is Brad Whittle listed as the contact person rather than you?

A Because he handles -- he knows most of the people that we transload for, the gins that seed come to us from. Obviously, I don't sit there and wrangle with them every day. I don't have the time for it, if you don't know the truth.
Q I understand. How long Mr. Whittle been working with you?
A 25 years and on my workforce 20 before that.
Q So they know everybody.
A They know everybody.
Q Yeah.
A Now, he's not going to sell seed or he's not going to quote a rate without running it by me. But the day-to-day operations of cars coming in and tons going on them and paperwork getting back to them, he handles.
Q Good to have somebody like that you can trust.
A Well, let's just say, most days.
Q Fair enough. So I wanted to go back to the spur that was built, we think in 2020.
A Okay. Two.
Q 2022. Thank you. So let's go back to the rail spur that was built in 2022. And just want to show you a document, and let's mark this as Number 6, Angel 6. Take your time.
Is the is that a picture of the rail spur being built?
(WHEREUPON, EXHIBIT 6 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)
A Yes. It doesn't have any aggregate on it yet.

Q Right. And you said you know Danny Robbins, as I recall; is that correct?
A Yes, I do.
Q Now, this appears to be posted by Danny Robbins. I know the picture's a little small. Are you able to tell if that's the Danny Robbins of the NLA?
A I can't see the picture at all, but --
Q Yeah.
A -- I do believe that would be him. I don't know any other Danny Robinson (sic) that would be posting.
Q Okay. And do you know a Christopher Darnell?
A No, I do not.
Q Okay. Do you know a Tyler Reddan, R-E-D-D-A-N?
A It doesn't resonate in -- am I supposed to know him?
Q Oh, I just -- I don't know, I just was asking to --
A Not that I'm aware of.
Q -- try to clarify it. We see a lot of emails, and I'm just trying to figure out who's who. So, Mr. Whittle, again, is your -- is he general manager?
A I have two managers. One has been with me for 40-something years. He actually is the ginner. And Brad, I would consider is kind of a manager under him.
Q Okay, what types of things is Mr. Whittle supposed to bring to your attention or -- and what can he decide on his own?

A Anything that's going to cost me money, he brings to my attention. As far as decisions of who I sell my seed to, that -- there's never any seed sold unless I approve it.

Q And who makes decisions about what transportation companies to use or not use?

A In reference to?

Q So between you -- again, Mr. Whittle represents on LinkedIn he's the rail logistics manager. Whether I'm right or not, just -- he makes a representation about being a logistics person. So I'm just trying to figure out, does he make decisions on what railroads to use or which trucking companies to use, or do you do that?

A I don't know that either one of us do that on a regular basis. There may be, as I said, like, the markets in Mexico. If he gets a lead, he's going to bring that to me. Obviously, one of the things that I'm going to want to know is, when are they going to pay us for it? I'm not going to ship a car to Mexico and wait on the payment. With Anderson Grain, if I tell him that I want to sell 100 tons of seed or 400 tons of seed, he's going to come back to me and say, Here's what they're offering today, spot price, loaded car. And I'll say yes or I'll say no.

Now, if Tommy Brown from Eudora comes up there with a two axle trailer and he wants a half a ton of seed, he's not going to run that by me.

Q Got it.
A I mean, if I'm selling 3 or $400 quantity to somebody local, he takes care of that. He's not going to worry me with that. Now, as far as deciding who does it, inbound freight, Anderson, Gavilon, or any of the others may say to Brad, Hey, I'm offering 295 today for seed, do you know of anybody that may have some seed? He may pick up the phone and call some of the gins in Mississippi and say, Hey, you got any spare seed, I got an offer of 295 delivered to me. Well, they say, Yeah, we'll take it, and they'll say, But I don't have a truck. He may call Jim Newsom Trucking and say, Hey, Michelle, I've got 100 tons of seed that's coming from Gin C, what can you get it to Lake Village for? And he'll call back to the gin and says, Hey, they'll haul it for $15 a ton, $10 a ton, and the gin says, Okay, tell them to come get it.

Now, I'm not going to pay the trucking company. The gin is obviously going to pay that trucking company because the commodity companies are giving them a price delivered to Lake Village.

Q Wow, it's a really integrated process, isn't it?
A Well, sometimes it's a pain in the ass, but -- now, as far as my seed, the same thing happens, to a certain degree. When I tell him, he's going to get me a price and he's going to talk to someone at Anderson and say, Okay, we're going to sell you 200 tons of seed. Now, from that point, Anderson is going to

arrange a car to come pick that seed up, not Sammy. Because it's their responsibility -- I don't want the liability, nor paying for it. I mean, wherever it goes, you know, obviously, we know where it's going, because they -- sometimes they tell us, but, you know, primarily it's going into the cheese dairy markets in the Midwest.

Q Wow. Fascinating. It's really interesting, really interesting.

MR. SCHEIB: Mark that one.

(WHEREUPON. EXHIBIT 7 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Any other questions about the picture?

Q No, I -- no, thank you.

A Okay.

Q Yeah. So I'll give you a second -- or, not a second. I'll give you as long as you need --

A Okay.

Q -- to review that document. Just let me know when you're ready.

A Okay.

Q All set?

A Yes, sir, I think so.

Q Okay, great. Have you seen this document before?

A Not that I can recall.

Q And this document is an email sent to Mr. Whittle; is that

correct?
A Yes.
Q And is that the email address Mr. Whittle uses for his business purposes?
A I think this is Mr. Whittle's personal email.
Q Okay. Do you know if he brought that to your attention?
A I have not seen this.
Q Okay. Did he talk to you about it?
A Not that I can recall.
Q What would you have expected him to do with this information?
A I am assuming that if we had a market that would have been beneficial for us to use a Kansas City Southern, he'd have reached back out to Tyler Reddan and -- or, he would have reached to -- obviously, Mr. Reddan doesn't come all the way up to Lake Village as we stated earlier. He would have reached out to Danny Robbins for a quote to get that seed to that market.
Q Okay. Do you know if he reached out to Tyler Redddan?
A I do not.
Q Do you know if he reached out to Mr. Robbins?
A I do not.
Q Do you know if you reached out to anybody --
A I don't, because I don't recall a market in this time period that would have -- would have prompted a rate.

Q And do you know of a market that would have prompted a need anytime subsequent to this email that was in January of 2024?
A I know, at one point we had a market. I don't know the dates. I don't recall. But we did try to ship seed south, or get rates to ship seed south. And the name that resonates in my mind is Mr. Trevino -- Tevino -- and, at the time, we were told that we couldn't get through.
Q Yeah. We'll talk about that in a little while.
A Okay.
Q I think the answer is, for the years 2024 and 2025, there was no market; is that correct?
A I don't know.
Q There was no market?
A Not that -- not that we tried to get rates on. And I -- if I can add to that, if you don't mind.
Q Yeah.
A I don't know where these ties went in this email, but I make frequent trips, Vicksburg, Jackson. And the condition of the rail that I observe, I wouldn't have asked for a freight rate.
Q And is that based on your expertise in rail safety?
A I am not a rail safety expert, but I do have a little common sense, and I can tell if you've got rail that is cross lined or whatever they call the elevation with the gondola cars

and the top heaviness of those, I wouldn't even attempt. I've had my share of derailments up here in the past.

MR. SCHEIB: What number are we up to now?

MR. SPOTSWOOD: Eight.

Q And this is Angel 8, and just take a second to -- or, take as long as you need to review it.

(WHEREUPON, EXHIBIT 8 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Okay.

MR. SPOTSWOOD: This page goes with it, too.

THE WITNESS: This page goes with it too, okay.

MR. SCHEIB: Sorry, these weren't stapled, so I think we've got them paperclipped together.

MR. MCBRIDE: Sorry, how many pages?

MR. SCHEIB: Two pages.

THE WITNESS: Two on Exhibit 8.

A I mean, the only thing difference I see is that he forwarded it to Missy Courtwright, Dan Robin -- Danny -- I guess that's Danny Robbins asking about, I guess, the description of the improvements they made.

Q Yeah. So I think I see where you're looking. In the middle, it's an email from Brad Whittle to Missy Courtwright, which is billing@drrailroad.com, and to a danbrobbins@gmail.com (as spoken). That's what you're looking at?

A Yes, sir.

Q Do you email with Mr. Robbins?
A Not on a regular basis, by no means.
Q Would you recognize that as being his email address?
A I could probably go back and look at some emails, but can I say yes or no? No, I cannot.
Q Okay.
A But I would assume that if it is in the email thread here, I know Missy Courtwright works for the Robbins; so, looking at this from what I have in my hand, I'd say that's probably Danny Robbins.
Q Okay. We'll check with him, so --
A Okay.
Q -- I appreciate it. Mr. Whittle says, Got this today, can y'all shed so -- I think that's supposed to be some -- light on it for me.
Did Mr. Whittle let you know he had forwarded this to --
A No.
Q Why would he forward this to --
A I'm assuming he's trying to figure out what this is about.
Q Do you know if he got a response?
A I do not.
Q When searching for responsive documents, did you ask Mr. Whittle for documents?
A No, I did not.
Q Do you know if Mr. Whittle received a response to this?

A I do not.
Q Have --
A In searching for documents, I searched -- since I was the one being deposed, I searched back through my computer as to any documents that may pertain. I asked my secretary any files that may pertain.
Q Yeah, I think the document request went to the entities, and so if we haven't searched Mr. Whittle or asked Mr. Whittle about documents, I'm not sure we've done a complete search yet.
A Well, you know, it is going to his personal email.
Q It's a business correspondence.
A Okay, I can't disagree with that.
Q All right. You mentioned a moment ago that you've had your experience with derailments up here in the past.
A Yes, sir.
Q How many derailments have you dealt with?
A I wouldn't even begin to give you that number because there are many.
Q And --
A With Mr. Wainwright, derailments were a common, every trip experience. Sometimes just off the rails, sometimes laying off on their side, sometimes laying off their side in eight foot of water. And obviously numbers prior to here, you know, Mr. Wainwright, when it was operated as Delta Southern, we would have cars loaded, and they said, We're going to pick them up

tomorrow. And it could be two weeks before they ever were picked up. And we would bring seed in to have seed ready to load and they're bringing us empties, and it may be a week, it may be three weeks. I mean, we never got an honest answer out of Mr. Wainwright.

Q Yeah, that's very helpful. Let's try to break it down just a little bit --

A Okay.

Q -- so I have some clarity in what you've described. The derailments that happened in the past, just -- let's break from between Lake Providence and McGehee.

Did they happen between Lake Providence and McGehee?

A Yes, they did happen between Lake Providence and McGehee.

Q And was that most of them happened between Lake Providence and McGehee? Or some -- help me with where these --

A The majority of them happened between Lake Providence and McGehee.

Q The majority happened between the providence (as spoken) and McGehee. Do you know of ones that happened elsewhere that affected you?

A Not unless it interrupted the service of Mr. Wainwright having crews coming up here because of derailments in other locations.

Q Yeah.

A You know, I think Mr. Wainwright had a line out of Monroe

or something. Sometimes the crews were supposed to be here and they would tell us they're over in Monroe.

Q Yeah. So the derailments that affected your business happened on what today is operated by NLA?

A That is correct.

Q Okay.

MR. SCHEIB: We've been going about an about an hour, Mike. Take a little break?

THE WITNESS: Plow on, as far as I'm concerned.

MR. MCBRIDE: I don't need it.

MR. SCHEIB: Okay.

MR. MCBRIDE: I'll tell you if I do.

MR. SCHEIB: Good deal.

MR. MCBRIDE: Thank you for asking.

MR. SCHEIB: No problem.

MR. MCBRIDE: You can volunteer when you need one.

THE WITNESS: Yes, sir. No problem, I'm good.

MR. SCHEIB: Just wanted to ask.

MR. MCBRIDE: He's looking at me because I'm the oldest guy in the room.

THE WITNESS: I wasn't going to say anything, but I figured that's what he was insinuating.

MR. SCHEIB: No, no. I've known Mike a long time. I was just trying to be friendly.

MR. MCBRIDE: Yeah, I appreciate it.

MR. SPOTSWOOD: This is 9.

Q This is Angel Exhibit 9.

(WHEREUPON, EXHIBIT 9 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Yes, sir.

Q Take your time to review it and let me know when you're ready.

A Well, I mean, I looked at it in the past. I may have to look, if you direct me to a certain location in here.

Q Sure.

A I'm ready when you are, I think.

Q Okay, great. So, Angel Exhibit 9 is the verified statement that was filed in STB Finance Docket 36447. Do you recognize this document?

A Yes, sir.

Q Did you write this document?

A For the most part, yes, I did.

Q And so you have knowledge of everything that's in the document.

A I do believe, and I think everything is true, with one exception. And that was a potential industry that was coming on to the line that never made it to fruition.

Q Is that the industry referenced on Page 8 that is MD Power --

A That is correct.
Q -- and it's waste to energy facility.
A Yes, sir, that is correct. They were issued tax free bonds by the county, but never could plug it all together.
Q Got it.
A Or had a letter of intent to issue.
Q And the reason that they were unable to develop -- well, strike that, it doesn't matter.

All right, I'm going to focus a little bit, to start on Page 2. I think we've covered this before. In the middle of Paragraph 2 on Page 2, you note that Epstein has loaded cars for various commodity companies that have included Anderson Grain, Apex Commodities, and Gavilon.

Apex is A-P-E-X. Gavilon is G-A-V-I-L-O-N.

And in your verified statement, you confirm that Epstein is not considered to be the shipper.

A Yes, sir.
Q And that is still true?
A Yes, sir. When you refer to me as a shipper would be that I filled out bill of ladings, shipping orders, and so forth. We do not do that.
Q Nor pay the freight.
A Nor pay the freight.
Q Okay. In Paragraph 3, you talk about sort of -- still on Page 2 --

A Yes, sir.
Q -- talk about halfway down, where you say, The grant of LPPC's feeder line application would result in a single movement of only 65 miles, as NLA would interchange directly with KCS. Is that the real reason you support the feeder line application is to eliminate the Delta Southern interchange so that it's a one railroad haul from Lake Village to Tallulah?
A No, sir. In my reference, it obviously cuts the distance to a line that feeds Mexico. As far as I'm concerned, I don't care who operates it, as long as they provide service to me and keep my cars right side up.
Q Yeah.
A And when I say, and I may -- let me clarify that. When I say, keep my cars right side up, I never own those cars with the exception of one time in the past, we did. But if I load it, I want my customer that I'm loading for, for their product to get where it's supposed to be in a timely manner and intact.
Q Uh-huh.
A So do I have interest in derailments? Sure I do, because if any of these companies are not happy because their commodity is not getting where they're supposed to get it, then I'm losing their business. Simple as that.
Q Yeah. When was the last time you requested rail service over the Lake Providence to Tallulah segment?
A At the time that there was a much greater price advantage

to us was a customer in Mexico wanting seed, they were out of seed, and that was when Mr. Trevino -- or, whatever his name is, I just -- Trevino sticks in my mind -- we were trying to ship and he said he couldn't do it.

Q Do you happened to recall roughly the year?

A I do not. Sorry about that. And I mean, you understand that -- y'all are railroad lawyers. You understand prices and the operation better than I do. But for me to take a car and ship it from Lake Village on a short line operator to a Class I carrier at UP and then turn around and take it straight back past me, going south to interchange again, I'm getting away from -- I'm trying to get away from the Union Pacific. You know? Because it costs. So that is the whole intent of us hoping to have a straight shot to the Kansas City Southern. Makes no difference to me who runs it.

Q Do you know which railroads in the United States move freight into Mexico?

A I know the Kansas City Southern does, is a direct route, you know, right along Highway 80, straight south.

Q Okay. Do you know who else does?

A I do not. I'm sure there's probably many. There's some on the California side; but I don't think we want to ship to California and turn around and come back south.

Q Do you know where Union Pacific crosses the border into --

A I do not.

Q In Paragraph 3 -- so I'm looking at Page 3.
A Okay.
Q You note that you're in discussions with Central Valley Ag Products from California about loading it. Do you remember what "it" was?
A "It" would be cottonseed.
Q And what happened with Central Valley Ag Products?
A I would have to do a little more research, but I would assume that that was the one that had the market in Mexico.
Q Did you end up doing business with Central Valley Ag products?
A No, I did not.
Q Did Central Valley Ag products tell you why they decided not to do business with Epstein?
A I -- pretty sure it's because we couldn't get to the Kansas City Southern.
Q Did they tell you that?
A Tell me directly, I don't recall.
Q So you don't know?
A I do not know.
Q Okay. Let's see.
A The best to my recollection -- reckon thing is that we were at a 25, maybe $30 a ton premium to anywhere else I could find or market my seed when that happened. Now, is that a routine market? No, it is not.

Q Okay. I'm jumping down to Paragraph 4 on Page 2.
A Page 3?
Q I'm sorry. Page 3 -- Paragraph 4 on Page 3. You talk about a fellow named William Wainwright.
A Uh-huh.
Q Tell me about Mr. Wainwright.
A What do you want to know? He was the owner of Delta Southern Railroad.
Q Describe him in a word.
A Interesting.
Q How often did you --
A I mean, I know that all of his employees were slightly disgruntled because he got a grant to improve the rail and I think he improved his wife's appearance.
Q How often did you interact with Mr. Wainwright?
A Pretty regular, when he had derailments.
Q Did you ship on Mr. Wainwright's railroad?
A I did. That's the only option I had.
Q Yeah. And what what did Mr. Wainwright -- what was the -- from where to where? What rail line -- the rail line was from where to where?
A I'm not sure that I can tell you what he owned, but at the time, he ran the short line from McGehee to Tallulah.
Q He had all of McGehee to Tallulah?
A Best to my knowledge.

Q Uh-huh. And in the next couple of lines, you note an embargo on the line between milepost 408.9 and milepost 433.0.
A Okay.
Q Where is milepost 408.9?
A I'd have to look at the map, but I understand that that was in the portion that we were utilizing.
Q Which is between what cities?
A Lake Village and McGehee.
Q Lake Village and McGehee?
A I'd really have to look at a map to tell you for sure.
Q Okay, but you --
A I'm pretty sure.
Q -- put the mileposts in your statement.
A I'm pretty sure. I mean, obviously, I looked at a map, but I would think it would be between here and McGehee.
Q Okay, and let me just look back. Moving further down on Page 3, you note that Epstein Gin had shipped 451 carloads two years before he allowed the track to disintegrate. What year are you referring to?
A All right, so this was in 2010. That would have to be 2008, probably.
Q Okay. And so the data you provided us before, we didn't go back that far.
A No we did not.
Q Yeah, okay. Flipping over to Page 4 toward the end of

Paragraph 4. You note that, We had to resort to transloading shipments for delivery to UP. Where is the UP connection?

A All right, let me see here.

Q I'm sorry. I'm at Paragraph 4 toward the -- okay, so the last four lines that are on Page 4. You note that, We had to resort to transloading shipments for delivery to UP, and I'm wondering --

A All right, so --

Q -- where the UP connection is that you were -- to which you were transloading.

A This was after the embargo. We had to load onto truck and transport to the oil mill in Pine Bluff.

Q So these were translating shipments for delivery to Union Pacific at Pine Bluff?

A No, this was going to the oil mill, and I was taking a hit on price.

Q Okay. I'm confused, I apologize. I'm not following you.

A Okay.

Q The sentence says, We had to resort to transloading shipments for delivery to UP. Is UP Union Pacific?

A Yes, UP would be Union Pacific.

Q And where is the connection with Union Pacific to which you were transloading shipments?

A Well, the intent of this is, is we didn't ship -- instead of loading cars that went to the UP, we had to transload trucks

out of our facility that should have been on a rail, but was going to the oil mill in Pine Bluff, Planters Oil Mill.

Q So if I'm understanding you correctly, this sentence is trying to describe that you were trying to ship by rail from Lake Village to Union Pacific at McGehee.

A That's correct.

Q But could not.

A Could not.

Q And therefore, you were transloading into a truck to ship somewhere else.

A That's correct. To a whole different market. It wasn't going to the cattle market, which is premium market.

Q Okay.

A And hold on just a second --

Q Please.

A -- let me back up just a second. Some of the seed that didn't belong to Epstein was transferred from our house, which should have gone on the line here, to UP for Anderson, had to be translated into truck and was shipped to Jerome, which is west of here, to another company that put it on the truck. And I'm wanting to say that that was the remainder of Anderson's seed. I'm not positive about that.

Q Okay.

A But yes, we did ship some -- not our seed. But to another transloading facility. Our seed went to the oil market in Pine

Bluff.

Q And what time frame are we talking about here? The beginning of this paragraph talks about 2010, that's why I'm asking. Are we talking about around 2010?

A Yes.

Q Okay. So, Paragraph 4 is about a time period that's 2010; yes?

A Yes.

Q And it is about activity on the rail line between Lake Village and McGehee?

A That's correct.

Q Paragraph 5, it starts on Page 4.

A Yes, sir.

Q It says, Even after LPPC and NLA acquired ownership of the track -- what track did LPPC and NLA acquire? Between what two cities?

A That would be between Lake Providence and McGehee.

Q And so, Paragraph 5 --

A What's missing there is, Southeast Economic Development, because they had a center portion.

Q Between Lake Village and McGehee, Southeast Economic Development -- sorry, Southeast Arkansas Economic Development District owns a segment?

A Not between Lake Village and McGehee. From Lake Village to the Louisiana state line.

Q From Lake Village to the Louisiana state line. Thanks. And all of Paragraph 5 relates to those segments owned by LPPC, NLA, or the Southeast Arkansas Economic Development District?
A Yes, sir.
Q Okay. It does not refer to the part that is between Lake Providence and Tallulah?
A No, sir. And if you remember, I mentioned earlier that Mr. Wainwright had taken some rail out just below the state line, so there was no rail there to roll over.
Q I'm just trying to clarify --
A Yeah.
Q -- what Paragraph 5 is about.
A Okay.
Q And Paragraph 5 is about Lake Village to McGehee.
A That's correct.
Q Okay. Let's turn to Paragraph 6. Mr. Wainwright appears again, and it looks like you have knowledge that Mr. Wainwright sold his shares of DSRR stock in 2015.
A And that would have been when Mr. Trevino was there, I believe.
Q Well, just focusing on Paragraph 6 for the moment.
A Okay.
Q You note that, Wainwright sold his shares and say that you are, quote, I am advised -- I'm sorry, let me rephrase that. You say that, in 2015, Wainwright sold his shares to -- of DSRR

stock and the last segment of the line that he had not abandoned to some other entities, which I am advised, include Golden Gate Capital.

You see that sentence?

A Yes, sir.

Q Okay. How did you become aware of this transaction?

A I believe that came from Mr. Gilfoil or someone at Lake Providence.

Q Okay. And in that sentence, there's just a phrase that I'm trying to understand, where you say, Wainwright sold his shares of DSR stock and the last segment of the line, and the word "line" there is capitalized, and it's not capitalized anywhere else in your statement that I see; why is it capitalized there?

A On -- that would probably be a typo.

Q So you weren't trying to distinguish any particular definition of the word line by capitalizing it?

A No, I don't think so.

Q And the "last segment of the line," what are you referring to?

A The last segment of the line would be McGehee to Kansas City Southern. McGehee to Lake Village is the NLA. From Lake Village to the state line is the Development District. From the state line to Lake Providence, Section Three, would be Lake Providence Port. And the last section would be from Lake

Providence -- and I don't know which mile marker, but wherever it is, at Lake Providence to the Kansas City Southern.

Q Okay.

A So I consider it four segments. There was a long time that I was not aware that the Lake Providence port owned the portion of the very first segment. So.

Q Yeah. Yeah. So Paragraph 5 talks about the disposition of the rail line to Lake Providence Port Commission and NLA from McGehee and the Southeast Arkansas Economic Development District -- let me rephrase that just to get the record correct.

A SEAEDD.

Q Is it okay to call it SEAEDD?

A Yes, sir.

Q Okay. So Paragraph 5 talks about the disposition of the rail line to Lake -- LPPC and NLA and SEAEDD from McGehee to, roughly, Lake Providence. Is that right?

A I think that he has an agreement to operate that segment of the lines.

Q He being Mr. Robbins?

A Yes --

Q And NLA?

A NLA.

Q Yeah. In Paragraph 6, you're really referring to the sale of what is left of DSRR at this time, which is only from Lake

Providence to Tallulah.
A Yes, sir, Segment four is what I --
Q Okay.
A -- consider.
Q So Paragraph 6 is only about Lake Providence to Tallulah?
A Yes.
Q Okay. Now, in Paragraph 7, you talk about a request by Epstein Gin in 2019 to ship cottonseed.
A Uh-huh.
Q And you also mentioned Mr. Trevino, period. When did this occur, again?
A I'm assuming June, which would have been early summer, when the market was available for Mexico shipment.
Q Okay. And your memory was right, because this is Mr. Trevino.
A Yeah.
Q Any requests for rail service that would have included the segment from Lake Providence to -- have you made any requests for service over the segment from Lake Providence to Tallulah since this 2019 request?
A No, based on my observation of the line and its condition, I wouldn't attempt.
Q So you've not made any outreach to Delta Southern Railroad since 2019?
A I haven't had a need because I wouldn't risk cars going

across it. And we haven't explored markets because of the condition of the rail on the segment that is on the far south end.

Q Uh-huh.

A I mean, the markets could be there. I mean, we haven't even driven that direction because we know we can't get cars out safely and right side up.

Q Yeah, and you know that how? What's your --

A By looking at the line.

Q What's your expertise in rail safety?

A I'm not a rail safety expert. But when you've got broken rail, you've got cross level that's 3 or 4 inches by observation -- I hadn't put a level on it, but I certainly could. I mean, you don't do it. I mean, you don't drive a car on three wheels. I wouldn't put -- I wouldn't even -- if Gavilon, Anderson said, Hey, we're thinking about shipping some seed south, I would tell them, Don't even think about it.

Q And what rail safety certifications do you have?

A I don't have a rail safety certification. I do have a little common sense, though.

Q And how many hours of track inspection do you have?

A I have walked up and down the track a little bit.

Q And so have you walked up and down the track outside of Livingston Steel and Pecan.

A Uh-huh.

COURT REPORTER: Yes or no, please.

A Yes, sorry.

MR. SCHEIB: Thank you.

Q And that that track is, in your opinion, good?

A Outside of Livingston's or inside of Livingston's?

Q Outside.

A The main line is good. There is some improvement that needs to be done to the siding because the north switch is right there by their yard. But the last time they did an improvement or was working on that area, they struck the city water main. So that caused a severe soft spot, and I don't know that they have made any improvements to that. Now, I do know that every car that we're loading today will go out that switch on the north end of the siding.

Q Over the part that you described as bad?

A Yes, sir. Yes, sir.

Q And you're comfortable shipping over that?

A It got over it when --

Q It got over it?

A It got -- it -- well, I'm talking about -- you're not talking about rolling down the line at line speed. I mean, they're easing cars in, they're easing cars out. We haven't derailed a car. We haven't lost a car. We haven't turned over a car there.

Q But in your expert judgment, that's a safe track?

A I'm referring to the siding, not to the main line. The main line through that area can handle cars. I would say it's safe enough to get cars over the speed they operate.
Q All right.
A When I refer to unsafe or un-standard track is when you go over something and you derail every time you go over it. When you have -- you see visual breaks in the cars -- I mean, in the rail. I mean, it's obvious. I mean, it doesn't take an expert. I mean, I'm sure an expert would have a stroke, but it's obvious when you see it.
Q So in paragraph -- let's go back to Paragraph 7 --
A Okay.
Q - at the bottom of Page 5.
A Okay.
Q You note the movement of a rail car over the segment you've just been describing that is owned by Delta Southern that occurred to move a specialized low gravity car.
A Yes, sir.
Q Did that car derail?
A I don't know what happened south of here. I -- you have a picture of it here in your Exhibit 6. And if you notice in that, the number of axles and the distance between -- obviously, I wouldn't say that that would be a common type of car or a common type of movement that goes up and down that we utilize cars for cottonseed.

Q Did it derail?
A I do not know. It made it through Lake Village.
Q So, on Page 6, looking at Paragraph 9, you discuss Epstein Gin and Epstein Transloading's support for LPPC for several reasons.
A Yes, sir.
Q What are those reasons?
A In general or specifically?
Q Fair enough. Maybe to expedite things, you say the first reason is, the ease of administrative burdens of having to deal with three railroads.
A Yes, sir.
Q Is that still one of the reasons that you support the LPPC?
A Well, I would say that every time a car hits a different ownership or a different operation, there's room for margin of error. If you deal with one person and, I guess, here, it looks like that I'm the one that's shipping those cars. But again, I guess I take a little ownership portion of what I load as to getting where it needs to be in a safe manner.
Q Oh, we established earlier --
A Sure.
Q You're not the shipper.
A I am not.
Q You're not the payer of freight.

A I am not. But I do worry about my business.
Q It looks like, if you go further down, the next -- in Paragraph 9, the next reason is, The urgent need for economic development, and you -- it looks like you're very active on the economic development front in a number of organizations. What's the economic development need for this region?
A Well, we're always grasping for straws for development. Within the last two weeks of this, today -- I guess I'm going out on a branch because we have a non-disclosure agreement, but reached -- went to Texas to visit with a steel mill. Let me rephrase -- a steel fabricator. They handle 10 to 15 loads of -- truckloads of steel a day. They are looking at a location here in Chicot County. They are going to keep their facility open in Texas. And obviously, if they're wanting to move product between those two facilities, rail would be the most economic avenue to travel. So again, it gives us -- it gives them, just as it does me, the option to negotiate rates. And I know that you mentioned earlier, did I know where Union Pacific crosses the border. I don't know specifically; but when Union Pacific is the only option I have to get a rate, I have no negotiation power. If I ask Kansas City Southern and I ask UP and they know that I'm talking to each other -- and I'm saying "me," I'm talking about development, you know, businesses that look, it's, you know, you've got to negotiation tool.
There is also a company out of Houston that has an option

on some property here. Now, how much between Houston and Chicot County? I don't know, but every single economic development prospect we deal with asks about rail, you know? And if Mike's the only one that has a car for sale and Will doesn't have one, then I've got to go see Mike. But if they've both got a car for sale, I've got bargaining power.

Q Sure, sure.

A And in my business, bargaining power is money in my pocket. So, you know, that's the way I see this.

Q Who are the who are the major employers in Chicot?

A Number one is the hospital. Number two is the school district. Number three is Superior Surgical in Eudora. They're the largest apparel, garment manufacturer in the United States. When you go down from there, it gets into Paul Michael, home accessories employed quite a few people, but he's moved his -- majority of his business to Texas now. He still has facilities here in Lake Village and Dermott. The rest of it is pretty much agri related. Whether it's the grain operations, whether it's cotton, you know, you look at grain, you've got rice, you've got soybeans, you've got corn. You know, we're not a metropolis of, you know, industry, but we're always trying.

Q Yeah, yeah. What's the poverty rate?

A Poverty rate is pretty high.

Q Yeah. What's the unemployment rate?

A Employment rate is one of the -- well, within -- besides Phillips County, Desha County, we're ranking right in there about 3 or 4.
Q Yeah, yeah.
A But it doesn't stop us from trying.
Q No. Just a clarification at the bottom of Paragraph 9 --
A Yeah.
Q -- you capitalize the word "line" again. I'm just trying to make sure that you're not signaling something, but that's just a typo?
A That -- in my reference, I'm referring to the railroad.
Q Now, that's the part that I'm having a hard time clarifying.
A Okay.
Q You're referring to the --
A The rail that the wheels roll on.
Q Yes, yes.
A Okay.
Q In this particular sentence, it says it was only because of offers of financial assistance filed by LPPC that the line is still in place. Again, is that the line from McGehee to Lake Village?
A Well, in my -- what my intent was, and you can read it like you want to read it, but --
Q Well, I just want to know what you meant.

A -- when Mr. Wainwright started taking up rail off the ground and, obviously, y'all all know, once rail leaves, it doesn't come back. So anything that we can do to restore, to save, to keep, we do. So when that line started moving out in trucks, it was our effort to do anything we could to stop it, to try to put it back in service.

Q Yeah.

A And you know, obviously, it's important to me. But as we just stated, it's important to any industry that looks at you.

Q Yeah. In this sentence in particular, I guess, where I was -- I'm trying to understand what you meant is, you say it's because of the financial assistance by LPPC that the line is still in place. LPPC hasn't done anything with respect to Lake Providence to Tallulah.

MR. MCBRIDE: Objection to form.

A I don't know.

MR. MCBRIDE: There's no question pending.

Q Let me rephrase that. In this sentence, you say, Because of the assistance of Lake Providence Port Commission, the line is still in place. What has LPPC done to keep the line in place between Lake Providence and Tallulah?

A I don't know about between Lake Providence and Tallulah. I do know between Lake Providence and McGehee, they have made a substantial investment.

Q Okay.

A And without that investment, the rail would be gone.
Q In Paragraph 10, you again capitalize the word "line," I'm going to -- confirm for me that that's a -- is that a typo?
A It means nothing other than, line.
Q Okay.
A Whether it's capital, whether it's lowercase --
Q Okay.
A -- it's line.
Q So I'll stop asking --
A Okay.
Q -- if you tell me that anywhere it's capitalized, it's just line, not a defined term.
A If it was to be specific, there would have been something in front of "line."
Q Got it. You note that two industries announced their intent to consider the construction of new facilities in the county. One of them is MD Power.
A Uh-huh.
Q MD Power is the one that did not occur.
A That's correct.
Q What was the second one?
A The second one was an entity from Vietnam that was going to manufacture latex gloves and nitrile gloves. They were going to utilize the steam that was generated by MD Power. So those two facilities would have to be located -- but they were

two independent entities.
Q So neither one of those --
A No.
Q -- occurred.
A When the waste energy went, so did the steam.
Q Okay.

MR. SCHEIB: Let's go off the record for a second, please.

(WHEREUPON, after a brief break was taken, the proceedings resumed as follows, to-wit:)

MR. SCHEIB: Okay, we'll go back on the record. Appreciate the break and letting us review the materials.

Q I've got just a couple of other little clean-up areas --
A Okay.
Q -- to ask you about and then we'll be done. You -- Epstein today, is served by North Louisiana and Arkansas. Are you aware of derailments on the North Louisiana and Arkansas?
A Am I aware of derailments? Yes.
Q When was the last derailment that you were aware of?
A Probably two weeks ago.
Q What happened there and where?
A Just south of Lake Village. There was a construction company installing some signaling devices, and they put a derailer on the rail, and it did exactly what it was supposed

to do.
Q Derailed the train.
A It did.
Q Before that one, when is the most recent derailment on the NLA that you're aware of?
A Before that one, there was a crossing in McGehee, a grade crossing, I guess, is what you would call it. And I don't know if a lowboy had snagged the rail, but they had a car that one axle went off of a loaded car, and they couldn't re-ramp it with their re-railers, but they had to get somebody to pick it up and set it over. It didn't turn over the rest -- the other end of the car was still on the rail; but that's the last two that I can remember.
Q Do you remember when that was?
A It was in Facebook. I don't know, but it was at the crossing at the cemetery there in McGehee.
Q That was in 2025?
A Either late '24 or in '25.
Q Okay. When's the next most recent derailment that you're aware of?
A I don't know of any other than that.
Q Are you aware of any other derailments on NLA?
A If it was, it may have been a minor -- but we've had no cars on their sides off in the ditch, you know, what I consider a major derailment.

Q Yeah. Are you aware of any derailments that made the news?
A Only the one in the cemetery because someone was bitching because they had to drive around to get home.
Q Sounds right. Have you had any service issues with the NLA?
A No, I have not. I can -- especially compared to Mr. Wainwright and Delta Southern.
Q When Delta Southern owned that segment of the track.
A That's correct.
Q What's the transit time from Lake Village to McGehee?
A I hadn't ridden the train. I would say two hours, maybe, a little over.
Q How long do the rail cars you ship wait at McGehee for Union Pacific to pick them up? Do you know what the dwell -- it's called -- we call it dwell. Do you know what the dwell is?
A I don't know what the dwell is. I know that the Genesis Wyoming manages the rail yard and the switching once NLA puts them in the yard. Obviously, in years past -- let me tell you a little bit more about it, and you'll understand why I'm saying what I'm saying. Is, the dairies do not have a large abundance of storage capacity.
Q Dairies?
A Dairies, such as Land O'Lakes. So when the commodity

companies sell cottonseed, they sell based on their need and demand for that seed. So if there is an interruption, the cows get hungry or they have to go to a alternate feedstock for their feed ration. So, not recently, but years back, Delta Southern, you know, when they -- we load a car, we send them the the weights and the car number, and that car sits in Lake Village for two weeks, their supply chain is interrupted. Not because we were slow at loading it. Those cars that you're seeing loading this morning arrived yesterday afternoon about 4 o'clock, and they'll leave today.

So they're -- service is wonderful now; and we have not heard one word from any of the commodity companies that we're loading for currently about delays, derailments, any other kind of issues as far as the short line operator.

Q In your answer, you mentioned Delta Southern. You mean Delta Southern under its prior ownership between --

A When --

Q -- Lake Village and McGehee.

A When Delta Southern operated the line from my facility to McGehee.

Q Yeah. I noticed a -- and I forget the technical name, but a little pusher on the car --

A Track mobile.

Q A track mobile, that's exactly the word. Is that your track mobile?

A It is.
Q And you use that to locate cars under your loading --
A That's correct.
Q Load out your load out.
A And position them to weigh them.
Q And that's moving them back down the spur track to weigh and --
A Spur and siding.
Q Yeah, yeah.
A So the railroad hands the car off to us on the siding. We never touch the main line. We operate between the siding and the spur. We have a switch that's right there, just north of our scale.
Q Got it. You mentioned earlier that it's hard to predict traffic on the -- that's going to move by rail. What are some of the factors that makes it hard to predict?
A Well, number one is, the commodity market dictates to the producers what they plant and what they grow. We can see a 20 percent fluctuation in cotton acres in our area, year in and year out; may be up, may be down, depending on what the price is farmer can get and the bank agrees to finance them to grow that crop. So that determines how many tons of seed we have to load -- I mean, tons of seed we have to sell. And if I'm down, typically the surrounding gins that we transload for are down as well.

So that's where you see the fluctuation in in car numbers and things. Obviously, we're talking markets. So if canola oil or canola or rice shorts or whatever they're putting in their feedstock ration, if they can put something there cheaper than cottonseed, they're going to do so. Those go up, cottonseed goes in. So it's all about markets. So that's what can -- kind of controls the numbers. You know, at one time, it was more about service and railroad because they weren't going to ship on a line that didn't carry, you know, that wasn't servicing them as they expected.

Q In 2021 and 2020, you had zero railcars shipped.

A That's correct.

Q And remind me -- you said the line was under rehabilitation then, or -- can you help remind me what the reason was?

A '20 and '21, the line had deteriorated to a point that it it had to be fixed.

Q And who owned it in 2020 and 2021?

A I believe that would be NLA, Lake Providence Port, and SEAEDD.

Q Got it. Just so that I have a complete understanding and I think I've -- I should have asked it earlier and I missed it. Where is Anderson located?

A They're in Oakland Park, Kansas, I believe.

Q Okay. And from --

A They've got -- I mean they're multinational company.
Q From to or from your facility, where are they shipping?
A I know that most of it goes to the midwest. What dairy it lands in, I don't know.
Q Got it. Okay. And would the answer be the same for Gavilon?
A Yes.
Q That it could be any number of locations?
A I mean, they probably don't want me to know where they ship it to.
Q Okay. Fair enough. That -- the same would be for any of the other commodity groups that you work with?
A That's correct.
Q Okay. I think -- does Epstein load products other than cottonseed?
A We have bid on other products. We have bid on lumber. We have bid on structural pipe, pipeline pipe. We have loaded lintless seed, which is not whole cottonseed, it's seed that has been delinted; but obviously, 99 percent of our stuff is cottonseed.
Q Did you win the lumber bid?
A Did not.
Q Did you win the pipe bid?
A Did not.
Q Did you win the lintless seed bid?

A Yes, we did.
Q And who's the partner -- who's the business partner in that transaction?
A That would have been either Anderson or Gavilon, I'd have to go back.
Q And was that shipped in railcars?
A It was. It was actually shipped in grain cars instead of open top gonds.
Q And was shipped to your facility or from your facility?
A From my facility. It was trucked to my facility in dry vans and loaded on grain cars.
Q And where was it -- to where was it shipped?
A I have no idea.
Q Okay. They didn't want you to know?
A No.
Q Gotcha. Okay. We just to -- for the record, the documents that you all provided us today, if we have it right, one is a summary of yearly outbound car numbers.
A Right. To the best of our ability.
Q The second is an October 13 2025 letter that I signed with attachments; is that correct?
MR. MENCER: Yes.
Q There's an October 23rd letter from Mr. Mencer to Mr. Scheib; correct?
A (No audible response.)

MR. SCHEIB: There is a November 7th letter from Mr. Mencer to Mr. Scheib; correct?

MR. MENCER: Correct.

MR. SCHEIB: And the last document is a letter from Mr. Mencer to the Surface Transportation Board, dated December 6th, 2025.

MR. MENCER: Correct.

MR. SCHEIB: There's no business -- I am correct that there are -- are there any business records that have been provided to us?

MR. MENCER: The summary.

MR. SCHEIB: Are there any emails?

Q Have you provided us any emails?

A Anything I've provided, it's been to my attorney.

Q Have you provided us any business records other than the summary sheet?

A No.

Q Did you search Mr. Whittle's email?

A No, it's his personal email.

Q Did you search Mr. Whittle's business documents?

A I asked my secretary to go through our files to see what she could gather for any transactions that had pertained to the statement. She brought me the statement, and I brought that to Mr. Mencer.

Q So, are we to understand, based on the production, that

there are no communications about the -- about Patriot Rail?
A I have not had any communications with Patriot Rail.
Q Have you had any communications about Patriot Rail?
A I -- the only communications that I have had, would have been about the application -- feeder line application.
Q And with whom would you have communicated?
A With my attorney. He has copies of those.
Q And where are those copies?

MR. MENCER: They're all privileged under the common interest.

MR. SCHEIB: With what attorney were they communicated?

MR. MENCER: Mr. Streeter.

MR. SCHEIB: But we established earlier Mr. Streeter does not have a representation of Epstein.

MR. MENCER: We would object to that, that he -- that there was an attorney-client relationship.

MR. MCBRIDE: And he so testified.

MR. MENCER: Correct, yes.

MR. SCHEIB: Well, we'll see the record. I don't think he so testified.

Q Now, are there any business records about service from -- or, NLA?
A Service from NLA?
Q Rail service from NLA.

A Records?
Q Communications, written documents, emails.
A The only thing that we have is, when we load a car, we have a little ticket. And when we get that ticket filled out, it has a car number and a weight. And we submit those to indicate that this car is loaded and ready to be gone.
Q So there would be no --
A And I would have to go back and dig for boxes and boxes for those. I mean, for every car that we loaded, there is a ticket somewhere, or, you know, if it hadn't been destroyed or thrown away.
Q Yeah.
A Once it leaves us, I mean, and we retain that until we -- when we get payment for loading those cars, then that document is of no importance to us whatsoever, because we've been paid for it, we're through with it.
Q How did Epstein learn about the derailment last week?
A I saw the trucks in the middle of the roadway down there blocking where the side bones were being unloaded and I pulled down and watched them set it back up.
Q Did you ask Mr. Robbins whether that would affect your business at all?
A Didn't see Mr. Robbins. Hadn't had a conversation with Mr. Robbins about it.
Q The derailment you mentioned before that was the

newsmaking one up at the cemetery, did that affect your business?
A No.
Q Would you have communicated with Mr. Robbins or would Mr. Robbins communicated with you to let you know about the derailment?
A No.
Q No communications at all?
A No. I mean, like I said, I saw it on Facebook.
Q So did I.
A If I'm not mistaken, I think it was Mr. Scribner that was fussing about it.
Q Let's see. So just making sure, you searched your business email address.
A Epstein Gin, SBC Global.
Q Yeah. And any other email addresses searched?
A Let me rephrase that. I asked my secretary to.
Q And what did she report back to you?
A That she brought me the statement.
Q Were there cover emails to those statements?
A No, she brought me actually, the statement that I signed. I think the original is still there in the original in our file.
Q Oh, the original verified statement.
A Yes, sir.

Q Okay. The documents that you provided that were the letters -- the letter I sent, were there cover emails to those?
A I don't know that I saw your letter. I think that went to Mr. Mencer.
Q Okay.
A Did you email me?
Q I think you're correct, I did not.
A Okay.
Q I think I did send it to Mr. Mencer, I apologize.
A Okay.
Q I guess what I'm just trying to get at is, were there emails back and forth alerting you that these documents existed or were --
A Well, be perfectly honest with you, I'd rather communicate face to face and when Mr. Mencer had something, he texted me and says, Can you stop by, and I'll visit face to face.
Q Got it. That's helpful, thank you. All right.
Oh, right. How do you inform -- how does Epstein inform NLA that cars are ready for pickup?
A I believe we either contact Mark, who is the -- kind of the manager, and tell him the cars are loaded.
Q How do you contact him?
A On the phone.
Q And if you have shipments coming to you from the NLA, how do they tell you that shipments are headed to Epstein?

A Usually Mark will say, Hey, I'm bringing you six, I'm bringing you eight, I'm bringing you one, and NWCX cars belong to Anderson. ITC -- something, X, belongs to Gavilon.
Q How does -- I'm sorry, I forgot his name again. Mike?
A Mark.
Q Mark. Mark, what's Mark's last name?
A I don't even know Mark's last name.
Q Okay. How does Mark communicate with Epstein?
A Usually talks to Brad on the phone or one of my other guys that work out there --
Q Brad Whittle?
A -- just general labor.
Q Brad Whittle?
A Yes.
Q Okay.

MR. SCHEIB: I think we're good.
MR. MCBRIDE: I have four quick ones --
THE WITNESS: Yes, sir.
MR. MCBRIDE: -- just to clean up the record.
THE WITNESS: Okay.

EXAMINATION

BY MR. MCBRIDE:
Q Number one, you referred to the picture on Exhibit 6, Angel Exhibit 6, earlier in an answer to a question from Mr. Scheib. And we were -- you were, I think, referring to

multimodal -- I mean, multi-axle --
A Yes, sir.
Q -- vehicle.
A Yes, sir.
Q You happen to know the commercial name for that type of vehicle?
A I have no earthly idea. I know that I instructed some of my employees -- on the back of this, you barely can see it, back there in the tree line, there's a little caboose looking thing.
Q Yeah, yeah.
A And there was a guy that was traveling with this. And I instructed my guys to see if we could assist him because this movement sat up over the weekend, I believe. And I think they ended up taking him to the grocery store and letting him get some groceries and he asked could he put his garbage in our dumpster, and so that was, about the only dealings that I had.
Q Okay, does the name Schnabel mean anything to, you?
A No, sir.
Q Okay. You referred to the entity that operates the yard for UP up at McGehee?
A Yes, sir.
Q And I thought I heard you say Genesis in Wyoming.
A Genesis in Wyoming.
Q Is it -- could it be Genesee and Wyoming?

A I ain't got -- I --
Q Okay.
A I don't know the official name.
Q That's fine. That's fine. And then, when we -- when you referred to SEAEDD, just for clarity of the record, do you use the acronym S-E-A-E-D-D? Is that what you meant by SEAEDD?
A Yes, sir.
Q Okay. And then last, you referred to lintless, I think, is how you referred to it -- seed. Is that L-E-N-T or --
A L-I-N-T.
Q L-I-N-T-L-E-S-S --
A Yes.
Q -- seed. Okay.
A And in referring to that, I'll try to describe it. So when we gin the seed, we basically saw the fiber from the seed. The seed is the core that holds the fiber. We saw the -- in the stands, we saw the lint off and then we have a seed. The seed still has some remaining lint.
Q Yeah.
A So that seed that we ship and we store is utilized for feedstock or oil production. Obviously, feedstock is much greater revenue than oil production. But going to the lintless seed, that seed was moved to Mississippi or some other location, and it was going to be utilized as planting seed for the following year. It is -- it used to be delinted by flame.

Now it's delineated by acid or chemical treatment, and at some point, that seed was either not utilized for replanting or the germination wasn't good. And I don't know what the end user use that seed for.

Q Thank you. I don't have any other questions.

FURTHER EXAMINATION

BY MR. SCHEIB:

Q I've just got one follow up.

A Okay.

Q On Exhibit 6 --

A Yes, sir.

Q -- that railcar that Mr. McBride was asking about --

A Yes, sir.

Q -- how long did it sit there in front of your facility?

A It sat there, I think, over a weekend, possibly. And it may have been during the week. I know that it was there a day or two.

Q Okay. Multiple days?

A No, not multiple, it --

Q Well, day or two?

A A day or two.

Q Okay. Got it.

A Because the guy was -- like I said, he had nowhere to go, he had no wheels, and as a courtesy, we asked him, could we take him somewhere? We took him the grocery store, he

replenished his --

Q Yeah.

A -- freezer, refrigerator or whatever it is.

Q That's great. Do you know anything else about the movement of that railcar?

A No, I do not.

Q All right.

A I just know it came through.

Q Thank you.

MR. MENCER: I have no further questions.

COURT REPORTER: Did you want to request a read and sign?

MR. MENCER: Yes, please.

(WHEREUPON, the proceedings were concluded in the matter at 12:12 p.m. on February 25, 2026.)

(WITNESS EXCUSED)

C E R T I F I C A T E

STATE OF ARKANSAS)

)ss

COUNTY OF DREW

I, Brandy Kay Martin, Certified Court Reporter #892 and Notary Public, do hereby certify that the facts stated by me in the caption on the foregoing proceedings are true; and that the foregoing proceedings were reported verbatim through the use of the voice-writing method and thereafter transcribed by me or under my direct supervision to the best of my ability, taken at the time and place set out on the caption hereto.

I FURTHER CERTIFY, that I am not a relative or employee of any attorney or employed by the parties hereto, nor financially interested or otherwise, in the outcome of this action, and that I have no contract with the parties, attorneys, or persons with an interest in the action that affects or has a substantial tendency to affect impartiality, that requires me to relinquish control of an original deposition transcript or copies of the transcript before it is certified and delivered to the custodial attorney, or that requires me to provide any service not made available to all parties to the action.

C E R T I F I C A T E

(Continued)

I FURTHER CERTIFY that I am not knowingly identified on a preferred provider list, whether written or oral, for any litigant, insurance company, or third-party administrator involved in this matter. This transcript is prepared at request of Counsel for Delta Southern Railroad and all fees are billed directly to Counsel for Delta Southern Railroad in compliance with Arkansas Board of Court Reporter Examiners Regulations Section 19.

WITNESS MY HAND AND SEAL this 11th day of March, 2026.

Brandy Martin

Brandy Kay Martin, CCR
Certified Court Reporter #892
My Commission Expires: 12/25/2032



ERRATA SHEET

Page ____ Line ____ Change: _____

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_____ _____ Page ____ of _____

WITNESS NAME DATE

SIGNATURE PAGE

I, Sam E. Angel II, do hereby certify that I have read the foregoing 96 pages of typewritten transcript of my testimony, after necessary translation, given under oath on the 25th day of February, 2026, and that the said transcript and corrections, if any, that appear on the attached errata sheet(s), are true and correct to the best of my memory and belief. Further, that I have signed my name to this signature page and authorize that the same be attached to the original transcript.

_____ _____

DATE SAM E ANGEL, II

****

STATE OF _____)

COUNTY OF _____)

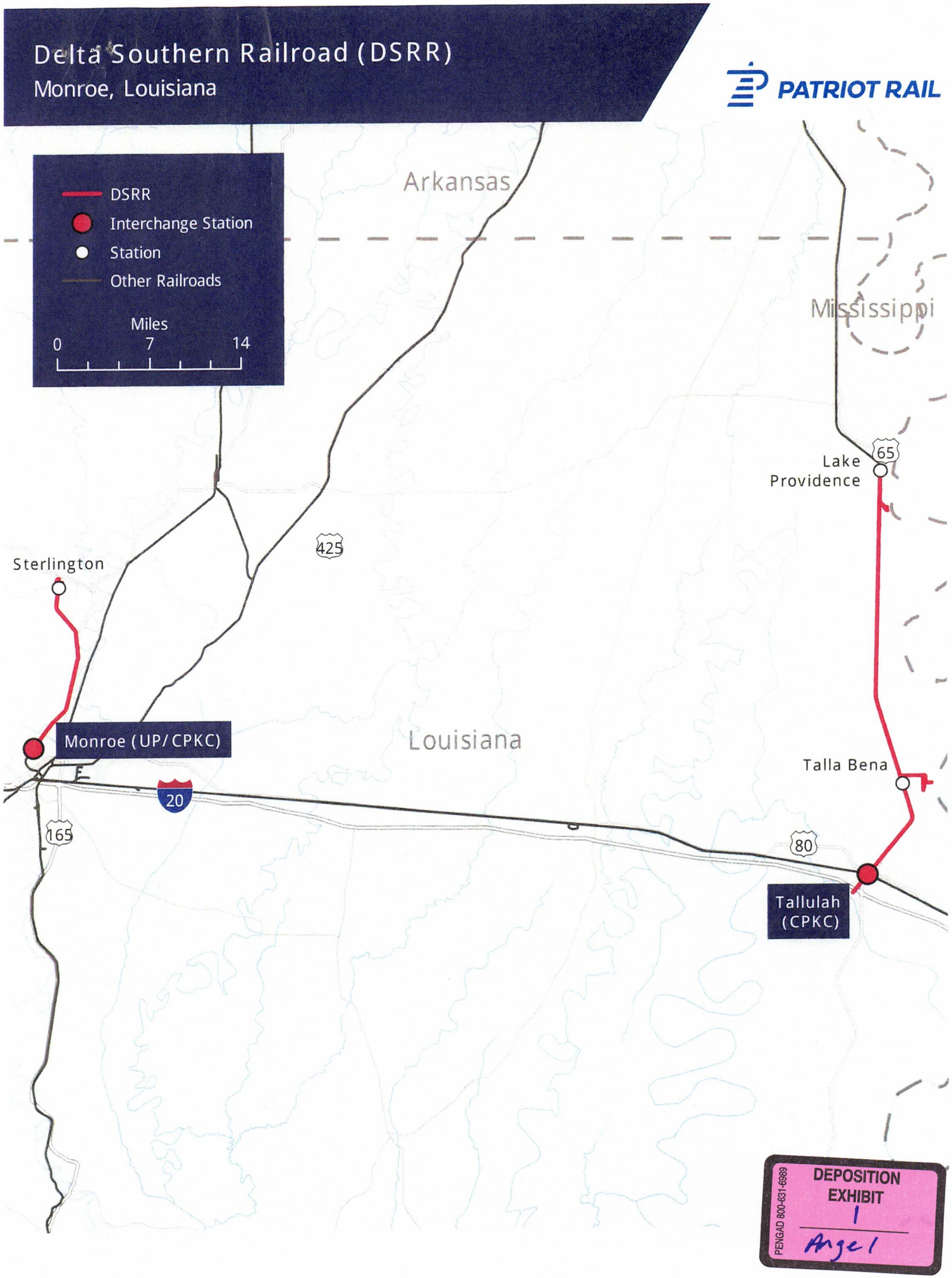
SUBSCRIBED AND SWORN to before me, a Notary Public in and for the aforesaid county and state on this the _____ day of _____, 2026.

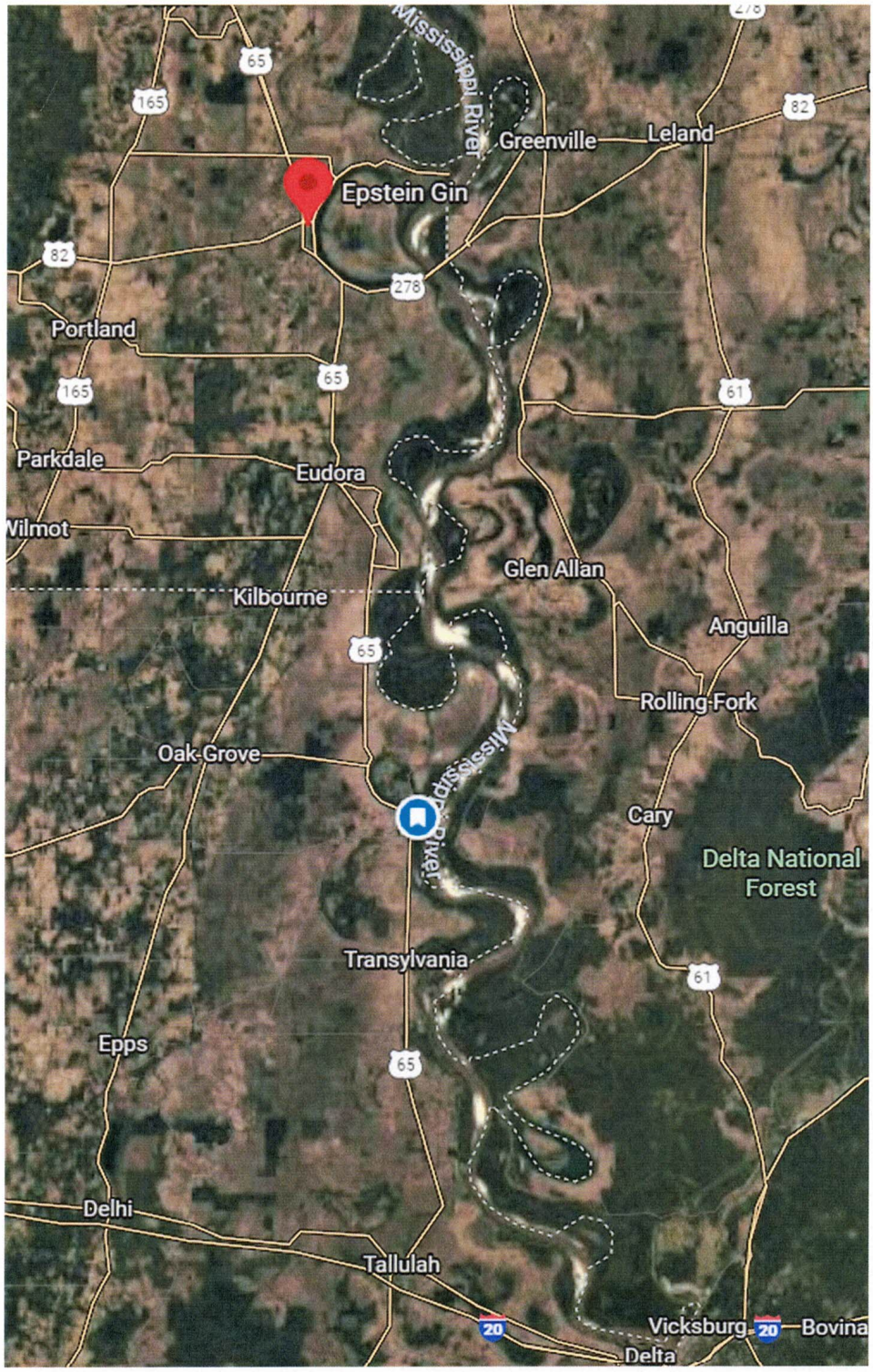
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NOTARY PUBLIC

MY COMMISSION EXPIRES:

_____


Delta Southern Railroad (DSRR)
Monroe, Louisiana
PATRIOT RAIL
DSRR
Interchange Station
Station
Other Railroads
Miles
0
7
14
Arkansas
Mississippi
Lake Providence
65
Sterlington
425
Monroe (UP/CPKC)
Louisiana
Talla Bena
20
165
80
Tallulah (CPKC)
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DEPOSITION EXHIBIT
2
Angel

PENGAD 800-631-6989
DEPOSITION EXHIBIT
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From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:14 PM
To: 'Richard Streeter'
Subject: FW: LPPC
Attachments: Scan_2022_11_03_12_16_53_797.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, November 03, 2022 2:35 PM
To: 'Wyly Gilfoil'
Subject: FW: LPPC

From: Sam Angel [mailto:sameangel@sbcglobal.net]
Sent: Thursday, November 03, 2022 12:25 PM
To: Danny Robbins
Subject: Re: LPPC

On Wednesday, November 2, 2022 at 01:04:59 PM CDT, Danny Robbins <dan@drrailroad.com> wrote:

Please see attached from Wyly

Daniel B. Robbins

Vice President Marketing

Arkansas Short Line Railroads

Dardanelle & Russellville Railroad

Ouachita Railroad

Camden & Southern Railroad

North Louisiana & Arkansas Railroad

479-968-6455 Office

479-857-6103 Cell

dan@drrailroad.com

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NLA_000409

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LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

A. Shipper Name and Location Information

1. Date: 11-3-22
2. Shipper Name: Epstein Transloading
3. Contact Person: Brad Whittle
4. Contact Phone/Email: 870-265-6245
   brad/whittle@msn.com
5. Shipper Location (physical address):
   537 Reynolds st
   Lake Village, AR 71653

B. Shipping Information

6. If rail service were available at this location, would you be interested in using the rail service? Y or N Currently Served by rail. would be interested in shipping South at times
   a. If yes, please proceed with the following questions. If no, please return the survey and thank you for your time.
7. Commodities Transported (STCC): Cottonseed
8. Are any of the commodities transported hazardous materials? Y or (N)
   a. If yes, what are the materials? _____
9. Potential annual volume separated between commodity:

a. Number of loaded inbound cars:	**Commodity**	**Volume**

LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

b. Number of loaded outbound cars:

Commodity	Volume
Cottonseed	150 cars

10. Have you used rail to transport products in the past? (Y) or N

a. If yes, when was the last time you used rail service?

Currently using

11. Do you have a peak season? Y or (N)

a. When does it begin? _____

b. When does it end? _____

12. Do you have an inactive season? Y or (N)

a. When does it begin? _____

b. When does it end? _____

13. Any comments about seasonality? _____

14. Any reasons to expect rail volumes to change in the future?

Depending on Demand

a. If yes, by how much?

LAKE PROVIDENCE PORT COMMISSION ("LPPC")
POTENTIAL AND EXISTING SHIPPER SURVEY

15. How often would you require service by the railroad?

bi-weekl

16. Railcar information:

a. Would the Shipper ship/receive trainload, multiple car or single car traffic?

multiple cars

b. Would the Shipper ship in private or railroad owned railcars?

both

c. Would the Shipper reload cars at this location? Y or (N)

1) If yes, explain procedure and identify frequency:

C. Shipper Requirements

17. Facility Hours:

a. Opening time: 7 Am

b. Closing time: 5:00 pm

c. Days of the week: Monday - Friday

d. Are there any rail service window restrictions? If yes, please describe:

No

Danny's Post

Danny Robbins
Admin · September 1, 2022



51 · 9 comments · 4 shares

Like · Comment · Share

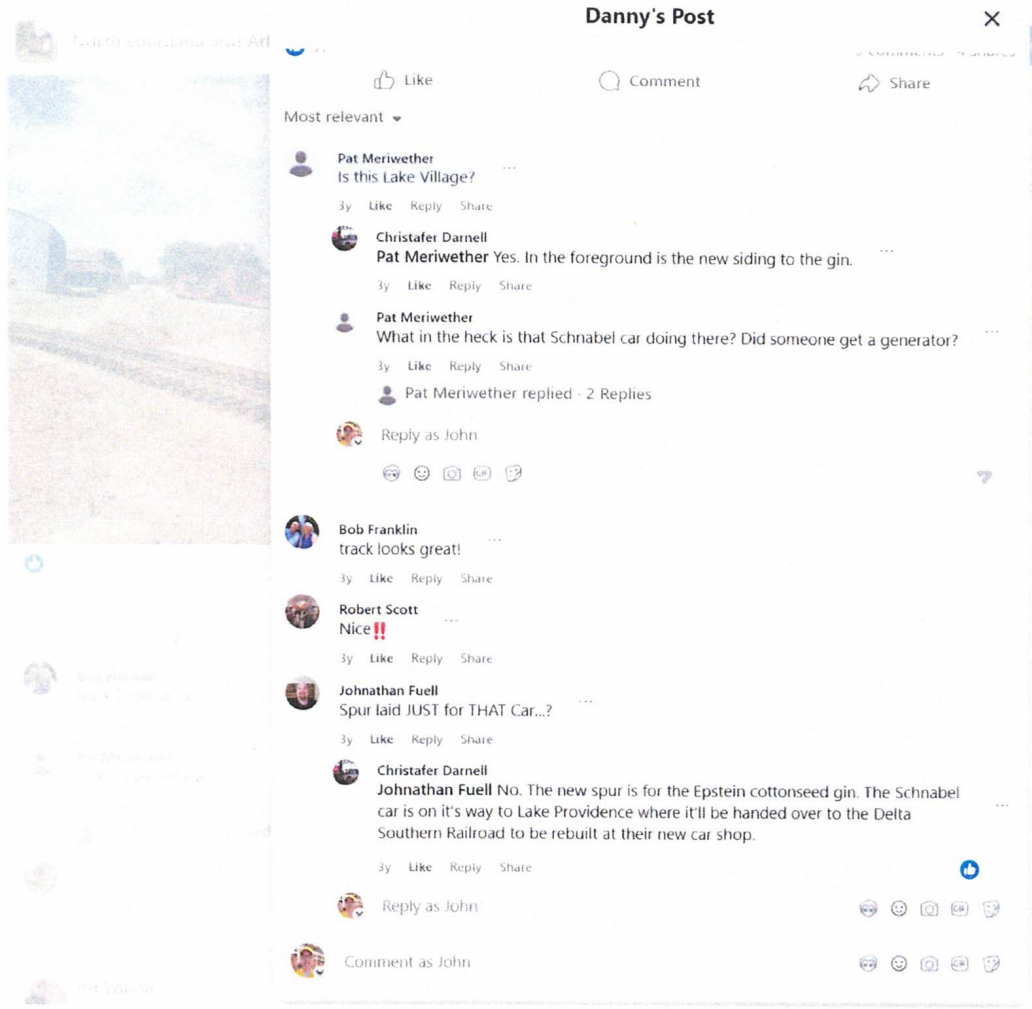
Most relevant

Pat Meriwether
Is this Lake Village?
3y · Like · Reply · Share

Christafer Darnell
Pat Meriwether Yes. In the foreground is the new siding to the gin.

Comment as John

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Danny's Post
Like
Comment
Share
Most relevant
Pat Meriwether
Is this Lake Village?
3y Like Reply Share
Christafer Darnell
Pat Meriwether Yes. In the foreground is the new siding to the gin.
3y Like Reply Share
Pat Meriwether
What in the heck is that Schnabel car doing there? Did someone get a generator?
3y Like Reply Share
Pat Meriwether replied · 2 Replies
Reply as John
Bob Franklin
track looks great!
3y Like Reply Share
Robert Scott
Nice‼️
3y Like Reply Share
Johnathan Fuell
Spur laid JUST for THAT Car...?
3y Like Reply Share
Christafer Darnell
Johnathan Fuell No. The new spur is for the Epstein cottonseed gin. The Schnabel car is on it's way to Lake Providence where it'll be handed over to the Delta Southern Railroad to be rebuilt at their new car shop.
3y Like Reply Share
Reply as John
Comment as John

Scheib, John M.

From: Tyler Reddan <Tyler.Reddan@patriotrail.com>
Sent: Monday, January 8, 2024 10:54 AM
To: bradwhittle@msn.com
Subject: DSRR Reach Out

DATE:1/8/2024

Good Morning,

On behalf of Delta Southern Railroad, Inc. ("DSRR"), I write to extend to wish you a Happy New Year. We are sorry that you have not had any railcars to ship on DSRR so far in 2023.

As you may know, 2023 was an exciting year for DSRR, with new ownership at Patriot Rail that has provided excellent support and investment in improving DSRR's service offerings for customers. Since taking over as owners of DSRR earlier this year:

- DSRR has been working with customers starting on the day Patriot Rail LLC et al. ("Patriot Rail") closed on ownership of DSRR. As a result, customer have shipped over 700 cars on the Lake Providence Subdivision through the end of November 2023.
- DSRR quickly opened lines of communication with NLA – mere weeks after Patriot Rail closed on ownership of DSRR. Regrettably, NLA has not tendered any traffic to DSRR in 2023, but we stand ready for it.
- DSRR has also made substantial investments in segments of the Lake Providence Subdivision. For instance, in July of 2023, DSRR installed 700 rail ties between MP 471.0 and MP 472.5. DSRR also installed 2,200 ties between MP 491 and 499 during 2023. Over the same stretch of railroad, we added ballast and completed surfacing work. Further, we completed bridge repairs. In total, we invested about $400,000 this year on the line.
- DSRR has created operating procedures to ensure that any railcars on the Lake Providence Subdivision do not prevent the movement of freight in either direction.
- DSSR has developed a multi-year investment plan for the Lake Providence Subdivision.

We are excited for the future and hope to continue to grow our services in the Lake Providence region.

With the start of 2024, I wanted to again reach out to connect about any way DSRR could be helpful to your business. DSRR is committed to serving the rail transportation needs of businesses in our region, and we want to make sure you are aware of our services and to explore ways in which we may be able to assist your operations.

We would love to have further conversation with you. If you are interested in exploring ways that DSRR can serve your business, please contact me at your earliest convenience. I can be reached at 463-254-5533.

In the meantime, I wish you the best and wish you a happy belated 2024. And, bring on the freight.

Sincerely,

Tyler Reddan
Account Manager
Patriot Rail Company
C: 463.254.5533
Tyler.reddan@patriotrail.com | Patriotrail.com

PENGAD 800-631-6989
DEPOSITION EXHIBIT
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Angel

Richard Streeter

From: dan.b.robbins <dan.b.robbins@gmail.com>
Sent: Monday, January 8, 2024 12:43 PM
To: Richard Streeter
Subject: Fw: DSRR Reach Out

See below

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Brad R Whittle <bradwhittle@msn.com>
Date: 1/8/24 11:14 AM (GMT-06:00)
To: Missy Courtwright <billing@drrailroad.com>, "dan.b.robbins" <dan.b.robbins@gmail.com>
Subject: Fw: DSRR Reach Out

Got this today can yall shed so light on it for me

Brad Whittle
Epstein Transloading Co. LLC
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From: Tyler Reddan <Tyler.Reddan@patriotrail.com>
Sent: Monday, January 8, 2024 9:53 AM
To: bradwhittle@msn.com <bradwhittle@msn.com>
Subject: DSRR Reach Out

DATE:1/8/2024

Good Morning,

On behalf of Delta Southern Railroad, Inc. ("DSRR"), I write to extend to wish you a Happy New Year. We are sorry that you have not had any railcars to ship on DSRR so far in 2023.

As you may know, 2023 was an exciting year for DSRR, with new ownership at Patriot Rail that has provided excellent support and investment in improving DSRR's service offerings for customers. Since taking over as owners of DSRR earlier this year:



- DSRR has been working with customers starting on the day Patriot Rail LLC et al. ("Patriot Rail") closed on ownership of DSRR. As a result, customer have shipped over 700 cars on the Lake Providence Subdivision through the end of November 2023.
- DSRR quickly opened lines of communication with NLA – mere weeks after Patriot Rail closed on ownership of DSRR. Regrettably, NLA has not tendered any traffic to DSRR in 2023, but we stand ready for it.
- DSRR has also made substantial investments in segments of the Lake Providence Subdivision. For instance, in July of 2023, DSRR installed 700 rail ties between MP 471.0 and MP 472.5. DSRR also installed 2,200 ties between MP 491 and 499 during 2023. Over the same stretch of railroad, we added ballast and completed surfacing work. Further, we completed bridge repairs. In total, we invested about $400,000 this year on the line.
- DSRR has created operating procedures to ensure that any railcars on the Lake Providence Subdivision do not prevent the movement of freight in either direction.
- DSSR has developed a multi-year investment plan for the Lake Providence Subdivision.

We are excited for the future and hope to continue to grow our services in the Lake Providence region.

With the start of 2024, I wanted to again reach out to connect about any way DSRR could be helpful to your business. DSRR is committed to serving the rail transportation needs of businesses in our region, and we want to make sure you are aware of our services and to explore ways in which we may be able to assist your operations.

We would love to have further conversation with you. If you are interested in exploring ways that DSRR can serve your business, please contact me at your earliest convenience. I can be reached at 463-254-5533.

In the meantime, I wish you the best and wish you a happy belated 2024. And, bring on the freight.

Sincerely,

Tyler Reddan
Account Manager
Patriot Rail Company
C: 463.254.5533
Tyler.reddan@patriotrail.com | Patriotrail.com



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EXHIBIT E

Verified Statement of Sam E. Angel

PENGAD 800-631-6989
DEPOSITION EXHIBIT
9
Angel

BEFORE THE

SURFACE TRANSPORTATION BOARD

Finance Docket No. 36447

LAKE PROVIDENCE PORT COMMISSION
--FEEDER LINE APPLICATION—
LINE OF DELTA SOUTHERN RAILROAD LOCATED IN
EAST CARROLL AND MADISON PARISHES, LA.

Verified Statement of Sam E. Angel II
in Support of
Feeder Line Application filed by
Lake Providence Port Commission

1. My name is Sam E. Angel II. I am the owner of Epstein Gin Co. and Epstein Transloading. I am duly authorized to present this Statement in Support of the Feeder Line Application that has been filed by the Lake Providence Port Commission ("LPPC). My business address is 537 Reynolds St, Lake Village, AR 71653. My telephone number is (870) 265-2332. I have been involved with Epstein Gin for 30 years and have personal knowledge about the facts that are stated herein. Those facts are true to the best of my knowledge.

2. Epstein Gin has been in this location since the early 1900s. The ginning process separates the seed from the cotton fiber. We store up to sixteen thousand tons of seed here. Storage and rail are critical to our operations because the cotton harvest is approximately 60 days annually. Therefore, the seed markets quickly flood, and prices drop just

as fast. With seed storage we can ship and sell throughout the year using rail to reach distant dairy markets. Epstein Transloading does the same for other cotton gins located in the Mississippi Delta that have seed storage but no access to transloading or rail services. In addition to selling and shipping our own seed, Epstein has loaded cars for various Commodity Companies that have included Anderson Grain, Apex Commodities and Gavilon. In all instances, we are not considered to be the shipper. Instead, the above-named companies are the actual shippers. When they are ready to ship, they tell us how many empty cars they need for us to load, and we schedule the cars for loading. It is left to the shippers to determine the routing. While we are generally aware of the destination markets, and may influence the routing, the shipper works with the railroads to establish their rates and routing.

3. Because of the price differential between the Union Pacific Railroad ("UP") and Kansas City Southern Railroad ("KCS") can be substantial, Epstein Gin and the shippers whose cars we load, would prefer to route cars that are destined to markets in Mexico and other locations in the United States that are served by KCS, directly to KCS at Tallulah. The grant of LPPC's feeder line application, would result in a single movement of only 65 miles as NLA would interchange directly with KCS. This would eliminate two (2) inefficient interchanges that involve DSRR. In addition, it will eliminate the alternate routing that has NLA moving the cars 24.1 miles to McGehee, where they are interchanged

with UP. UP then moves the cars 95 miles to Monroe, Louisiana where it interchanges with KCS. Although this alternative "works," it adds to the cost of the entire movement. Given the markets in which we operate, any extra costs and unnecessary interchanges are counterproductive. At present, we are in discussions with Central Valley Ag Products from California about loading for it. While they would prefer shipping via KCS for some shipments, the added costs have caused them to hold back until they can be assured that the entire Line south of Lake Providence, Louisiana has been fully restored. To understand the hesitancy to take a chance that the unrestored track will be able to safely handle the high-gravity cars that are used to transport cotton seed, it is necessary to realize that about 95 percent of the cars are privately owned by the companies that hire us to load them. Having experienced several expensive derailments attributed to DSRR's deteriorated tracks, Epstein Gin got rid of all the private cars that it once owned.

4. The Epstein Companies and the companies for which it loads have been denied interchange rail service ever since William Wainwright, the former owner of Delta Southern Railroad, Inc. ("DSRR"), on November 2, 2010, embargoed the Line between milepost 408.9 and milepost 433.0. Two (2) years before he allowed the track to disintegrate to the point that the high-center-of-gravity Hopper cars used to transport our products could not be safely operated, Epstein Gin had shipped 451 carloads. That number had fallen to 20 carloads by the end of October 2010. That

decline was totally attributed to track conditions and DSRR's horrendous rail service. Not only did it suffer numerous derailments, which resulted in the loss of product and damaged railcars, but its service was unreliable. While DSRR would promise to deliver cars for loading on a Friday, it often failed to arrive until the next Friday. In our business, repeated delays of a week for delivery results in the loss of customers who use the cotton seed to feed their cattle. Due to the unreliable rail service, we had to resort to transloading shipments for delivery to UP. This necessarily and substantially increased our cost of transportation. As a result, all use of DSRR's services to the north of milepost 471.0 ceased.

5. Even after LPPC and NLA acquired ownership of the track, track conditions continued to plague NLA's ability to safely operate the type of railcar upon which we rely. Because NLA and the Southeast Arkansas Economic Development District ("SEAEDD") have already used the INFRA Grant funds, as well as previous grants, to rehabilitate the Line between McGehee and the Arkansas/Louisiana State boundary and the spur track into our facilities at Lake Village, that track can now be safely operated to reach UP in McGehee. I am informed that LPPC has also taken steps to improve the Line between the State Line and the point of interchange with DSRR at the Port of Lake Providence. I also know that NLA can safely move our cars over that section of the track between the Arkansas/Louisiana boundary since 2016.

6. In 2015, Wainwright sold his shares of DSRR's stock and the last segment of the Line that he had not abandoned to some other entities which, I am advised, include Golden Gate Capital, a private equity investment firm which is headquartered in San Francisco, with no apparent ties to this region. While the new investors encouraged efforts to upgrade DSRR's track between the Madison Parish Port and the point of interchange with KCS, they refused to take any steps to rebuild the segment of track that must be rebuilt before Epstein Gin can reach KCS. That refusal continued for approximately 21 months after Epstein Gin filed its letter of support for LPPC's original feeder line application in November 2020.

7. In June of 2019, Epstein Gin requested NLA to ship the remaining 40+ cars of cottonseed that were then stored in its Lake Village facility to KCS. These cars would have moved in interchange service with DSRR. Although NLA was ready, willing and able to move the 43 cars, Mr. Robbins informed us that Dino Trevino, who is DSRR's current General Manager, had advised him that he had to refuse interchange because DSRR's tracks between mileposts 471.0 and 491.0 could not accommodate the movement of the cars. Mr. Robbins also reported that Mr. Trevino had also claimed that DSRR had approximately 200 cars stored on a portion of that track. That DSRR was recently able to move a specialized low-gravity car over its track plainly demonstrates that if DSRR's owners had consistently taken steps during the seven (7)

years that they have owned the track, it could have been properly rehabilitated at an earlier date. That it could handle the specialized car in September 2022 does not, by itself, demonstrate that DSRR can now handle our top-heavy loads of cotton seed.

8. I hereby confirm the statement in the earlier letter that Epstein Gin and Epstein Transload intend to expand sales into Mexico and other destinations via the KCS once it can be assured that its cars can be safely operated over the 20-mile segment of track. As I view the situation, the expectancy of increased new business and increased revenues would have prompted most short line railroads to repair their tracks. As is obvious from DSRR's response to Epstein Gin's testimony and the joint business development activities that were undertaken shortly after Wainwright sold his stock, DSRR's new owners have never committed to take the necessary steps to rebuild the segment of the Line that must be repaired if DSRR is to provide the rail service that Epstein Gin requires. Instead, they continued to argue as late as March 2021, that the renovation of its "long-dormant" was unjustified and unwarranted.

9. Epstein Gin and Epstein Transloading support LPPC for several other reasons. First, LPPC's ownership of the segment from milepost 471.0 and the point of interchange with KCS will ease the administrative burdens of having to deal with three (3) distinct railroads to establish contracts, obtain rate quotes, track the location of cars, and settle freight claims in the event of a problem. In other words, it will enhance

efficiencies both administratively and operationally. In addition, our support for LPPC is also based on a shared belief that preservation of rail service will benefit the economic development of the area. I am a current member of the Lake Village Economic Development Commission as well as the Chicot-Desha Metropolitan Port Authority, which is heavily involved in the effort to further develop the Yellow Bend Slackwater Harbor. That Port is currently underutilized with regard to its potential. In addition, I am a Board Member of the SEAEDD. As such, I am very aware of the urgent need for economic development and the need to fully restore the entire Lake Providence Branch Line. Without the full support that LPPC and SEAEDD have provided Epstein Gin in preserving rail service for the past 34 years, the Line would have been abandoned. As the Interstate Commerce Commission's ("ICC") decision in *Missouri Pacific Railroad Company – Abandonment – In Desha and Chicot Counties, AR, and East Carroll, Madison, Tensas, and Concordia Parishes, LP*, dated July 11, 1988, reflects, Epstein Gin, along with LPPC and SEAEDD, opposed MoPac's application. It was only because of offers of financial assistance filed by LPPC and the predecessor of Delta Southern Railroad Company that the Line is still in place.

10. I am personally aware that SEAEDD's and NLA's use of INFRA Grant funds for the recent reconstruction of the Line has already resulted in two (2) new industries announcing their intent to consider the construction of new facilities in Chicot County. In fact, I attended the

groundbreaking that was conducted on November 14, 2022, for MD Power and its Waste to Energy facility that is being constructed in Chicot County. It is anticipated that this will result in an increase of hundreds of jobs within the next two (2) years and will substantially increase rail traffic over the Line between McGehee and Tallulah. LPPC's, SEAEDD's and NLA's joint ownership of the entire Lake Providence Branch Line will benefit Epstein Gin and Epstein Transloading and their employees.

I, Sam E. Angel II, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed this 20th day of December 2022.

Sam E. Angel II

ERRATA SHEET

Page 12 Line 18 Change: Louisiana
To: Lake Providence
Reason: Misspoke

Page 13 Line 23 Change: LMN
To: Yellow Bend
Reason: Transcription Error

Page 16 Line 9 Change: Cotten
To: Cotton
Reason: Spelling Correction

Page 35 Line 22 Change: 2000
To: 2022
Reason: Misspoke

Page 44 Line 4 Change: don't
To: want to know
Reason: Transcription Error

Page 63 Line 13 Change: translating
To: transloading
Reason: transcription Error

Page 64 Line 18 Change: translated
To: transloaded
Reason: transcription Error

Sam E. Angel II
WITNESS NAME

DATE

ERRATA SHEET

Page 89 Line 19 Change: bones

To: booms

Reason: transcription error

Page ____ Line ____ Change: _____

To: _____

Reason: _____

Page ____ Line ____ Change: _____

To: _____

Reason: _____

Page ____ Line ____ Change: _____

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To: _____

Reason: _____

Sam E. Angel II
WITNESS NAME

_____
DATE

SIGNATURE PAGE

I, Sam E. Angel II, do hereby certify that I have read the foregoing 96 pages of typewritten transcript of my testimony, after necessary translation, given under oath on the 25th day of February, 2026, and that the said transcript and corrections, if any, that appear on the attached errata sheet(s), are true and correct to the best of my memory and belief. Further, that I have signed my name to this signature page and authorize that the same be attached to the original transcript.

3-18-2026
DATE

SAM E ANGEL, II

****

STATE OF Arkansas)
COUNTY OF Chicot)

SUBSCRIBED AND SWORN to before me, a Notary Public in and for the aforesaid county and state on this the 18th day of March, 2026.

NOTARY PUBLIC

MY COMMISSION EXPIRES:
2-23-34

TORI L GREEN
Notary Public - Arkansas
Chicot County
Commission # 00000143
My Commission Expires Feb 23, 2034

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36447

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION - LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

ORAL DEPOSITION

OF

BLAKE LIVINGSTON

TAKEN FEBRUARY 26, 2026, AT 9:46 A.M.

Arkansas Diamond Court Reporting

21043 Natalie Lane
Little Rock, Arkansas 72206

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PHONE: 501.319.4807

A P P E A R A N C E S

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ON BEHALF OF THE DEPONENT:

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C A P T I O N

ANSWERS AND ORAL DEPOSITION OF BLAKE LIVINGSTON, a witness produced at the request of Delta Southern Railroad, taken in the above-styled and numbered cause on the 26th day of February, 2026, at 9:46 a.m., at the law firm of Robert Bridewell, 113 North Court Street, Lake Village, Arkansas, 71653, pursuant to the Federal Rules of Civil Procedure.

P R O C E E D I N G S

THEREUPON,

BLAKE LIVINGSTON,

THE WITNESS HEREINBEFORE NAMED, having been first duly cautioned and sworn by me to testify to the truth, the whole truth, and nothing but the truth, testified on his oath as follows, to-wit:

EXAMINATION

BY MR. SCHEIB:

Q Good morning.

A 'Morning.

Q Just, for the record, my name is John Scheib. I'm a attorney with Gentry Locke. We represent Delta Southern Railroad. My colleague is Will Spotswood. And just to go ahead and get it on the record --

MR. MCBRIDE: Right. So I'm Michael McBride with the law firm of Van Ness Feldman in Washington, DC, and I represent the Lake Providence Port Commission, North Louisiana and Arkansas Railroad, and the SEAEDD, the Southeast Arkansas Economic Development District.

MR. MENCER: My name is William L. Mencer, Law Office of William L. Mencer, LLC, located in Lake Village, Arkansas, and I represent Livingston Pecan

and Metal.

Q For the record, let's go ahead and get your name on the record, please.

A Blake Livingston, Livingston Pecan and Metal.

Q And Mr. Livingston, what's your at home address?

A 3308 South Lakeshore Drive, Lake Village, Arkansas.

Q Okay. Have you ever been deposed before?

A I have not.

Q Okay. So let me just take a minute and kind of talk you through a few things that are kind of typical for a deposition that's different from a normal conversation. The court reporter is going to try to take down everything we say, so we're going to try to avoid talking over each other as best we can.

A Right.

Q And we'll avoid like head nods and uh-huhs so that she can actually get words from us.

A Okay.

Q So, okay? And, everything that you say, obviously, is under oath. You've been sworn in. So give complete answers as best you can. If there's something that you can't answer, just let us know. And that's how we'll proceed; is that understandable?

A Yes.

Q Okay. Obviously, you know, about perjury, misleading,

incomplete testimony, since you're under oath, so we'll avoid that as well, agreed?
A Right.
Q Yeah. If there's something I ask and you don't understand it, feel free to ask me to rephrase it or to repeat the question so that we make sure you understand the question before you answer, okay?
A Okay.
Q If you have partial knowledge about something but not complete knowledge about something, just tell us what you do know and just let us know what you don't know.
A Okay.
Q If you need a break at any time, feel free to just let us know. We can take a break. It's not a problem at all.
A Okay.
Q Just let us know. And with that, let's just go back, I think you said it, but your employer is who?
A Livingston Pecan and Metal.
Q So I'm curious, the pecan and metal part. So what's the metal component of the business?
A That's the main part of our business. The pecans is just a seasonal thing, typically from October through February. And even now, the -- we're just about out of the pecan side of it. It's not really part of our business too much anymore.
Q Yeah. Were these storms bad for the pecan -- is it a

pecan grove, is that what it would be called?
A Well, it's just -- I mean, we have customers that bring in -- we don't have any pecan orchards or anything like that of our own.
Q Orchard.
A It's just what individuals bring to us.
Q I see. Okay. Were the orchards hit pretty hard, or have you been able to tell yet?
A No, you wouldn't be able to tell just yet, but.
Q Yeah, hopefully not.
A Yeah.
Q Would you -- do you warehouse the pecans in the same location where the steel -- or, the metal work happens?
A No. No, we don't we don't have, like, a warehouse or anything like that.
Q I see. Okay. Is your only location here in Lake Village?
A Yes.
Q Okay. What's your job title?
A Vice president.
Q And how long have you been in that role?
A 2012.
Q What are your job responsibilities?
A I run the whole show.
Q Okay. So by running the whole show, that's -- what would that include?

A Buying and selling scrap metal.
Q Okay. What did you do before you were vice president?
A With the company or --
Q Sure. With -- yeah, with the company.
A Just started out, you know, just a normal, normal role. I mean, like I said, I've been there since 2004.
Q Okay.
A That's when I graduated college. So been there full time since 2004.
Q And were you working on the scrap metal part of the business coming up since 2004 --
A Yes.
Q -- in different capacities?
A Yes.
Q What were some of those capacities?
A Just -- I mean, it's all intertwined, but, just like I said, just buying and selling scrap metal; and then once I took a more of an administrative type role, you know, just the duties that go along with that, so.
Q Perfect. Did you review any documents before you came in today?
A Such as?
Q Anything that you reviewed in preparation for the deposition today?
A Yes.

Q And did you bring any documents with you today?
A I did.
Q And are those documents that are responsive -- well, maybe, let me ask you, have you seen the subpoena document that was served on Livingston?
A Yes.
Q And are the documents that you brought today in response to the document requests that were attached to that subpoena?
A I brought what -- I mean, what I could find, yes.
Q Okay, great.

MR. SCHEIB: Do we have copies of those, Mr. Mencer?

MR. MENCER: Yes. But caveat to that is, some of what he brought, they're really old and they're kind of difficult to make copies of. So we were going to let you look at them, and then if you want to make copies, we can kind of figure that out. Just however --

MR. SCHEIB: Great, can we just take a look at those during a break and --

MR. MENCER: Sure. Yeah.

MR. SCHEIB: Perfect. Thanks for bringing those. We'll take a look.

Q Excluding Mr. Mencer, did you talk to anyone in preparation for your deposition today?

A No.
Q And these questions are going to sound a little silly, but are you under the influence of any medication today?
A No.
Q Is there anything that could impair your ability to testify truthfully today?
A No.
Q Great. So tell me, are you aware of a feeder line application that was filed at the United States Surface Transportation Board?
A Yes.
Q What do you know about that?
A I mean, that's about it. Just that it was applied for, trying to get the track back to a usable condition.
Q And "track" is an interesting word, and so is the word "line," and so we probably ought to have some definitions so we know what each other's talking about.
A Okay.
Q When I talk about the line at issue in the feeder line proceeding, I'm talking about the rail line from Lake Providence, Louisiana, down to Tallulah, Louisiana. That's the line that's at issue in the STB proceeding.
A Okay.
Q And I understand that if you go back in the old days or whatever, that, some terms were used to also include from

McGehee, Arkansas down to Lake Providence --
A Right.
Q -- Louisiana. So can we agree that when I use the word "line," I'm talking about Lake Providence down to Tallulah?
A Okay.
Q Okay. And if any time in the conversation that becomes unclear, we can clarify for each other.
A Okay.
Q And just to also be very clear, the line at issue in the proceeding does not include McGehee to Lake Providence. Do you understand that?
A Yes.
Q Okay. Have you ever attended any meetings in which the application for the feeder line was discussed?
A No.
Q Any -- have you ever attended any meetings in which the rail line at issue -- again, from Lake Providence to Tallulah, was discussed?
A No.
Q Do you know Mr. Richard Streeter?
A I do.
Q How do you know him?
A Just from communications.
Q Has he ever been retained by you or Livingston in a legal capacity?

A No.
Q Do you know Mr. McBride?
A Yes.
Q How do you know him?
A Just from today. I just met him.
Q Have you ever retained -- or, has -- have you or Livingston ever retained Mr. McBride in a legal capacity?
A No.
Q Do you -- have you ever had an attorney-client relationship with Mr. Streeter?
A No.
Q Have you ever had an attorney-client relationship with Mr. McBride?
A No.
Q Okay. We wanted to just kind of take a look at a map with you. And this is, again, to educate us. And so, Will, if you will mark that Livingston 1.

((WHEREUPON, EXHIBIT 1 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

MR. MCBRIDE: Just to be clear to you, Mr. Livingston, since you haven't been at a deposition before, just because you're putting your name on the exhibit doesn't mean you had necessarily had anything to do with it.

THE WITNESS: Okay.

MR. MCBRIDE: It's just the way we keep track of documents in the deposition.

THE WITNESS: Okay.

Q Right. That way, we can refer to them and know which document we're talking about --

A Okay.

Q -- and so right now, I'm going to talk to you about this document that we labeled Livingston 1.

A Okay.

MR. SCHEIB: Very helpful for clarification, Mike.

Q Okay, so this document is a map of the rail system of Delta Southern Railroad, and I wanted to know if Livingston Pecan and Metals is -- would be on this map.

A No.

Q Okay. Let's look at -- we're going to mark another exhibit Livingston 2.

(WHEREUPON, EXHIBIT 2 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Okay.

Q And we'll let you look at that map. And again, anytime we hand you one these documents, take as long as you need to look it over and just let us know when you're ready.

A Okay.

Q We're not trying to rush you. And this map is just from

Google Maps. So, do you see Tallulah at the bottom of that map?

A I do.

Q And the blue dot is representative of where -- does that look like it's where Lake Providence Port Commission would be?

A Yes.

Q Okay. And do we have the Livingston Pecan and Metals location approximately correct?

A Yes.

Q And is Livingston Pecan and Metals on the line between Lake Providence and Tallulah?

A It is.

Q Between Lake Providence --

A Oh, excuse me --

Q -- and Tallulah?

A -- no, no, no.

Q Okay, let's try that again. Is Livingston Pecan and Metals on the line between Lake Providence and Tallulah?

A No.

Q Let's look at -- we'll mark this one Livingston 3. And this is going to be an aerial from Google Maps, where we're just trying to understand where Livingston's facilities are located here in Lake Village.

A Right.

(WHEREUPON, EXHIBIT 3 WAS MARKED FOR

IDENTIFICATION AND IS ATTACHED HERETO.)

Q So on this map, we've marked a couple of buildings, A, B and C, and we don't know if we've marked them all or not, but we're just trying to dial in here a little bit. Can you tell me what building A is?

A That's our main office.

Q And that's on Commerce Street?

A Correct.

Q Okay. Are there other buildings on the Commerce Street side of the rail line that are part of the Livingston Pecan and Metals?

A No.

Q On the other side of the line, we've marked a building, building B; is that part of Livingston Pecan and metals?

A It is. It's just a shed.

Q Okay. And --

A Same with C.

Q And same with C. Are there any buildings that we missed that are part of the Livingston Pecan and Metals complex?

A No.

Q Okay.

Q How's Rhoda's Famous Hot Tamales?

A It's good.

Q We saw it.

A Yeah, don't let the looks intimidate you. But it's good.

Q Okay. Fair enough, fair enough. Where on the map would we see where Livingston Pecan and Metals loads rail cars.
A That would be just north of B --
Q So --
A -- kind of along Rooks right there -- or, it says Ruby Street here.
Q Okay. And do you also unload railcars there?
A We don't. We haven't done anything by rail in many years.
Q Okay. So what you were answering is, if you were to ship by rail, you would do it just to the north of building B?
A Correct.
Q Okay. And is -- just for our orientation, north is to the left of B?
A That's correct.
Q Okay. When was the last time you shipped anything by rail?
A I'm thinking it would have been back in the '80s.
Q Okay. And when was the last time Livingston would have received anything by rail?
A Probably never. I mean, we would -- the scrap that we take in is just by individuals. We don't have, like, industrial accounts, you know, taking anything in like that; so it would just be exporting, or going out.
Q Got it. So your business is interesting. We wanted to just ask a couple questions to understand it.

A Okay.
Q So where does the scrap metal come from?
A Like I mentioned, it's just, what in the scrap business they call peddlers, just individuals. And like I said, it could be anything from old appliances, aluminum cans, copper, you know, things of that nature.
Q And when they come to your -- to the Livingston facility, it looks like there's like a scale there that they might drive over?
A Right.
Q Okay. Is that -- am I reading that correctly?
A Yes, uh-huh.
Q And so they weigh their scrap there, and then you all purchase the scrap from them?
A Right.
Q Okay. Is that correct?
A That's correct.
Q Okay. And then once you purchase it, what happens next in the stream of commerce?
A We process it, and depending on what type of material it is, like say, a car, for example, we crush it, we have a car crusher, we crush it down; and then, once we accumulate a load, then it goes out.
Q And so how do you ship your loads out today?
A By truck.

Q Where are your end markets? Where are they being -- where's that material being trucked to?
A It could be anywhere from Greenville, Mississippi, just right across the river, Nucor Steel in Jackson, Mississippi. The copper and other non-ferrous like that goes to Dallas. So we've got, you know, depending on the material, it goes different places.
Q What's the transportation pricing? How does the transportation pricing work for scrap metal for trucks?
A It cost me about 20 -- or excuse me, $47 a ton to freight something from Lake Village to Jackson.
Q So it's priced by the ton?
A Right, right.
Q Okay. Is it priced by the ton and mileage, or just by the ton?
A It kind of ties in. I mean, obviously, more miles is going to be more freight, but, that's what it equates to going to Jackson --
Q Got it.
A -- right at $47.
Q Got it.
A I do sell some to Memphis. That's about $60 a ton.
Q Okay, yeah.
A Yeah.
Q What's kind of the annual revenue that Livingston does?

A 2025 we did right at 8 million.
Q How many employees do you have?
A Nine.
Q Nine? There were a bunch of them out working this morning.
A Yeah.
Q They were dealing with a lot of trucks coming over the scale, I saw.
Do you have any affiliation with the Southeast Arkansas Economic Development District?
A No.
Q You ever heard of it?
A Yeah.
Q Have you done any work with them at all?
A No.
Q Do you know who the executive director is?
A I don't.
Q Have you done any work with the Lake Providence Port Commission?
A No.
Q Do you know who the director is?
A No.
Q You don't have any facilities down at Lake Providence Port Commission?
A No.

Q So you said that you became aware of the subpoena. How did you become aware of the subpoena?
A I don't remember.
Q Mr. Mencer provide -- did Mr. Mencer provide it to you?
A I don't remember. It -- I don't know, I can't remember.
Q Okay. Having received the subpoena, did you conduct a search for documents that were responsive to the request for documents on the subpoena?
A I did.
Q Where did --
THE WITNESS: I've got it on silent, but it's still vibrating, there.
Q At Livingston, how do you store documents?
A Most everything is still old fashioned. It's, you know, just paper, handwritten in file cabinets and, you know, things of that nature.
Q Do you have a business email address?
A I do.
Q Do you have a personal email address?
A I do.
Q Do you ever do business from your personal email address?
A No.
Q So in looking for the documents, did you search your email files?
A I did.

Q And did you search your hard copy files?
A Yes.
Q We, obviously, haven't had the benefit of seeing the documents you brought with you today, so I'm going to ask you about a couple of documents. We'll look at those during a break and if we have questions about those, we'll come back and address those with you.
A Okay.
Q What is your work email address?
A Scrap2@att.net
Q Do you know a Tyler Reddan? Does that name ring a bell?
A Does not.
Q Mr. Spotswood is going to mark this one, I think it's -- we're up to Livingston Number 4?
A 4, yes, sir.

(WHEREUPON, EXHIBIT 4 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

Q Take your time. Let us know when you're ready.
A I'm ready.
Q Oh, okay. Good. The "to" line, is that your email address?
A No. It's the number 2, not spelled out.
Q Okay. So have have you ever seen this document before?
A No, sir.
Q Do you know anyone at the North Louisiana and Arkansas

Railroad?
A No.
Q Does the name Danny Robbins ring a bell?
A Yes, I've heard of him.
Q Who's Danny Robbins?
A I couldn't tell you. I mean, I've heard the name, but I don't know him.
Q Okay. Have you heard the name Wyly Gilfoil?
A No.
Q What about the name Sam Angel?
A Yes.
Q Who's Mr. Angel?
A I just know -- I mean, his business is just right down the street from us, so I know him. He's a big, prominent figure in here in Lake Village.
Q Yeah. All right. Just checking, I think I have two copies of the same document. I do. Here we go.
Let's mark this Livingston --
MR. SPOTSWOOD: 5.
MR. SCHEIB: -- 5.
(WHEREUPON, EXHIBIT 5 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)
Q You ready?
A Yes, sir.
Q Do you know Richard Livingston?

A That's my uncle.
Q Is he affiliated with Livingston --
A Yes. Currently the president. He's getting ready to retire in May.
Q Okay. Did you talk with him before this deposition?
A My uncle? I mean, he know -- he's aware of what's going on, yes.
Q Yeah. Did you have conversations with him about the deposition today?
A No.
Q Had -- what would be his email address with the company?
A It's the same. We've only got one, scrap2@att.net.
Q Okay. I'm going to -- have you seen this email before?
A No.
Q Is this an email that came up during any of your document searches in response to the subpoena?
A No.

MR. SCHEIB: This document will be Livingston --
MR. SPOTSWOOD: 6.
MR. SCHEIB: -- 6.
(WHEREUPON, EXHIBIT 6 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

A Okay.
Q Okay. At the -- in the bottom little block of text, there's a from Blake Livingston with an email address of

blake_livingston@sbcglobal.net. Is that you?
A Yes, that's my personal email.
Q And we established earlier you don't use your personal email for work purposes; correct?
A Correct.
Q Is this an exception to that rule or is there something different we need to know?
A I'm not sure what this is.
Q Okay. Did you ever receive a request to fill out a shipper survey?
A I don't recall.
Q Do you recall filling out any sort of survey that asked about Livingston's rail shipments or --
A I don't recall.
Q Did you ever fill out a survey related to rail shipments for Livingston?
A Not that I can remember.
Q Do you remember declining to fill out a shipper survey related to rail transportation?
A No.
Q You just don't think you ever filled out a shipper survey related to rail transportation?
A Not that I'm aware.
MR. SCHEIB: Will, can mark that one Exhibit Number 7?

MR. SPOTSWOOD: 7.

(WHEREUPON. EXHIBIT 7 WAS MARKED FOR IDENTIFICATION AND IS ATTACHED HERETO.)

Q This is a little bit longer a document, so if it takes a minute, no problem. And I will tell you the copy is not as legible as I would like --

A Right.

Q But it is the version that was filed with the Surface Transportation Board, so it's what I have.

A Okay. I'm ready.

Q Okay. This appears to be a verified statement that you submitted in the Surface Transportation Board proceeding. Am I reading that correctly?

A Yes, sir.

Q Is the signature at the end of the document your signature?

A Yes.

Q Did you write this yourself?

A I did.

Q Do you remember when you wrote it?

A No, sir, I don't. I mean, it was filed in December of 2022, but -- so I'm assuming just shortly before that.

Q Did you have any assistance in writing it?

A No.

Q And everything in there is information about which you

have personal knowledge?
A Yes, sir.
Q Okay. There are a couple of places in the document, I can show you one just on the first page. And again, this is just to make sure we're using the same language. In Paragraph 2 in the -- maybe two lines up, it says, That did not save the line, and the word line is capitalized. Do you see that?
A I do.
Q There's nowhere else in the document that defines the capitalized word, the "line," and so I'm just wondering if that capitalization means something specific or is just a typo.
A Typo. Nothing specific.
Q Okay. I think there might be a couple other places where the word "line" is capitalized, so I just want to make sure that your answer applies to anywhere else in the document where the word "line" is capitalized, that you weren't trying to define that term in some particular way. It just --
A No, sir.
Q Okay, you were just using it in the ordinary sense of the word line.
A Right.
Q Okay. Did you correspond in email with anyone about your verified statement?
A No.
Q To whom did you send your verified statement when it was

finished?
A I don't recall that either.
Q Were you ever asked to update the verified statement?
A No, not that I'm aware of.
Q Never asked a supplement it?
A No.
Q Okay. The verified statement, as I look at it, seems to be laid out in chronological order; is that correct?
A Yes.
Q Okay. So what's your knowledge of events in 1988?
A Limited. I would have been just a kid at that point.
Q Okay, so the discussion in Paragraph 2, you don't have personal knowledge of?
A I mean, just other than what, you know, my grandfather told me along the years.
Q Okay. Is your grandfather who started the business?
A His dad.
Q His dad did?
A Yeah.
Q Your grandfather served in World War II.
A Yeah.
Q Yeah. And your grandfather went away to college, but his dad wasn't real happy with that, right?
A Right.
Q Called him back and said, Join the business.

A That's right.
Q Yeah, I saw it in his obituary. He's a fascinating man.
To the best of your knowledge -- or, let me rephrase that. Let's look at Paragraph 7. And Paragraph 7 runs over two pages, I think. And again, that's one of the pages that's a little bit hard to read, just based on the way it was submitted.
A Yeah.
Q What I think I see is, on the top of that last page where your verification signature is --
A Okay.
Q -- it looks like you used the words, Segment of the Lake Providence line to LPPC. I just -- I can't quite make out that -- those two lines. I was wondering if you could help me.
A Yeah, I can't make it out either.
Q Okay. It looks to me there's something about awarded the INFRA grant, comma, Livingston urges the board to force the sale of the segment of the Lake Providence line to LPPC.
Could that be right?
A Yeah, I'm -- I can't really read that.
Q Okay. Let me just point you to another place, then. It might be easier to find, in order just to clarify my question. In Paragraph 5, the third line down, you use the term, Lake Providence branch; and then, when you roll over to the next page, you use the word, Lake Providence line. And, again, for

just definitional purposes, I'm trying to figure out what you include in the Lake Providence branch.
A I mean, just referring to whoever was in charge of that section of the line, there.
Q Right. So what section of the line are you discussing there?
A From Lake Providence down to Tallulah.
Q So the -- tell me about the grant award and what it was applicable to.
A That was just something that I'd heard.
Q So do you have actual knowledge of the grant award?
A I don't, no.
Q Okay.
A I just know there was grant money involved, you know, with getting the rail back into serviceable condition.
Q Yeah. You don't know where that money was allocated?
A No, no.
Q You don't know what segment of the rail line that was to be used on?
A No.
Q No. And Lake Providence branch, then, could mean from McGehee to Lake Providence, just as easily as it could mean from Lake Providence to Tallulah, you don't know.
A That's right.
Q Okay. When you use the words, Lake Providence line,

later, I'm sorry to be the lawyer here, but that's a different term than Lake Providence branch. I'm trying to understand what Lake Providence line means.

A Again, I mean, just that section of rail.

Q Which section?

A From Lake Providence to Tallulah.

Q Okay. Do you know what it means to request rail service?

A What it means?

Q Yeah.

A I mean, just -- yeah, that's -- just -- I mean, I don't know how to put it. It's self-explanatory.

Q What would constitute a request for rail service?

A Just having a need to ship.

Q Is it -- do you have to communicate that to the railroad?

A Yes.

Q Have you ever communicated a request for rail service to NLA?

A Yes.

Q And have you shipped anything on NLA?

A No. Wait, at some point, and I'm thinking it's probably in the '90s, they actually took up our spur that leads into our yard. So we don't even have a spur at the moment.

Q Okay. Have you requested NLA to provide you rail service?

A We -- I mean, when they were doing the, fixing up the rails right there in front of us, we did try to request rail --

or, quotes for rail, but it was more or less a non-issue. The rail was in such bad shape, it wasn't -- what's the word I'm looking for? It wasn't a possibility. I mean, it just wasn't possible.

Q When you requested rates from NLA, did they give you any rates?

A No.

Q No. If you wanted to ship freight on Delta Southern Railroad, wouldn't you have to use NLA to get to Lake Providence?

A Yes.

Q And you've never requested service from NLA to go to Lake Providence?

A Well, like I said, we did, but it was -- the rail wasn't in any condition to be able to ship.

Q That was in the 1990s, you said.

A No, that was more recently.

Q More recently?

A Back in the '90s is when they took our spur up that leads into our yard.

Q Uh-huh.

A At that time.

Q But the more recent request you made of NLA, they didn't even give you -- NLA, did not give you rates.

A No. Like I said, they weren't -- they weren't able to,

because the tracks wouldn't in any condition to be able to use.
Q Because their tracks were not in any condition to be able to use, NLA's tracks.
A Any of it, NLA, all the way down.
Q Okay, got it. Okay, that's helpful. Can you show me in your verified statement where you allege that you requested rail service but Delta Southern declined to provide rail service from Lake Providence to Tallulah?
A Paragraph 4.
Q Where in Paragraph 4?
A About halfway down.
Q What's the sentence you're referring to?
A After Danny Robbins prepared rates, we were advised that NLA could not follow through because DSR -- DSRR would not upgrade the track to a point where it would be able to reopen interchange with NLA.
Q Okay. And just going back to our prior conversation, you noted that somewhere in the 1990s, there was a request for rail service; correct?
A No. No, in the '90s is when they took up our spur.
Q In the '90s is when they took up the spur, okay. So is this reference to 2019 the last time -- or, most recent time that you requested rail service from NLA?
A Yes, yes.
Q And that's when NLA would not give you rates.

A Right.
Q And they would not give you rates because, in part, the track between Lake Providence and Lake Village was not in good repair.
A Right.
Q Did you make any requests for rail service in 2025?
A No.
Q Did you make any requests for rail service in 2024?
A No.
Q Did you make any requests for rail service in 2023?
A No. This would have been the last time, 2019.
Q Okay, then I'll -- I won't go any further. Do you have knowledge about the number of rail cars that have been moved by Delta Southern Railroad since 2019?
MR. MCBRIDE: Could I hear that question again, please?
Q Sure. Do you have personal knowledge about the number of rail cars moved by Delta Southern Railroad since 2019?
MR. MCBRIDE: Thank you.
A In general, I mean, anybody -- no.
Q Or do you have any familiarity with a rail car interchanged between NLA and Delta Southern Railroad?
A No.
Q Never heard of a Schnabel car?
A I've heard of them, yeah.

Q Have you ever seen one?
A I have not, I don't think.
Q Do you have personal knowledge about investments that Delta Southern Railroad has made on the line between Lake Providence and Tallulah since 2019?
A No, personal -- I mean, just other than what I can see or what I've seen.
Q But no personal knowledge about the investments that --
A No.
Q -- have been made.
A No.
Q Do you know -- did you -- do you know Mr. William Wainwright?
A I've heard of him.
Q What's your knowledge of the steps that he took to -- or, of his work on the railroad? What's your knowledge of his work on the railroad?
A From what I understand, it was very little. I mean, he didn't do much of anything.
Q I mean, do you know that personally, or were you told that by other people.
A Again, just from what -- yeah, probably heard it somewhere, but other than that, just from what I've seen, I mean, you know, even the tracks, you know, right there in front of us are just terrible condition.

Q Okay, and those tracks are between McGehee and Lake -- well, Lake Providence, right?
A Sure, yeah.
Q Yeah. Which is now operated by North Louisiana and Arkansas; correct?
A Right.
Q In -- let's see if I got the right paragraph number. In Paragraph 4, if you'll look at the last sentence, the last sentence is, In short, the latest sale did not result in any apparent improvement of the track between milepost 471.0 and 491.0. I'll pause there, even though the sentence continues. What sale are you referring to?
A When it -- when NLA came along.
Q The sale to NLA?
A Right.
Q Okay. The sentence continues, quote, Until late August of this year, when DSRR finally decided to take some positive steps to repair that stretch of track.
What stretch of track are you referring to?
A The milepost 471 to 491.
Q And you're aware that Delta Southern made positive steps to repair that stretch of track in what time period?
A Say -- I mean, it says August of -- that would have been 2022.
Q Okay. And so you're aware in August of 2022 that Delta

Southern took positive steps to repair the track between Lake Providence and Tallulah. Is that correct?

A Yes.

Q Let's see. Have you ever sought to ship scrap metal to Union Pacific?

A No.

Q Have you ever sought to ship scrap metal by rail in a way that would interchange -- the railcars would be interchanged with Union Pacific at McGehee?

A No.

Q In Paragraph 7 -- again, this is the one that's a little hard to read, so I'm looking at the second part of it that's above your verification.

A Okay.

Q In the next to last sentence, again, having a little bit of a hard time to read it, maybe four lines up, the line starts with, Livingston Metal, comma, have something the public convenience and necessity. Do you see that?

A Uh-huh.

Q Can you make it out any better than I can?

A I cannot.

Q Okay.

MR. MCBRIDE: Where are you? I'm sorry.

MR. SCHEIB: Yeah. Can we go off the record just a second?

(WHEREUPON, after a brief off-the-record discussion, the proceedings resumed as follows, to-wit:)

MR. SCHEIB: We'll go back on. Thanks.

Q So I wanted to focus on the words "public convenience and necessity." Can you see those?

A Uh-huh.

Q What do those words mean?

A Just having the best interest of the public.

Q How did you come up with that term?

A Couldn't say.

Q Do you know whether it has a legal meaning or not?

A I don't.

Q What's your knowledge of the INFRA grant that you mentioned in Paragraph 5? You may you may just refer to it as a DOT grant.

A Again, like I said, it's just, something that I'd heard, that, you know, there had been some grant money to get the tracks back up and running.

Q Were you involved in the INFRA grant application in any way?

A No.

Q Did you fill out a shipper survey related to the grant?

MR. MCBRIDE: Asked and answered.

THE WITNESS: What's that?

MR. MCBRIDE: I objected on the grounds that --

THE WITNESS: Oh.

MR. MCBRIDE: -- it's been asked and answered, but you can go ahead and answer.

A Yeah, I'm not aware if I did.

Q Okay. You say, As I have learned. I think you established you don't have personal knowledge.

A Right.

Q Okay, do you --

MR. MCBRIDE: Of what? I'm sorry. The question was incomplete. The record isn't going to make any sense.

MR. SCHEIB: No problem.

MR. MCBRIDE: No.

Q You say, As I have learned, in Paragraph 5, but you do not have personal knowledge about the information in Paragraph 5; is that correct?

A Correct.

Q Have you ever reported any refusal of rail service by Delta Southern Railroad to the Surface Transportation Board?

A No.

Q Have you ever reported any refusal of service by North Louisiana and Arkansas to the Surface Transportation Board?

A No.

Q Have you ever had any conversations in which you

complained about the state of the rail tracks?
A No.
Q Have you ever filed a complaint with the Federal Railroad Administration?
A No.
Q In the last sentence of Paragraph 7, you mentioned shippers located inside of the Madison Parish Port. Who are those shippers?
A I believe it's a chemical company there.
Q Do you know the name of the chemical company?
A Not right off hand, I don't.
Q Okay. You know any other companies down there?
A I don't.
Q Who are the customers that you claim receive service in that Paragraph 7, in the Lake Providence -- or, excuse me, let me rephrase that question. Sorry about that.
Other than the chemical company, are you referring to any other customers who receive service from Delta Southern in Madison Parish Port?
A No.
Q You, in the same sentence, talk about, No reason to reward them for their refusal to work with multiple shippers on the Lake Providence line. Who are the shippers that you have personal knowledge of that was -- were refused rail service by Delta Southern?

A I don't recall.
Q Do you have personal knowledge of any?
A I don't recall. I mean, I might have done some research, when I was, you know, making this out. But I -- as of right now, no, I don't.
Q Okay.
MR. SCHEIB: Let's go off the record.
(WHEREUPON, after a brief break was taken, the proceedings resumed as follows, to-wit:)
MR. SCHEIB: (Continuing)
Q Mr. Livingston, we had an opportunity to review the documents that you brought today that -- for which you did not have copies.
A Okay.
Q I just have a couple of questions about one or two of them. First, I'm not going to look at anything that was 1985 except to say that it appears, that some of these -- and I'm going to just show these to you, it looks like a letter from Missouri Pacific Railroad in 1985 about a spur track or siding. Do you know, is that the spur track or siding that is at the facility today?
A Well, it got pulled up. And the best I could tell from this, I mean, it looked like we rented some track at that time, and this is saying where we cancelled it back in '88. And then, like I said, I think it was sometime in the '90s is when

they came and pulled that up.
Q Okay. So -- just so that we're absolutely clear, these documents relate to a piece of track that's not there anymore?
A Right.
Q Or -- and/or a spur that's not usable anymore.
A Right.
Q So the -- in 2019 when you made a request for service to NLA, how would they have served you?
A We -- I mean, if it came down to track shipment again, we'd -- obviously, we'd have to get a spur put back in.
Q So you would have had to invest in a rail spur --
A Right.
Q -- and do all the construction related with putting in a rail spur --
A Right.
Q -- in order for that rail service to ever happen.
A Right.
Q So you couldn't have actually started shipping rail the day you requested service?
A Oh, no. No.
Q I'm going to show you a document that you provided to us and to Mr. McBride. So this is one of the copies.
A Okay.
Q And it has a bunch of tally marks, it looks like.
A Right.

Q Can you just help me understand what I'm looking at in the columns?
A So this is truck shipments that we did, and this is all of 2025. I mean, obviously, you can see the months here, and then this is the different types or grades of materials. And this is what I do. I mean, this is the actual -- it's more or less like an accounts receivable folder, so that every time a truck goes out, you know, it would get put in that folder and I'd just make a little tally mark to keep a total there.
Q Got it. So those are all truck shipments?
A Yes.
Q Okay. Thank you. Another one of the documents that you provided us was a application for a railroad rehabilitation and improvement financing program loan to the Federal Railroad Administration.
A I provided that?
Q Yes.
MR. MENCER: Yes.
A Okay.
Q Take a look at it.
A Okay. Okay, yeah.
Q Did you have any involvement in that loan application?
A Probably very limited.
Q Do you remember that loan application?
A I can't say that I do.

Q It's a loan application that was filed by North Louisiana and Arkansas and the Southeast Arkansas Economic Development District; am I correct?
A Yes.
Q Okay. Finish leafing through it; then, I do have a question about one aspect of it.
A Okay.
Q I'm going to have to -- we have to be sharing it.
A Okay.
Q So on Page 24 going into 25, it discusses Livingston Scrap in Lake Village. That's your company --
A Yes.
Q -- I assume; correct?
A Uh-huh.
Q And at the time of this application, which may be undated, it says that you would initially ship 50 cars which will increase to 150 cars in 2016. Do you see that?
A Uh-huh.
Q So I'm going to take it by that language that this application is sometime prior to 2016; does that sound fair?
A Sure.
Q If you didn't have a rail spur, how were you going to ship 50 cars initially?
A I mean, like I said, we'd have to put a rail -- a spur back in, which wouldn't be all that complicated.

Q But you couldn't have done it on day one.
A No.
Q You had to make capital investment. Do you know how -- you would have had to make capital investment; is that correct?
A Yeah.
Q Do you have -- do you know how much that would have cost to install a siding or spur?
A I don't.
Q Had you ever done any analysis to figure out what the cost of that would be?
A No. Like I said, my grandfather, he put the initial spur in. But no, I don't know what it would cost nowadays.
Q Just one other document that you provided us. Appears to be a petition for exemption filed at the Surface Transportation Board in 2010 --
A Uh-huh.
Q -- December 6th, 2010. Do you have any personal knowledge of this proceeding?
A Is it -- I believe so. Is that -- I mean, that's where they were -- they tried to abandon that section of rail north, yes.
Q Right. It does appear to be a petition for exemption for an abandonment.
A Uh-huh.
Q Did Livingston participate in that proceeding?

A No.
Q Do you know why you would have a copy of this document?
A Can't recall, no, sir.
Q Did you use or rely on this document to prepare your verified statement?
A No.
Q I wanted to go back to the verified -- your verified statement for just a couple of minutes, in light of those documents. If you still have that.
A Yeah.
Q Okay.
MR. MCBRIDE: And was that marked -- I'm trying to keep up.
MR. SCHEIB: Sorry, it's Livingston --
COURT REPORTER: 7.
THE WITNESS: 7.
MR. SCHEIB: 7.
MR. MCBRIDE: 7. Yeah. Thank you.
Q So looking at document Livingston 7, I wanted to turn to Paragraph 6. You testified earlier, I think, that the last time Livingston shipped by rail was in the -- was --
A Probably in the '80s.
Q In the 1980s?
A Yeah.
Q In this paragraph, it says as Livingston Metal knows from

past experiences, extra -- from past experience, extra charges are involved with multiple interchanges.

What past experience are you referring to?

A I mean, that's more or less just common sense. Far as having to deal with multiple rail lines.

Q Your phrase is that it's based on past experience. What I'm trying to get at is, there's no past experience; is that correct?

A Correct. I mean, yeah, yeah.

Q And then in Paragraph 5, you discuss repeated efforts to haul scrap to KCS. Do you see that sentence? Paragraph 5, same page as Paragraph 6, about four lines down.

A Okay.

Q You have testified to one time when you talked to NLA in 2019 about rail service. What are the -- what other requests constitute repeated efforts?

A Yeah, none, I guess. I mean, it's -- like I said, with the track being in such bad shape, I mean, it was really a, you know, a non-issue.

Q But you wrote that there were repeated requests or repeated efforts to haul scrap. I'm just trying to understand if there's more than the one in 2019.

A Okay. No.

Q Was there any other than 2019?

A No.

Q Why did you use the words "repeated efforts?"
A I don't remember.
Q Did you write this?
A I did.
Q Okay. How many tons of scrap does Livingston ship per year by truck?
A That's what this boils down to.
Q Oh, is that --
A That's a total right there. 612 truckloads, so, basically, 20 tons per truck.
Q Okay. And just going back to how the business works --
A Uh-huh.
Q Do you pay the trucking costs?
A Yes.
Q And do you -- you, Livingston, direct where the truck is going to go to the end market?
A Right.
Q And the purchaser of your scrap does not pay the freight?
A No.
Q And the purchaser of the freight -- I'm sorry, the purchaser of the scrap -- that doesn't matter.
I think I understand how it works.
A Now, on the non-ferrous side of things like, say, a load of copper, they do figure in the freight on that; but on the iron, no.

Q Yeah. Yeah. So on the -- I apologize, I'm trying to learn my metal terminology.
A Okay.
Q On the ferrous side, Livingston pays the transportation --
A Right.
Q -- fee?
A Correct.
Q And for -- on the ferrous side, Livingston chooses to whom it will sell its metal?
A Yes.
Q Okay. And on the -- is it called non-ferrous side?
A Right.
Q Livingston decides to whom it will sell --
A Right.
Q -- correct? And -- am I correct that Livingston pays the freight for those shipments?
A Yes. It'll get -- whenever that load gets paid for, it gets deducted out of that balance.
Q Uh-huh.
A So you pay it either way, it's just a matter of whether you go directly to the trucking company or, like I said, it gets deducted out.
Q Got it. And that's how the trucking company gets paid, as I understand it.
A Right.

MR. SCHEIB: I think that's all we have.

MR. MCBRIDE: Okay. I just have a few, Mr. Livingston.

EXAMINATION

BY MR. MCBRIDE:

Q Just going back. Mr. Scheib asked you about the siding near your facility -- or at your facility that was pulled up in the 1990s.

A Right.

Q Do you recall being asked about that?

A Right.

Q And you used the words at one point, They pulled it up in the 1990s. Do you remember who the "they" was that pulled it up at that time?

A I'm assuming that would have been Delta Southern that owned it at that time.

Q And let me just ask you, just as for your business, in particular, or for the region in general, and when I refer to the line, I'm going to refer to McGehee to Tallulah, all right?

A Right.

Q Is it important that traffic be able to go north and south along that line from McGehee to Tallula?

A Yes.

Q And do you have an opinion about whether, in general, rail transportation is cheaper than truck transportation?

A Yeah, I mean, theoretically, it should be cheaper, just based on the volume, you know, that can be hauled in one any given time.

Q Okay.

MR. MCBRIDE: I think that's all I have. Thank you.

FURTHER EXAMINATION

BY MR. SCHEIB:

Q Yeah, just a couple of questions to clarify your answers to Mr. McBride.

Your answer was, I'm assuming it was Delta Southern that ripped up the siding or spur track.

A Right.

Q Do you have knowledge that it was Delta Southern?

A I don't -- I mean, I'm just -- I'm thinking that's who owned the track at that time. But no, I couldn't say for sure, no.

Q So the answer is, you don't know; correct?

A Correct.

Q Okay. And you said that --

A I mean, I think NLA didn't -- they didn't come along until, you know, sometime in the 2000s, so --

Q So do you know whether Livingston itself took out the siding?

A Oh, we definitely did not.

Q Your answer was -- to Mr. McBride's question about freight rates, was that, theoretically, rail should be cheaper than truck. When was the last time you asked for a rail rate quote?
A Back in 2019.
Q And have you asked for one since 2019?
A No.
Q So do you know what rail rates are today to any of your destinations?
A I don't.
Q And for the volume of truck traffic that you do, which was 612 trucks --
A Right.
Q How many carload -- how many rail carloads is that?
A Probably 200 and something.
Q Do you know how many --
A I think they say it's like four truckloads, you know, would equal one carload -- train car.
Q And how how frequently would you -- if it was 200 carloads, just assuming you're correct in your math --
A Right.
Q How many cars a week is that?
A I mean, obviously it varies. I mean, you can see from month to month, like I said, we got -- typically, the way our business work -- typically, in the winter months is when we're the busiest, and then it's always slows, you know, during the

summer months. But I mean, like I said, it would vary.
Q So do you know what the rail rate for hauling scrap from your origin to any of your destinations is, for any month of the year?
A No.
Q Okay. I wanted to go back to that track that you were assuming Delta Southern took it out but did not know.
A Right.
Q The document that you provided that did not have -- that we do not have copies of, you said was the termination of a track lease in the 1980s.
A Right.
Q Would that termination of that track lease have led to the removal of the spur?
A Now, that, I don't -- I don't know.
Q Is it possible?
A I'm sure, it -- yeah, it could be possible, yeah.
Q Okay.

MR. SCHEIB: I think we're good.

Did you all want to on the request, on the record a --

MR. MENCER: Yes. We'd like a copy to read and sign.

(WHEREUPON, the proceedings were concluded in the matter at 11:05 a.m. on February 26, 2026.)

C E R T I F I C A T E

STATE OF ARKANSAS)
)ss
COUNTY OF DREW

I, Brandy Kay Martin, Certified Court Reporter #892 and Notary Public, do hereby certify that the facts stated by me in the caption on the foregoing proceedings are true; and that the foregoing proceedings were reported verbatim through the use of the voice-writing method and thereafter transcribed by me or under my direct supervision to the best of my ability, taken at the time and place set out on the caption hereto.

I FURTHER CERTIFY, that I am not a relative or employee of any attorney or employed by the parties hereto, nor financially interested or otherwise, in the outcome of this action, and that I have no contract with the parties, attorneys, or persons with an interest in the action that affects or has a substantial tendency to affect impartiality, that requires me to relinquish control of an original deposition transcript or copies of the transcript before it is certified and delivered to the custodial attorney, or that requires me to provide any service not made available to all parties to the action.

C E R T I F I C A T E

(Continued)

I FURTHER CERTIFY that I am not knowingly identified on a preferred provider list, whether written or oral, for any litigant, insurance company, or third-party administrator involved in this matter. This transcript is prepared at request of Counsel for Delta Southern Railroad and all fees are billed directly to Counsel for Delta Southern Railroad in compliance with Arkansas Board of Court Reporter Examiners Regulations Section 19.

WITNESS MY HAND AND SEAL this 12th day of March, 2026.

Brandy Martin

Brandy Kay Martin, CCR

Certified Court Reporter #892

My Commission Expires: 12/25/2032



ERRATA SHEET

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_____ _____ Page ____ of _____

BLAKE LIVINGSTON DATE

SIGNATURE PAGE

I, Blake Livingston, do hereby certify that I have read the foregoing 53 pages of typewritten transcript of my testimony, after necessary translation, given under oath on the 26th day of February, 2026, and that the said transcript and corrections, if any, that appear on the attached errata sheet(s), are true and correct to the best of my memory and belief. Further, that I have signed my name to this signature page and authorize that the same be attached to the original transcript.

_____ _____

DATE BLAKE LIVINGSTON

****

STATE OF _____)

COUNTY OF _____)

SUBSCRIBED AND SWORN to before me, a Notary Public in and for the aforesaid county and state on this the _____ day of _____, 2026.

_____

NOTARY PUBLIC

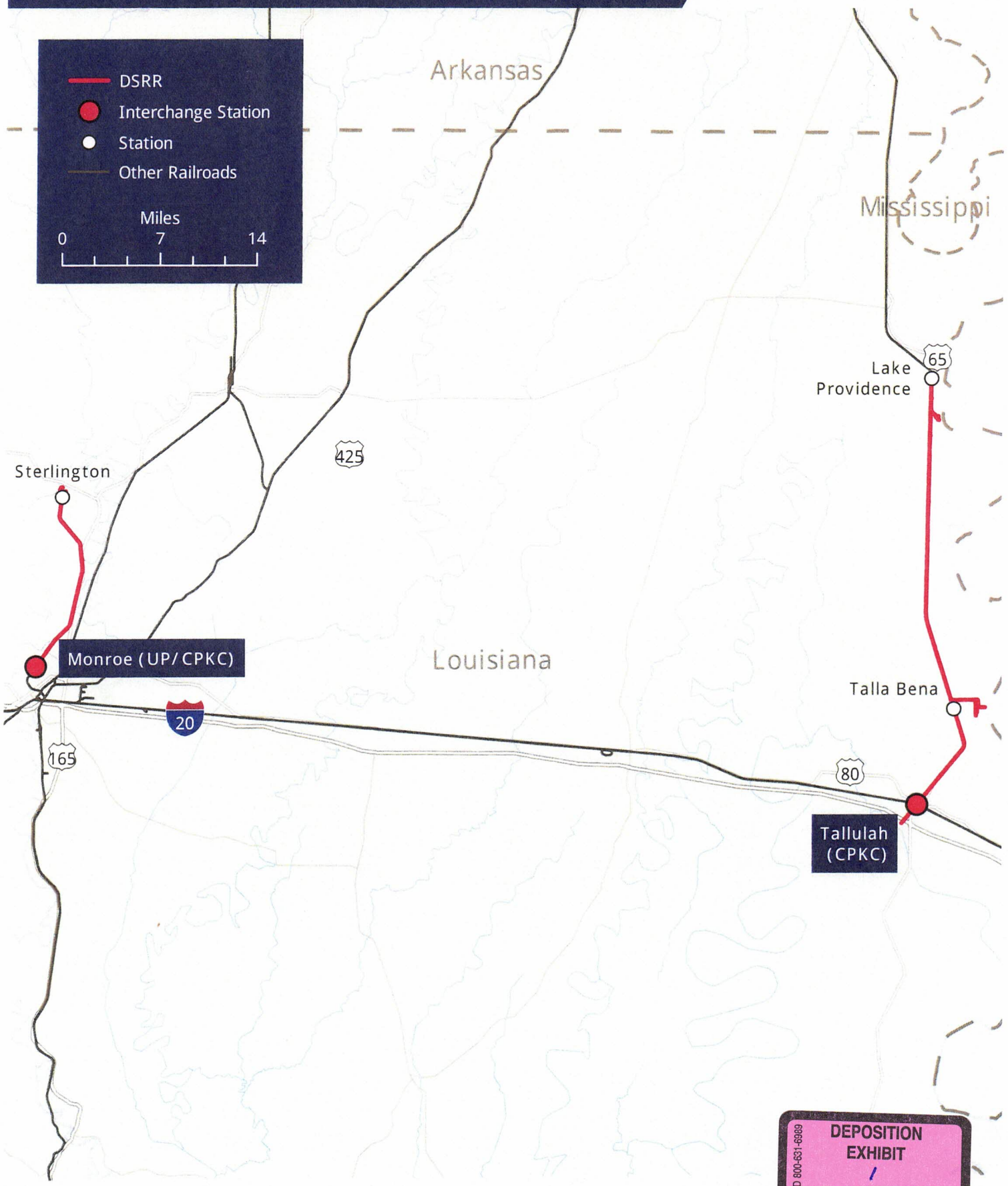
MY COMMISSION EXPIRES:

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Delta Southern Railroad (DSRR)

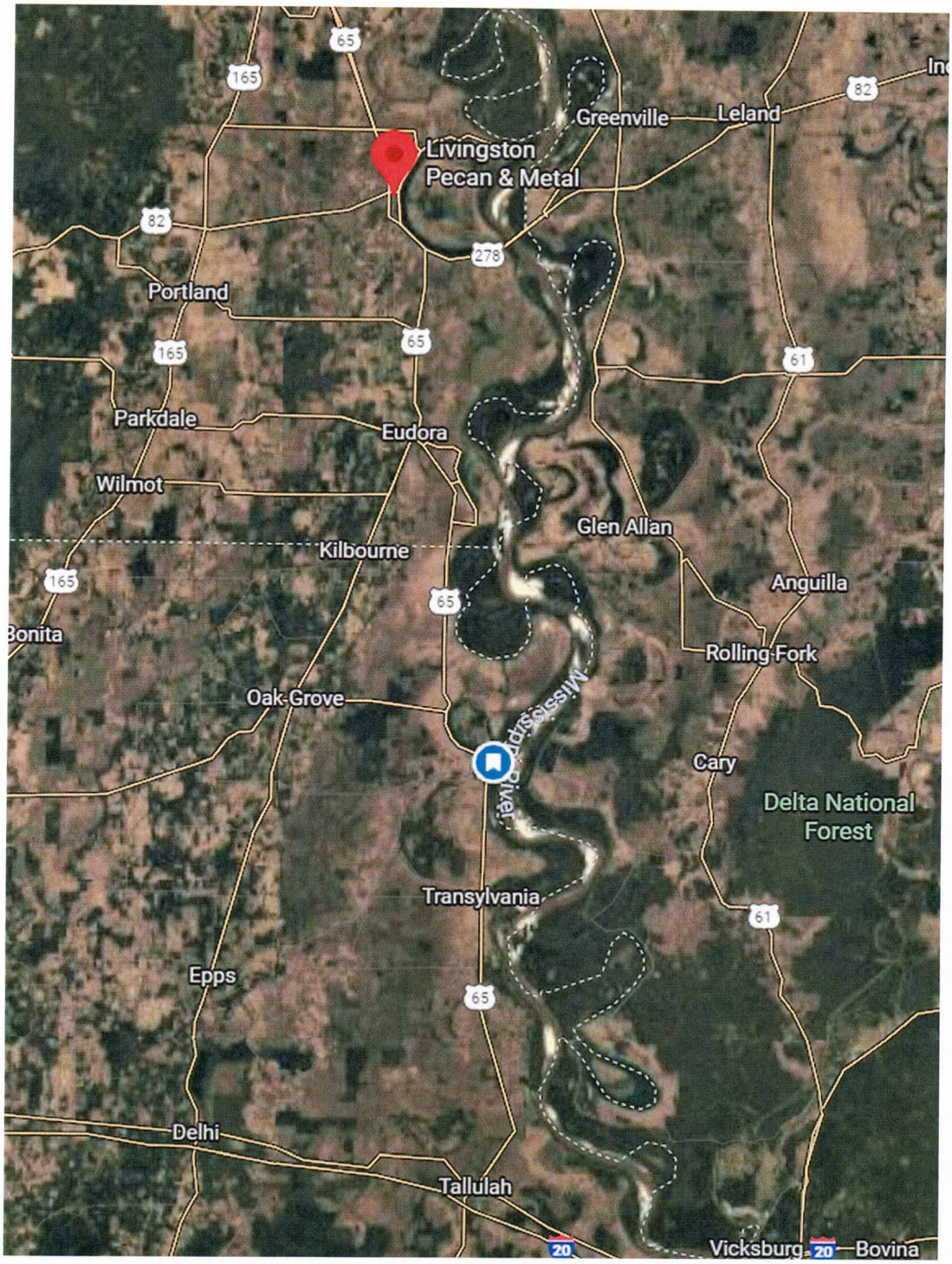
Monroe, Louisiana

PATRIOT RAIL



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Livingston

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DEPOSITION EXHIBIT
3
Livingston

Scheib, John M.

From: Tyler Reddan <Tyler.Reddan@patriotrail.com>
Sent: Monday, January 8, 2024 10:54 AM
To: Scraptwo@att.net
Subject: DSRR Reach Out

DATE:1/8/2024

Good Morning,

On behalf of Delta Southern Railroad, Inc. ("DSRR"), I write to extend to wish you a Happy New Year. We are sorry that you have not had any railcars to ship on DSRR so far in 2023.

As you may know, 2023 was an exciting year for DSRR, with new ownership at Patriot Rail that has provided excellent support and investment in improving DSRR's service offerings for customers. Since taking over as owners of DSRR earlier this year:

- DSRR has been working with customers starting on the day Patriot Rail LLC et al. ("Patriot Rail") closed on ownership of DSRR. As a result, customer have shipped over 700 cars on the Lake Providence Subdivision through the end of November 2023.
- DSRR quickly opened lines of communication with NLA – mere weeks after Patriot Rail closed on ownership of DSRR. Regrettably, NLA has not tendered any traffic to DSRR in 2023, but we stand ready for it.
- DSRR has also made substantial investments in segments of the Lake Providence Subdivision. For instance, in July of 2023, DSRR installed 700 rail ties between MP 471.0 and MP 472.5. DSRR also installed 2,200 ties between MP 491 and 499 during 2023. Over the same stretch of railroad, we added ballast and completed surfacing work. Further, we completed bridge repairs. In total, we invested about $400,000 this year on the line.
- DSRR has created operating procedures to ensure that any railcars on the Lake Providence Subdivision do not prevent the movement of freight in either direction.
- DSSR has developed a multi-year investment plan for the Lake Providence Subdivision.

We are excited for the future and hope to continue to grow our services in the Lake Providence region.

With the start of 2024, I wanted to again reach out to connect about any way DSRR could be helpful to your business. DSRR is committed to serving the rail transportation needs of businesses in our region, and we want to make sure you are aware of our services and to explore ways in which we may be able to assist your operations.

We would love to have further conversation with you. If you are interested in exploring ways that DSRR can serve your business, please contact me at your earliest convenience. I can be reached at 463-254-5533.

In the meantime, I wish you the best and wish you a happy belated 2024. And, bring on the freight.

Sincerely,

Tyler Reddan
Account Manager
Patriot Rail Company
C: 463.254.5533
Tyler.reddan@patriotrail.com | Patriotrail.com

PENGAD 800-631-6989
DEPOSITION EXHIBIT
4
Livingston



Patriot Rail

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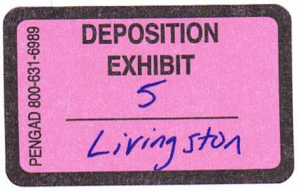
From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:11 PM
To: 'Richard Streeter'
Subject: FW:
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 2:51 PM
To: 'Sam Angel'
Subject:

I don't have an email address for Richard Livingston. Could you forward this to him if you do.

Thanks

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com



From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:13 PM
To: 'Richard Streeter'
Subject: FW: Survey
Attachments: IMG_2376.jpg; ATT00654.txt; IMG_2377.jpg; ATT00657.txt; IMG_2378.jpg; ATT00660.txt

-----Original Message-----
From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, November 03, 2022 11:21 AM
To: 'Wyly Gilfoil'
Subject: FW: Survey

-----Original Message-----
From: Blake Livingston [mailto:blake_livingston@sbcglobal.net]
Sent: Thursday, November 03, 2022 7:53 AM
To: dan@drrailroad.com
Subject: Survey

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DEPOSITION EXHIBIT
6
Livingston

Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

LAKE PROVIDENCE PORT COMMISSION—FEEDER LINE APPLICATION—
LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND
MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF BLAKE LIVINGSTON

1. My name is Blake Livingston, My address is 219 Commerce Street, Lake Village, Arkansas. I am the Vice-President of Livingston Pecan & Metal, Inc. ("Livingston Metal"). I have personal knowledge of the facts stated herein and am duly authorized to present this Verified Statement on behalf of Sondheimer.

2. For years, Livingston Metal has been financially harmed by the owners of the Lake Providence Line. In 1988, Livingston filed a protest against the Missouri Pacific Railroad's ("Mo-Pac") petition to abandon the Line. When the Interstate Commerce Commission granted Mo-Pac's petition, the line between McGehee, Arkansas and Tallulah, Louisiana was preserved. Although the Line was temporarily saved from abandonment, that did not save the Line, which, while it was owned by William Wainwright, was allowed to disintegrate once again.

3. It was only after the Southeast Arkansas Economic Development District ("SEAEDD"), North Louisiana & Arkansas Railroad ("NLA") and the

DEPOSITION EXHIBIT 7 Livingston
PENGAD 800-631-6989

Lake Providence Port Commission ("LPPC") acquired the assignment of the Lake Providence Line between milepost 408.9 and 471.0 that the first steps were taken to restore the tracks that William Wainwright nearly destroyed before he sold his shares to a third party in mid June of 2015.

4. It was hoped that the later sale of the DSRR to yet another owner would have allowed the renewal of rail service for Livingston for all shipments moving to Columbus, Mississippi and to Jackson, Mississippi via KCS at Tallulah. After requesting rates from NLA and DSRR in 2019, it momentarily appeared that we would be able to plan for such movements. After Daniel Robbins prepared rates, we were advised that NLA could not follow through because DSRR would not upgrade the track to a point where it would be able to reopen interchange with NLA. In short, the latest sale did not result in any apparent improvement of the track between milepost 471.0 and 491.0 until late August of this year when DSRR finally decided to take some positive steps to repair that stretch of track.

5. As the Board is aware, a public announcement was made in 2019 that the United States Department of Transportation ("DOT") had granted the owners of the Lake Providence Branch a bit over $10 million to rebuild the track. As I have learned, DSRR, after pushing for the grant money, suddenly refused to commit its share of the funds to upgrade the most crucial segment of the track that had to be rebuilt so that our traffic could be returned to rail service for movements that would be destined to points that are service by KCS. By way of comparison, during the spring and summer of 2022, I have

watched as NLA has rebuilt the track between McGehee and the Arkansas/Louisiana border. While this will open up movements of feed that would move over UP, without being able to acquire the track to Tallulah, NLA is unable to accommodate Livingston's repeated efforts to haul scrap to KSC over the Lake Providence Line. Although DSRR may suggest that a routing via NLA to McGehee and then UP to Monroe where it would be interchanged with KCS is available, that suggestion makes no sense due to the extra freight charges. The direct route from Lake Village to KCS at Tallulah via NLA is the only feasible routing that will allow Livingston to divert its scrap movements from trucking to rail.

6. Even if the track is upgraded at this point, it would still require an interchange movement with DSRR until this matter is concluded. As Livingston Metal knows from past experience, extra charges are involved with multiple interchanges. In addition, such movements are less efficient from an operational point of view. In addition, even if Livingston is able to obtain rates involving NLA, DSRR and KCS, it still faces the fact that the establishment of reliable service is improbable because DSRR's track is constantly clogged with stored railcars.

7. I have learned that DSRR's owners have been trying to sell its stock for several years. If the Board does not force the sale of the track to LPPC, it is questionable whether anything will change for the better. For this reason, Livingston supports LPPC's Feeder Line Application. Because the sale to LPPC will promote economic development in the regions, which I understand was one

of DOT's primary objectives as it concluded the 2021 Open Enrollment was the need to force the sale of the segment of the Lake Providence Line to LPPC. Having wasted more than 3 years to take action to rebuild the track to the point where rail service could be safely provided, DERR's owners, who have no ties to this region and have no interest in promoting small businesses such as Livingston Metal, have harmed the public convenience and necessity. There is no reason to reward them for their refusal to work with the multiple shippers on the Lake Providence Line that unfortunately are not located inside of the Madison Parish Port.

8. The Lake Providence Branch Line was originally built to bring rail service to every shipper located between McGehee and Tallulah. If the concerns of shippers that are physically located to the north of milepost 471.0 are ignored, the public interest and the public convenience and necessity will be harmed. By authorizing LPPC to acquire the remainder of the original Lake Providence Branch Line, the Board will serve the public convenience and necessity by undoing the extreme damage that William Wainwright's neglect has visited on shippers that are located along the entire Line.

VERIFICATION

I, Blake Livingston, declare under penalty of perjury that the foregoing is based on my personal knowledge and is true and correct

Executed on December 2, 2022

Blake Livingston

ERRATA SHEET

Page 17 Line 5 Change: Rooks
To: Rucks
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Page 28 Line 5 Change: a
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Reason: Transcription Error

Page 33 Line 1 Change: wouldn't
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Reason: Transcription Error

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Blake Livingston
BLAKE LIVINGSTON

3-2026
DATE

SIGNATURE PAGE

I, Blake Livingston, do hereby certify that I have read the foregoing 53 pages of typewritten transcript of my testimony, after necessary translation, given under oath on the 26th day of February, 2026, and that the said transcript and corrections, if any, that appear on the attached errata sheet(s), are true and correct to the best of my memory and belief. Further, that I have signed my name to this signature page and authorize that the same be attached to the original transcript.

3-20-26
DATE

Blake Livingston
BLAKE LIVINGSTON

****

STATE OF Arkansas)
COUNTY OF Chicot)

SUBSCRIBED AND SWORN to before me, a Notary Public in and for the aforesaid county and state on this the 20th day of March, 2026.

Shamika Caldwell
NOTARY PUBLIC

MY COMMISSION EXPIRES:
1-29-2034

SHAMIKA CALDWELL
NOTARY PUBLIC - STATE OF ARKANSAS
CHICOT COUNTY
COMM. #00000392 EXP. JANUARY 29, 2034

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36447

LAKE PROVIDENCE PORT COMMISSION - FEEDER LINE APPLICATION - LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA.

ORAL DEPOSITION

OF

DANIEL B. ROBBINS

TAKEN FEBRUARY 27, 2026, AT 9:57 A.M.

Arkansas Diamond Court Reporting

21043 Natalie Lane
Little Rock, Arkansas 72206

www.arkansasdiamondcourtreporting.com

PHONE: 501.319.4807

A P P E A R A N C E S

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ON BEHALF OF LAKE PROVIDENCE PORT COMMISSION, NORTH LOUISIANA & ARKANSAS RAILROAD, AND THE DEPONENT:

MR. MICHAEL F. McBRIDE
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WASHINGTON, DC 20006
mfm@vnf.com

I N D E X

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C A P T I O N

ANSWERS AND ORAL DEPOSITION OF **DANIEL B. ROBBINS**, a witness produced at the request of Delta Southern Railroad, Inc., taken in the above-styled and numbered cause on the 27th day of February, 2026, at 9:57 a.m., at Russellville City Hall, 203 South Commerce Avenue, Second Floor Conference Room, Russellville, Arkansas, pursuant to the Arkansas Rules of Civil Procedure.

P R O C E E D I N G S

THEREUPON,

DANIEL B. ROBBINS,

THE WITNESS HEREINBEFORE NAMED, having been first duly cautioned and sworn by me to testify to the truth, the whole truth, and nothing but the truth, testified on his oath as follows, to-wit:

EXAMINATION

BY MR. SCHEIB:

Q Good morning.

A Good morning.

Q My name is John Scheib. I'm an attorney with Gentry Locke attorneys, and we represent Delta Southern Railroad. My colleague is William Spotswood. And just for the record, we're going to get Mr. McBride on the record as well.

MR. McBRIDE: You bet.

My name is Michael McBride. I'm with the law firm Van Ness Feldman, Washington, D.C., and I'm appearing on behalf of Lake Providence Port Commission, North Louisiana & Arkansas Railroad, and the witness.

Q (Mr. Scheib continuing) Great. Good morning. If you would please, for the record, state your name.

A Daniel Bryan Robbins.

Q And what's your home address?
A 16 Piney Point Court, Pottsville, Arkansas.
Q Have you ever been deposed before?
A Yes, I have.
Q Okay, so this will probably ring some bells, but we just want to make sure we have an understanding at the outset about the deposition and the way things proceed. During the deposition, I'm going to ask you questions. It requires verbal answers so that our court reporter can record your answers. Do you understand that?
A Yes, I do.
Q Okay. In normal conversation, sometimes folks interrupt each other or talk over each other, makes it really complicated for the court reporter to record things. So do you understand that we'll try to avoid that to the best of our ability?
A Yes, I do.
Q In addition, this is different than a conversation because it occurs under oath, and so it's subject to perjury charges and all those things. Do you understand that?
A Yes, I do.
Q There's nothing wrong with asking me to repeat a question or asking me to rephrase it if you don't understand the question. I want to make sure you understand. You can ask me at any time to repeat a question.
A Yes.

Q Great. Sometimes I may ask a question where you have only partial knowledge. Do you understand that you could -- that you must give me your complete answer as to what you do know?
A Yes.
Q And you understand that you can tell me where you do not have knowledge as well?
A Yes.
Q Who is your current employer?
A Arkansas Short Line Railroads.
Q And what is your current occupation?
A I'm the president.
Q You're the president. Do you have other job titles as well?
A Not particularly at this moment, no. I'm just president of Arkansas Short Line Railroads and its subsidiaries.
Q And what are its subsidiaries?
A Camden & Southern Railroad, Ouachita Railroad, North Louisiana & Arkansas Railroad.
Q Three subsidiaries?
A Yes.
Q How long have you been in your current role?
A As president, for the last two years.
Q What job title did you hold before president?
A Vice president of marketing.
Q How long were you vice president of marketing?

A Since 2006.
Q What did you do in that role?
A Marketing and sales, government relations for the company, general manager and operations for the D&R and the NLA.
Q And how did that role differ from your current role?
A Very little.
Q So new job title but not necessarily new responsibilities; is that correct?
A That is correct. We are a family partnership, so the presidency title just signs the tax returns. It's a rotating title.
Q Who are the owners of Arkansas Short Line Railroad?
A It's owned by the Robbins Family Limited Liability Limited Partnership.
Q How many partners are in the limited liability partnership?
A Three.
Q Who are they?
A Myself, my brother Michael, and my brother Timothy.
Q What was your job prior to 2006?
A In 2004 and 2005, I worked for Union Pacific.
Q What did you do for Union Pacific?
A I was conductor in the Salt Lake City service unit.
Q Salt Lake?
A Well, I was in Elko, Nevada, but that's Salt Lake City

service unit.
Q Okay. Before 2004, what were you doing?
A I was general manager of the D&R from 1996 to 2004.
Q Why did you leave D&R in 2004?
A Union Pacific pays well.
Q Why did you leave Union Pacific in 2005?
A Class I railroads require you to move to Las Vegas even if you have small children.
Q Before 1996, what were you employed doing?
A I was a locomotive engineer.
Q Where were you a locomotive engineer before 1996?
A D&R Railroad.
Q When did you start with the D&R?
A May 1991.
Q And so you were a locomotive engineer with D&R from 1996 to -- excuse me. Strike that.
You were a locomotive engineer with D&R from 1991 to 1996?
A I started as a track laborer, went to conductor, and then got my engineer certification, I believe, in 1992.
Q Before May 1991, what were you doing?
A Westark Community College in Fort Smith.
Q Did you review any documents in preparation for the deposition today?
A Yes, I did.
Q What did you review?

A I reviewed my verified statements.
Q Did you review anything else?
A Not particularly, no.
Q Not particularly or no?
A No.
Q No. You reviewed only the verified statement?
A That's correct.
Q Excluding your lawyer, did you talk to anyone in preparation for the deposition today?
A No, I have not.
Q These will sound a little weird, but are you under the influence of any medication today?
A No.
Q Is there any reason your testimony would be impaired today?
A I don't believe so.
Q And is there anything that would prevent you from giving truthful testimony today?
A Not that I'm aware of.
Q Are you -- I know you are. Tell me what you know about the feeder line application that's been filed at the Surface Transportation Board related to the track that is currently owned by Delta Southern Railroad between Lake Providence, Louisiana and Tallulah, Louisiana.
A It's an ongoing litigation case between the Lake

Providence Port Commission and Delta Southern Railroad, whether it be the current or prior owners. It's been an ongoing litigation for quite some time. The purpose of the litigation would be, I presume, to have the trackage turned over to the Lake Providence Port Commission at some price set by either negotiation or the federal government.

Q Do you know what the -- and I'm not asking you to be a lawyer. I'm just trying to understand what you know about the proceedings, which will help our conversation as we go forward. Is the port commission the only party against Delta Southern Railroad?

A No, it is not.

Q Who are the other parties that you're aware of?

A I believe the Southeast Arkansas Economic Development District is, and then we were added as a party to the case.

Q Do you know what the legal issues are in the proceeding?

A Just service, I suppose. I don't know the legal aspects of how a feeder line case actually functions.

Q Okay. Do you know the standards that have to be met to approve a feeder line case?

A Not 100 percent, no.

Q Yeah. And when I asked you before about your education, you don't have a law degree?

A I do not.

Q Yeah. Do you have any other degrees?

A I do not.
Q Any certificates?
A Outside of, you know, engineer certifications and things like that, no.
Q Okay. Let's just talk about -- so you have an engineer's certificate; correct?
A Correct.
Q Any other professional certificates?
A I'm a designated supervisor of locomotive engineers. I am a designated track inspector. That's about the sum of it.
Q Yeah, perfect. The feeder line case, since North Louisiana & Arkansas is a party to it, can you tell me the rail line that is the subject of the feeder line case?
A The Lake Providence branch.
Q Can you be more specific and tell me from where to where?
A The Lake Providence branch -- I'm trying to remember the former milepost number. I believe it's 408.9 in McGehee to Tallulah, Louisiana, which is -- I don't remember the milepost at the bottom, to be perfectly blunt, off the top of my head. And then the actual segment I believe that's in question is the segment between Lake Providence, Louisiana and Tallulah, Louisiana.
Q Great. So which part is subject to the feeder line proceeding?
A The segment from Lake Providence, Louisiana to Tallulah,

Louisiana.
Q And the segment from McGehee to Lake Providence is not part of the proceeding. Is that your understanding?
A That is correct. That is my understanding.
Q Have you attended any meetings in which the feeder line application was discussed?
A With my counsel, I have, yes.
Q Have you met with anyone other than counsel regarding the feeder line application?
A I'm trying to recall. Possibly with the port.
Q Did you meet with the Lake Providence Port Commission about the feeder line application?
A It is potential, yes.
Q Did you meet with the Southeast Arkansas Economic Development District about the application?
A I've had discussions with them from time to time, yes.
Q Have you met with rail customers, any rail customers about the feeder line application?
A I have mentioned it to them; however, I don't -- I would always just say that's up in the air.
Q Have you had email correspondence with the Lake Providence Port Commission about the feeder line application?
A Not that I recall.
Q Have you exchanged emails about the feeder line application with Southeast Arkansas Economic Development

District?
A Not that I recall, unless it would have been for the purposes of rehabilitation.
Q Would rehabilitation have been about the feeder line application, or would that have been about a separate project?
A It would have been about the global project.
Q Define the global project.
A In 2017, a consortium was formed to rehabilitate the Lake Providence branch corridor. And I was a party to putting together the numbers for that with Southeast Arkansas Economic Development District, Madison Parish Port Commission, Lake Province Port Commission, NLA, and Delta Southern Railroad.
Q Is that process what resulted in the filing of, I think it's an INFRA grant, I-N-F-R-A?
A Yes. We did file an INFRA grant in 2017, '18 cycle. We were not successful.
Q Have you emailed with rail shippers about the feeder line application?
A I have not.
Q Have you emailed with rail shippers any times about their potential to move freight on the line that's subject to the feeder line application?
A Yes. I have in the past.
Q Who have you emailed with?
A Jerry Melton.

Q Anyone else other than Mr. Melton?
A Chris Whallon, PotlatchDeltic.
Q Can you spell that last name?
A Whallon, I believe it's W-H-A-L-L-E-N (sic).
Q And just to be clear, did you say that was Potlatch?
A PotlatchDeltic. Yes.
Q Anyone else?
A I don't remember if there was emails involved, but there were personal meetings that Delta Southern was actually a party to along with KCS and Arkansas Midland with Clearwater Paper.
Q Okay, when I asked about meetings, you didn't mention them. So that's something that's just occurred to you as we've talked?
A It's actually in my verified statement that that meeting was there.
Q But I'm asking you here, not what's in your verified statement. So I need your complete answers here when I ask about meetings. Is there anyone else you met with?
A That meeting was prior to the feeder line case.
Q So that was not about the feeder line case?
A No. You were asking about traffic over the track that's in question. So --
Q Okay, got it. So that meeting didn't have anything to do with the trackage between Lake Providence and Tallulah?
A Other than traffic transporting over the top of it.

Q What does that mean?
A In other words, railcars moving over the track.
Q Okay.
A But that was prior to the feeder line case.
Q Okay, and did that traffic ever materialize?
A No, it did not.
Q Have you attended meetings in which the rail line between Lake Providence and Tallulah was discussed?
A With whom?
Q With anyone.
A Well, obviously with Richard and Mike.
Q Yeah, other than your counsel.
A Yes. I've had -- I mean, it would have been discussed a couple of times at a Lake Providence port meeting that we would have had there, just that it was ongoing, and it didn't seem like there was ever an end in sight.
Q Do you attend -- are you a member of the Lake Providence Port Commission?
A I am not.
Q Do you regularly attend Lake Providence Port Commission meetings?
A I do not.
Q Are you a member of the Southeast Arkansas Economic Development District?
A I'm not a member of its board. I am on the Southeast

Arkansas Workforce Board.

Q Are you a member of any other boards?

A American Short Line and Regional Railroad Association, central region, and then the Local Railroads of Arkansas.

Q At the meeting that you mentioned with the Lake Providence Port Commission, what was discussed at that meeting?

A Actually, it was not a full commission meeting. It was just the deputy director and the director.

Q Okay. And the director -- what was the name of the director at that time?

A Wyly Gilfoil.

Q And what was the name of the --

A Deputy director?

Q -- yeah, deputy director at that time?

A Bryant Killen.

Q And is Mr. Killen currently the director there?

A That is correct.

MR. McBRIDE: Let me pause, John, just for the reporter.

Wyly is W-Y-L-Y, Gilfoil, G-I-L-F-O-I-L. And then Bryant, B-R-Y-A-N-T, Killen, K-I-L-L-E-N.

MR. SCHEIB: Thanks, Mike. I can never remember how to spell Wyly's name. Okay.

MR. McBRIDE: Saves cleanup later.

MR. SCHEIB: Good thinking.

Q (Mr. Scheib continuing) You mentioned that this case has been dragging on for some time. Is that a frustration to you?
A I suppose it would be to most people.
Q Yeah. You correspond with any members of the government about that?
A My frustrations over the case?
Q Yes, sir.
A Yes, I have.
Q To whom have you complained?
A I didn't complain. I asked my members of Congress that it would be nice if the board would make a decision one way or the other. Are you wanting the specific members?
Q I would -- sure. I'd love the specific members.
A Okay, John Boozman, Tom Cotton, Rick Crawford, Bruce Westerman, Julia Letlow.
Q Thanks. Did you also complain to Senator Joni Ernst or her staff?
A I don't know that I've ever met a Joni Ernst.
Q Do you know a Chase Emerson?
A Yes.
Q Who is Chase Emerson?
A He's a field representative for Senator Boozman out of El Dorado, Arkansas.
Q Okay. Emerson is E-M-E-R-S-O-N, and Boozman is B-O-O-Z-M-A-N. We can go off the record for a second.

(WHEREUPON, after an off-the-record discussion, the proceedings were resumed as follows, to-wit:)

BY MR. SCHEIB:

Q All right, we've marked this exhibit Robbins 1. We just wanted to share that with you. Take your time to read it.

A There's no back page. It's just one page.

Q Yeah, it's just the way it was produced to us as two pages, so we kept it together. Is your email dan at D-R-R-A-I-L-R-O-A-D dot com?

A Yes, dan@drrailroad.com.

Q And is this the email that you sent Mr. Emerson?

A Yes, it is.

(WHEREUPON, Exhibit 1 was marked for identification and is attached hereto.)

Q Please tell me the end points of the North Louisiana & Arkansas Railroad rail line.

A MP 0 and MP 62. Or what may be easier for you because of the Delta Southern using the former MoPac's mileage system would be 408.9 to 471.

Q And 471, is that in Louisiana?

A Yes, it is.

Q And so 408.9, or milepost zero, is at McGehee?

A That is correct.

Q Does NLA own any other rail line?

A NLA does not, no.

Q What customers have shipped freight with NLA in 2025?
A In 2025 would be APEX, Anderson's, Penny Newman, Gavilon, Epstein, which are all done via Epstein Gin and Transloading Company, so all of their -- all those last ones outside of APEX would have been shipped through the Angel facility.
Q Okay. Let me go off the record just a second.
(WHEREUPON, after an off-the-record discussion, the proceedings were resumed as follows, to-wit:)
BY MR. SCHEIB:
Q All right, just so that I'm clear, one of the customers that shipped in 2025 is APEX; is that correct?
A That is correct.
Q The remaining entities that you named all relate to Epstein in Lake Village, Arkansas?
A That is correct.
Q So if I'm correct -- please tell me -- let me see. Do Anderson's, Penny Newman, and Gavilon ship to Epstein in Lake Village, Arkansas?
A No. They ship from Epstein.
Q When Anderson's seeks rail service from Epstein, does Anderson call NLA?
A No, they do not.
Q Who requests rail service from NLA when Anderson's wants to ship from Epstein?
A The cars arrive in McGehee, Arkansas. They're just on our

repetitive inquiry reports.
Q Does that mean that NLA responds to whatever is on a waybill?
A Well, empty cars generally don't have a waybill, but yes. On the loaded cars, yes, we respond to the waybill.
Q And on the empty cars, what is the document or communication that lets NLA know to move those cars?
A Anderson sends us a list of cars that are in route to our location.
Q Okay. Does Anderson's request freight rates from NLA?
A No, they do not.
Q Would your answer be the same for Penny Newman?
A Yes, it would.
Q So Penny Newman does not request freight rates from NLA?
A No, they do not.
Q Does Gavilon request freight rates from NLA?
A No, they do not.
Q Does Penny Newman ship cars from Epstein in Lake Village, Arkansas?
A Yes.
Q And how does NLA know when to pick up cars from Epstein for Penny Newman?
A Epstein lets us know when they're ready.
Q How does Epstein let you know?
A Telephone call generally.

Q Does Gavilon pay NLA freight rates?
A No, they do not.
Q Does Gavilon communicate with NLA when it has railcars at Epstein at Lake Village, Arkansas?
A No, it does not.
Q How does NLA know when to move cars for Gavilon from Epstein at Lake Village, Arkansas?
A When Epstein notifies us that they have a car ready for Gavilon.
Q And does Epstein communicate with you by email or by phone?
A Generally by phone. But they do email our office as well. They have to send the weights.
Q Who does it -- who -- from whom do those emails come?
A Brad Whittle, I would presume. I don't know. I don't bill the cars.
Q Who bills the cars for NLA?
A That would be done by Missy Courtwright and Tia Franklin.
Q Are there any other rail customers other than APEX, Anderson, Penny Newman, Gavilon, and Epstein for whom NLA moved railcars in 2025?
A Yes. We did move some for B&P Enterprises.
Q Was that B&P?
A B&P Enterprises.
Q What did B&P Enterprises ship?

A Ballast.
Q To or from where on the NLA was that shipped?
A Came from Granite Mountain Quarries in Little Rock, Arkansas, and it was delivered into East Carroll Parish on the Lake Providence portion of the track as part of the rehabilitation project.
Q Any other shipments in 2025?
A No, sir.
Q In 2024 -- for what customers did NLA handle freight in 2024?
A Epstein, APEX. I can't remember if B&P was moving rock in '24 or not. Maybe. So those.
Q Okay. In 2024, did NLA move freight for Anderson's?
A Yes. That would have been inside of Epstein.
Q Did NLA move freight for Penny Newman in 2024?
A I do not recall.
Q Did NLA move freight for Gavilon in 2024?
A I do not recall.
Q If I went back to 2023, would the names change?
A On Anderson's and whatnot?
Q I'm sorry. Let me rephrase that. In 2020 -- if I went back to 2023, would there be any additional rail shippers for whom NLA handled freight?
A I can't remember if it was in '23 or '22, but we moved one car for a car shop in Madison Parish Port. But to be perfectly

honest, I don't know their full name. I just call them RVS. I don't actually know what their real name is.

Q If I said Rail Vehicle Services --

A Oh, yeah --

Q -- would that ring a bell?

A Yes.

Q Is that the right name?

A Yes.

Q And is that car called a Schnabel car?

A Schnabel, yes.

Q Schnabel car, S-C-H-A-N-E-B-E-L?

MR. McBRIDE: S-C-H-N-A-B-E-L, Schnabel car. While we're spelling, Courtwright, Missy Courtwright, C-O-U-R-T-W-R-I-G-H-T; right?

THE WITNESS: Yes.

Q (Mr. Scheib continuing) If I went back to 2021, would there be any additional rail shippers for whom NLA moved freight?

A Not that I'm aware of. I don't believe NLA was moving much freight in 2021.

Q Would your answer be the same for 2020?

A Yes.

Q Would your answer be the same for 2019?

A Yes.

Q Would your answer be the same for 2018?

A Correct.
Q How far back would I have to go before it would change?
A 2017.
Q Who -- for whom in 2017 -- for whom did NLA handle freight in 2017?
A Complex Chemical would be an additional.
Q Does NLA serve the Lake Providence port?
A Yes.
Q Can you describe the route in terms of who owns trackage as NLA goes from Lake Village, Arkansas to Lake Providence port?
A Sure. So you want each individual's, like, ownership breakups?
Q Yes, please.
A Okay. 408.9 or zero to 24.1 is owned by NLA. From Lake Village, Arkansas, 24.1 to the state line, which is 45.6 I think --
Q Okay.
A -- is Southeast Arkansas Economic Development District. From the state line to R62, Delta Southern's MP 471, is owned by the Lake Providence Port Commission. We have trackage rights over DSRR for 1.25 miles to MP 472.25 where we enter Lake Providence Port Commission track again.
Q Thank you. How many times a week does NLA serve Lake Providence port?

A Currently, two to three times a week.
Q In 2025, how frequently was NLA serving Lake Providence port?
A Two to three times a week.
Q In 2024, how frequently was NLA serving Lake Providence port?
A Probably only twice a week.
Q In 2023, how frequently was NLA serving Lake Providence port?
A I don't believe we were without going back and looking at historical traffic numbers.
Q Would your answer be the same for 2022?
A Correct.
Q And so that answer is you would have to check; is that correct?
A (Witness nodding head up and down.)
Q Can you give a verbal answer?
A Yes.
Q What companies are located in Lake Providence port?
A APEX, CPS, Viserion. I should clarify this. You mean currently; correct?
Q Yes.
A Okay, thank you.
Q Yeah, let's start with today. So let me rephrase the question just so we can get it right. What entities are

located today in Lake Providence port?
A Okay. APEX, CPS, Viserion, Natural -- or excuse me -- General Biologic, Epic Pipe, and Terral River Services.
Q If we went back to 2025, would any of those names change, either be added -- would customers be added or deleted from that list?
A You would delete General Biologic. At that time, General Biologic was Stepan Chemical.
Q And in 2024, General Biological was located in Lake Providence port but went by a different name, Stepan, S-T-E-P-H-A-N? Or is it P-A-N?
THE WITNESS: Isn't it S-T-E-P-A-N?
MR. McBRIDE: I believe so. Yeah.
A Okay. Stepan Chemical bought the Marriott Chemical Facility when Marriott Chemical shut down. Stepan never actually operated that facility. They were wanting to convert it to do something else. It has since been purchased by General Biologic, who is react -- innovating the facility as the succinic acid plant as it was built.
MR. McBRIDE: Spell succinic, if you wouldn't mind, if you can. Or I'll do it. I think I got it, S-U-C-C-I-N-I-C. Does that sound right?
THE WITNESS: Yes.
MR. McBRIDE: I think that's close.
MR. SCHEIB: I have no idea. We can Google it

after.

Q (Mr. Scheib continuing) If you go back to 2023, what entities were located in Lake Providence port?

A The same except for there was also CHS. I was trying to remember what CHS actually stood for. And also at that time there would have been Bunge. The Viserion -- the Bunge operations in the port were sold to Viserion after Viserion also acquired Big River.

Q Okay. In 2022, what entities were located in the Lake Providence port?

A I'm trying to remember when Epic came, so I'm not 100 percent sure on them. Terral obviously was still there. CHS was there. CPS was there, although I think they were called Nutrien Systems or Solutions then. Big River Grain and Bunge, I believe, along with -- did I say Terral?

Q Yes.

MR. McBRIDE: Yes.

Q (Mr. Scheib continuing) Okay. In 2022, Did NLA move freight for Terral from Lake Providence port?

A I did not.

Q In 2022, did NLA move freight for CHS from Lake Providence port?

A No. They were barge only.

Q In 2022, did NLA move freight for CPS, then Nutrien, from Lake Providence port?

A No, we did not.
Q In 2022, did NLA move rail freight for Big River from Lake Providence port?
A No.
Q In 2022, did NLA move any rail freight for Bunge from Lake Providence port?
A No.
Q In 2023, did NLA move any rail freight for CHS or Bunge?
A No.
Q In 2023, did NLA move any rail freight for Viserion, Grand Biological, Epic Pipe, or Terral River Services?
A Terral, no. Grand Biological wasn't there in '23. That was Stepan.
Q Okay.
A And they had no tracks, so no.
Q And in 2023, did NLA move any rail freight for Viserion or Epic Pipe?
A Viserion?
Q Viserion.
A Yeah. Viserion, no. Epic Pipe, no.
Q Okay. In 2024, did NLA move any rail freight for Stepan/Grand Biological from Lake Providence port?
A General Biologic. No, we did not. They did not have tracks at that time.
Q In 2024, did NLA move any rail freight for -- strike that.

I just couldn't read my own writing.

In 2024, did NLA move any rail freight for any rail customer other than APEX from Lake Providence port?

A No, we did not.

Q In 2023, did NLA move any rail freight for any customer other than APEX from Lake Providence port?

A In what year?

Q 2023.

A No. And I need to amend my 2024 answer. I believe we moved some rock for B&P as part of that rehabilitation project, I think.

Q Okay. In 2022, did NLA move any rail freight for anyone other than APEX from Lake Providence port?

A No.

Q Has NLA moved any rail freight for Livingston Pecan and Steel?

A Livingston Pecan and Steel, no, we have not.

Q In any year?

A No.

Q What customers -- strike that.

What entities are located in the Madison Parish port?

A I believe Helena Chemical is there. Complex Chemical is there, RVS. Terral I know has a warehouse there. And Bunge was there, but I don't know if that's still Bunge or if it's someone else.

Q Has NLA ever moved any rail freight for Helena from Madison Parish port?
A No.
Q Has NLA ever moved any rail freight for RVS from Madison Parish port?
A Schnabel car.
Q Has NLA ever moved any rail freight for Terral from Madison Parish port?
A Terral? No.
Q Terral. Has NLA ever moved any rail freight for Bunge from Madison Parish port?
A No.
Q Do you remember whether your verified statement included any attachments?
A One of my verified statements I know had a -- like, a track inspection attached. And one of them had daily bulletins from Delta Southern.
Q Do you remember any other attachments that you've submitted as part of your verified statement?
A Not off the top of my head, no.
Q Okay. Are there any companies that we have not mentioned so far today that are considered clients of NLA?
A There are shippers that we have shipped with in the past that are not current clients of NLA, yes.
Q How far back in the past do we have to go to find them in

the shipping records?
A 2021.
Q Who would NLA have shipped for in 2021?
A Scott Petroleum.
Q Are there any other entities we have not mentioned so far for whom NLA has moved freight?
A In what time period?
Q In your knowledge.
A FW Cobbs.
Q FW Cobbs?
A Yes. C-O-B-B-S.
Q When did FW Cobbs ship rail freight with NLA?
A 2019, I believe it was. '18 and '19, something like that.
Q Are there any other entities that shipped rail freight with NLA that you can recall?
A Well, Granite Mountain Quarry is when they were selling rock to Queen City Enterprises.
Q Granite Mountain Quarry. What is Queen City Enterprises?
A Queen City Enterprises was the contractor that was selected by the Southeast Arkansas Economic Development District as the winning bidder for the Arkansas segments of the INFRA grant.
Q Okay. So they would have been shipping -- would they have been shipping for railroad reconstruction purposes only?
A That is correct.

Q Do you know what Hollybrook Gins and Warehouse is?
A Well, there's a Hollybrook Gin, and then there's the H&W Warehouses. It's kind of two separate locations.
Q Where is Hollybrook Gin located?
A Hollybrook Gin is going to be located -- this is just an approximation -- we'll say approximately one mile south of the Lake Providence port.
Q And where is the warehouse located?
A H&W Warehouses is located at Shelburn, Louisiana, so we'll call it seven miles north of Lake Providence. Now, there's also warehouses at Hollybrook. It's just -- that's how I know the two. Hollybrook Gin is at this place, and the old H&W is at this place.
Q And Hollybrook Gin is located on the line between Lake Providence, Louisiana and Tallulah, Louisiana?
A That is correct.
Q The warehouse that you mentioned north of Lake Providence port is located on a segment operated by NLA and owned by either SEAEDD or LPPC?
A It's on a segment that's operated by the NLA and owned by LPPC.
Q Thanks. What is Riceland Foods?
A It's a, now closed, grain facility in McGehee, Arkansas.
Q Did NLA ever handle any freight for Riceland Foods?
A Yes, we did.

Q When did you handle freight for Riceland Foods? Let me rephrase that. When did NLA handle freight for Riceland Foods?
A 2014, I think.
Q When did it --
A '15. Sorry.
Q When did Riceland Foods cease operation?
A I believe they shut down in 2020.
Q Do you know why they shut down?
A I do not.
Q Did it have anything to do with rail service from NLA?
A No, it did not.
Q Did it have anything to do with rail service generally?
A No, it did not.
Q Do you know a Sullivan Log Company?
A At Sondheimer?
Q At Sondheimer, Louisiana, correct.
A Okay. I just know them as Sondheimer, but yes.
Q Okay. What do they do?
A Assuming they still do what they did the last time that I spoke with them, which was a long time ago, they ship -- they would store logs, I guess keep them wet, and then ship them to Georgia Pacific in Crossett.
Q And Sondheimer, S-O-N-D-H-E-I-M-E-R, is located on the line between Lake Providence and Tallulah?
A That is correct.

Q And do you know if they have ever shipped any rail freight?
A Not to my knowledge. But they're not on my segment, so I don't know.
Q Do you know if they've ever requested rail service?
A I know they requested pricing just because I was in a joint meeting, but I did not provide pricing because -- well, that's someone that was on the other end. So --
Q Who was in that joint meeting?
A Craig Huff.
Q When was that meeting?
A 2016 maybe.
Q Okay. Do you know a -- or who is Hensley Farms?
A That is a family-owned farm just south of Eudora, Arkansas.
Q And is that the same entity you mentioned in response to questions about 2022 that was Big River Grain?
A Yes. They purchased it from Big River.
MR. McBRIDE: Eudora is E-U-D-O-R-A.
Q (Mr. Scheib continuing) On what line segment is Eudora, Arkansas?
A Operated by NLA, owned by Southeast Arkansas Economic Development District.
Q Has Hensley Farms ever shipped any rail freight on NLA?
A No, they have not. We're just now putting the track in.

Q In -- are you -- do you know who Greenfield is at Lake Providence?
A Greenfield?
Q And just for clarification, it might be a former Big River Grain entity.
A I remember there was a Greenfield in Eudora, but I don't know that I've talked to anybody.
Q Okay. Where is Talla Bena, Louisiana? T-A-L-L-A, next word B-E-N-A, Louisiana.
A Talla Bena?
Q Bena, okay.
A It's about eight miles north of Tallulah maybe, something like that.
Q And is it near Madison Parish port?
A The Madison Parish port is at the station of Talla Bena.
Q Okay, that's very helpful. And I'm going to continue to mispronounce it, because in my head I've been pronouncing it a certain way for a while. So correct me if I get it wrong again. Do you know Nutrien at Lake Providence?
A They have tanks there, but I do not know them per se.
Q Have you ever shipped any rail freight for Nutrien, N-U-T-R-I-E-N?
A No, I have not.
Q Do you know if Nutrien has ever requested rail service?
A I know they had conversations with our former

superintendent there about two years ago, but nothing to my knowledge generated from it.

Q Okay. Do you know an MD Power in Lake Village, Arkansas?

A I'm aware of MD Power, yes.

Q Did MD Power request rail freight services from NLA at Lake Village, Arkansas?

A No, they did not. The plant was never built.

Q Do you know why the plant was never built?

A I do not.

Q Was the ability to receive rail service at all related to MD Power not coming to fruition?

A No, it was not.

Q Are you aware of a company called Simplot?

A I believe they are a fertilizer company, are they not?

Q I don't know. They might be located in Lake Village, Arkansas or have been located in Lake Village, Arkansas. Does that refresh your recollection at all?

A Aren't they the ones that bought out Lake Village Seed and Tire's stuff?

Q It -- I will represent to you that in your verified statement you say Simplot, former Lake Village Seed and Tire.

A Okay.

Q Does that help refresh your recollection?

A Yes, it does.

Q Okay. Has NLA ever shipped any rail freight for Simplot?

A Has not.
Q Has Simplot ever requested rail service from NLA?
A Not to my knowledge.
Q Does Simplot receive any rail freight?
A If they moved rail safe freight, they would be a receiver not a shipper.
Q Okay.
A But, no.
Q Are you aware of John Deere at Lake Providence, Louisiana?
A Yes, I am.
Q Is John Deere located in Lake Providence, Louisiana?
A About two or three miles north of town, but yes.
Q Has John Deere ever requested rail service from NLA?
A They requested a track for rail service, but they have not received any cars.
Q Does John Deere have a rail track at Lake Providence, Louisiana?
A No, they do not.
Q Does Helena Chemical at Lake -- is there a Helena Chemical facility at Lake Providence, Louisiana?
A Yes. They are co-located, I guess you would say, with CPS/Nutrien, whatever you want to call them now. Nutrien.
Q Does Helena Chemical have a rail access at Lake Providence?
A Yes, they do.

Q Have they requested rail service from NLA?
A No, they have not.
Q Does Helena Chemical also have a facility at Madison port?
A Yes, they do.
Q Do they have access to a rail at Madison port?
A They do.
Q Are you sure?
A I believe they do. Up over the top of the levee? Somebody is unloading fertilizer up there.
Q So don't they have a fence outside their property that runs the entire length of the rail line at Madison Parish port?
A Do they have a fence outside their property? I just know that in the past that Delta Southern had taken railcars of fertilizer up over the levee, and there's a place up there where they unload. I assume that's Helena.
Q When's the last time you went to Madison Parish port?
A Oh, Lord. '22, '21. It's been a while.
Q Yeah. Things change over time, don't they?
A Yes, they do.
Q If Riceland Foods -- let me go back to Riceland Foods. You said they had not requested rail service?
A They had shipped rail, then the facility closed.
Q That's the one where the facility closed. Okay, I confused it. Thank you. Have you ever heard of the Northeast Louisiana Multimodal District?

A I have.
Q How have you become acquainted with them?
A Through Delta Link Project.
Q What's the Delta Link project?
A Delta Link is -- it's the same consortium members as prior. But it's for extensions to, I believe they call it, the Tensas Parish port. It's in the town of St. Joe and then an extension out to Yellow Bend port, which is -- closest city is going to be Arkansas City.

MR. McBRIDE: T-E-N-S-A-S, I think.

THE WITNESS: Yes.

Q (Mr. Scheib continuing) Do you serve on the multimodal district?
A No, I do not.
Q Do you serve on any of the development districts in this region, whether in Arkansas or Louisiana?
A No, I do not. Except for I chair the workforce board.
Q Do you have personal knowledge of any requests for rail service by Simplot to Delta Southern Railroad?
A Simplot? I do not have any personal knowledge of that, no.
Q And what do you think we mean when we say personal knowledge?
A Do I know if Simplot has reached out to the Delta Southern Railroad and asked for either a freight rate or movement of

cars.
Q Okay. Sorry. I lost my place here. Do you know if Stepan Company ever requested rail service? Do you have personal knowledge of whether Stepan Company ever requested rail service from Delta Southern Railroad?
A I don't have any knowledge that they did, although the facility was never in operation. So I would be surprised if they did, but I have no personal knowledge.
Q Do you know if Clearwater Paper Company ever requested -- do you have personal knowledge of whether Clearwater Paper Corporation ever requested rail service from Delta Southern Railroad?
A Railroad service or rates?
Q Rail service.
A Not that I'm aware of.
Q Do you know if Livingston Pecan and Metal ever requested rail service from Delta Southern Railroad?
A Not that I'm aware of.
Q Do you have personal knowledge of whether Epstein Gin and Transloading Company ever requested rail service from Delta Southern Railroad?
A Yes.
Q Do you have personal knowledge of whether --
MR. McBRIDE: You said -- excuse me one second. You said Epstein Gin and transport. Did you mean

transloading?

MR. SCHEIB: I thought I said transloading.

MR. McBRIDE: Transloading.

MR. SCHEIB: I meant transloading.

MR. McBRIDE: I may not have heard correctly.

Thank you.

MR. SCHEIB: No problem.

Q (Mr. Scheib continuing) Do you have personal knowledge of whether Hollybrook Gins made a request for rail service to Delta Southern Railroad?

A I don't think so.

Q Do you have personal knowledge of whether the warehouse that I think you identified as being just north of Lake Providence requested rail service from Delta Southern Railroad?

A Not that I'm aware of. And by the way, those warehouses are closed.

Q Okay.

A They don't -- well, they physically exist, but there's nothing in them.

Q Gotcha. Do you have personal knowledge of whether Riceland Foods requested rail service from Delta Southern Railroad?

A I do not.

Q Do you have personal knowledge of whether Sullivan Log Yard requested rail service from Delta Southern Railroad?

A I do not.
Q Do you have personal knowledge of whether Anderson Trade Group requested rail service from Delta Southern Railroad?
A I don't believe so.
Q Do you have personal knowledge of whether Hensley Farms or Big River Grain requested rail service from Delta Southern Railroad?
A No, I do not.
Q Do you have personal knowledge of whether Greenfield, formerly Big River Grain, requested rail service from Delta Southern?
A I do not have any knowledge.
Q Do you have personal knowledge of whether Helena Chemical requested rail service from Delta Southern Railroad?
A I do not.
Q Do you have personal knowledge of whether Nutrien requested rail service from Delta Southern Railroad?
A I do not.
Q Do you have personal knowledge of whether CPS requested rail service from Delta Southern Railroad?
A I do not.
Q Do you have personal knowledge of whether Terral River Services requested rail service from Delta Southern Railroad?
A I do not.
Q Do you have personal knowledge of whether Simplot,

formerly Lake Village Seed and Tire, requested rail service from Delta Southern Railroad?

A I do not.

Q Do you have personal knowledge of whether Gavilon, formerly CHS, ever requested rail service from Delta Southern Railroad?

A Are you referring to Gavilon out of Lake Village or the Gavilon that was CHS in Lake Providence?

Q Thank you. Let's clarify that. Do you have personal knowledge of whether Gavilon, formerly CHS out of Lake Providence, Louisiana, ever requested rail service from Delta Southern Railroad?

A I do not.

Q Do you have personal knowledge of whether APEX ever requested rail service from Delta Southern Railroad?

A I do not.

Q Do you have personal knowledge of whether Scott Petroleum ever requested rail service from Delta Southern Railroad?

A I do not.

Q Do you have personal knowledge of whether John Deere ever requested rail service from Delta Southern Railroad?

A I do not.

Q You prepared a verified statement in this case. When did you prepare that statement?

A I've actually submitted more than one verified statement.

So I'd have to actually look at the dates of the statements.
Q Sure. So I am referring to the verified statement that was submitted on -- if you would not look at Mr. McBride's --
A Oh, I'm sorry.
Q -- reference, please. I was looking at the verified statement that was submitted on -- or executed on the 28th day of December 2022.
A Okay.
Q Okay. So when did you prepare that verified statement?
A Would have been around that approximate time.
Q How long did it take you to prepare that verified statement?
A I don't really recall, honestly.
Q Do you recall -- you remember how many pages it is?
A I do not. Like I say, I've submitted a couple, so I'm not 100 percent sure which one you're referring to.
Q Well, I'm referring to the one that you submitted December 2022. So my questions are going to be just about that verified statement, unless I specify otherwise.
A Okay.
Q Okay. How long did it take you to prepare the verified statement submitted -- executed the 28th day of December 2022?
A I do not recall.
Q What did you do to prepare to write the verified statement that was submitted -- that was executed on the 28th day of

December 2022?
A I can't answer that question, because I don't remember exactly which one of those statements that is.
Q Did you talk to anyone in the process of preparing the verified statement that was executed on the 28th day of December 2022?
A Again, without seeing the statement, I couldn't tell you which one it is; however, I would have conferred with legal counsel I was doing it.
Q And -- yes, and I want to be clear. I don't want to ask about anything with legal counsel. So appreciate that clarification. Are you aware that Delta Southern served discovery interrogatories and requests for documents on North Louisiana & Arkansas in this proceeding?
A Yes.
Q Did you personally participate in the drafting of responses to the discovery?
A Participate in the drafting of responses to the discovery?
Q Yes.
A I think our attorneys answered those, did they not?
Q Did you write any of the responses yourself?
A I don't believe so. But --
Q Did you conduct a search for documents that might be responsive to the document requests submitted by Delta Southern Railroad in this proceeding?

A I did.
Q What documents did you search?
A All of my email files.
Q Did you also search hard-copy files?
A Yes.
Q And what other custodians of documents at NLA were asked to search their documents?
A Well, actually, we had everybody look. So I had Tim look. I had Mike look.
Q Can you help us with last names?
A Oh, my apologies.
Q That's all right. Who did you have look?
A Timothy Robbins, Michael Robbins, Missy Courtwright, myself. I was trying to remember what year y'all actually issued that. I think that might be it.
Q Does NLA store documents on any electronic devices?
A You mean computers? Yes.
Q Does it store documents in the cloud?
A No, we do not have a cloud.
Q Okay. Does NLA store emails?
A Yes.
Q And what email system does NLA use?
A Outlook.
Q Okay. And is -- do you have a service provider?
A I do not know. That -- I'm not IT.

Q Okay. Do you have an IT person?
A Not particularly, no.
Q What physical locations at NLA were searched for documents?
A 4416 South Arkansas, so here in Russellville. Since Michael resides out of our El Dorado office, that would have been 730 South Washington in El Dorado. And I guess that would be about it, because Missy and Tim are in the same complex that I am.
Q Do you recall reviewing any of the discovery responses from NLA before they were submitted to Delta Southern Railroad?
A I do not remember.
Q Did you review any?
MR. McBRIDE: Asked and answered.
Q (Mr. Scheib continuing) Did you review any?
THE WITNESS: Excuse me?
MR. McBRIDE: Objection. Asked and answered.
THE WITNESS: Oh.
MR. McBRIDE: You just --
A I don't recall whether I reviewed any or not.
Q (Mr. Scheib continuing) Do you have any reason to doubt the accuracy of the discovery responses that were submitted by NLA in this proceeding?
A I do not.
Q Are you aware of any documents or information that were

gathered but not produced to Delta Southern Railroad?
A Not that I'm aware of.
Q So is it true that you did not find or identify any other responsive documents besides those that were already produced?
A Can you please repeat or rephrase the question?
Q Sure. Is it true that you did not find or identify any other documents that would be responsive to Delta Southern's discovery requests besides those documents that have already been produced?
A Not to my knowledge.
Q Have you been asked to update your search for documents responsive to the discovery requests?
A I believe so, yes.
Q When was that?
A Last year.
Q And that update -- was that update also to include electronic information, including emails?
A It was.
Q In this proceeding, North Louisiana & Arkansas is the party to the case; is that correct?
MR. McBRIDE: Objection. Calls for a legal conclusion.
Q (Mr. Scheib continuing) Let me rephrase that. Have you filed any documents in this case on the name -- in the name of Arkansas Short Line Railroad, Inc.?

A I don't believe so.
Q Have you filed any documents in this case under the name of any of the other subsidiaries of Arkansas Short Line Railroad, Inc. other than North Louisiana & Arkansas?
A I don't think so.
Q Okay. In -- let's just start with 2025. How many employees does NLA have?
A Five.
Q Five. If we go back -- how far would we have to go back to have more than five employees?
A 2018.
Q In 2018, how many employees were with North Louisiana & Arkansas?
A Six.
Q So the five employees that you -- that North Louisiana & Arkansas has currently, who are they?
A Mark Boatner, Perry Beaner, and I can give you the first names of the other three, Adam, Darrell, and Clay.
Q Are all five of those individuals people who operate the railroad or do work on the track?
A They're all in the operating department.
Q Operating department, perfect. Does NLA use Arkansas Short Line Railroad, Incorporated employees for general and administrative work?
A Yes, it does.

Q Who are the -- is there a shared services agreement between North Louisiana & Arkansas and Arkansas Short Line Railroad, Inc. for those services?
A I do not know.
Q How does North Louisiana & Arkansas get charged for the services provided by Arkansas Short Line Railroad, Inc.?
A That's handled by the accounting department. That's Tim. I don't know the answer to that question.
Q What work does Missy Courtwright do for Arkansas Short Line Railroad, Inc.?
A Office and customer service manager.
Q And does she do office and customer service work for North Louisiana & Arkansas as well?
A She will, yes.
Q What does Ms. Courtwright's job entail? What are her job responsibilities?
A Daily crew responsibilities for the crews working in Russellville and those transloading employees, building railcars, interfacing EDI with our Class I partners, and us doing accessorial charges such as storage, switching, weighing.

Q Does she interact with customers?
A Yes, she does.
Q Does she use independent judgment in her actions?
A I would assume. I mean, it's not like she has to ask me

for everything she does.
Q Does she make decisions in the day-to-day course of her job?
A Yes, she does.
Q Do you know an attorney named Christopher Arnold?
A I think so.
Q I'm sorry?
A I think so.
Q You think. How would you know of the name of Mr. Arnold?
A Christopher Arnold. I just know that I can remember the name. I'm trying to remember where I'm trying to place him from.
Q Would he be local counsel for Arkansas Short line Railroads?
A Oh, Chris Arnold. Okay, sorry. Chris Arnold, yes.
Q Okay, what is -- what's Mr. Arnold's relationship with Arkansas Short Line Railroads?
A He's one of the partners at Hope, O'Dwyer, Thrice & Arnold. Sorry. I'm not used to hearing him as Christopher.
Q Sorry. So is Mr. Arnold an attorney that does work -- an outside attorney that does work for Arkansas Short Line Railroads?
A Yes, he is.
Q Are you aware that he was retained to represent Ms. Courtwright?

A Yes.
Q Are you aware of the representations he has made about Ms. Courtwright and her work at Arkansas Short Line Railroad?
A I did not look at his filing, no.
Q What types of issues does Ms. Courtwright have authority to make decisions about?
A Whether or not a crew can not pull a car that day or not because of time constraints, matters of signing, you know, inside the office, whether she wanted, like, Tia, for instance, to do storage with one of the customers or handle one of the customer's accounts as far as data entry. She does make the accounts receivable invoices, and she can make crew assignments on the D&R to its people.
Q Does she have authority to sign documents on behalf of --
A Depending upon what the document is, she would probably have some authority to do that, yes.
Q So the crew work that she has authority to make decisions on, would that be considered operating?
A Yes. And those are just the Russellville people.
Q Does she have authority to make any decisions regarding NLA marketing?
A No.
Q Does she have authority to make or sign any documents related to interchange with other railroads?
A Yes, she does. She is listed as our agent. So when

we're, for instance, doing interline work with Union Pacific or BNSF, she is the qualified interline revenue accountant.

Q And I don't want to know what you did -- what you might have said, but did you talk to Mr. Arnold before he filed a paper in this case on December 8th, 2025?

A I did.

Q Did you tell Mr. Arnold that Missy Courtwright is not a decision-maker at Arkansas Short Line Railroad, Incorporated?

A She is not an ultimate decision-maker at our corporation.

Q I think you just said she has authority to make decisions related to operations; correct?

A Assigning of crew members of loading cars.

Q You just said she has authority to sign interchange-related documents and to talk with other railroads; correct?

A Yes. Because I assigned her that authority.

Q In 2025, what were North Louisiana & Arkansas' gross operating revenues?

A Well, our books are not closed for the year and won't have my reviews until June, but we're going to have gross operating revenues of around $680,000.

Q And that's just for North Louisiana & Arkansas?

A That is correct.

Q What were the operating expenses for North Louisiana & Arkansas in 2025?

A Substantially more than that because we had a lot of track

projects going on. I'm trying to recall off of memory, but I think about 1.2-million dollars.

Q And so what was the free cash flow for North Louisiana & Arkansas in 2025?

A Again, I don't actually have that number. It's going to be probably somewhere around $100,000 net cash flow loss.

Q And how much was spent on CapEx by North Louisiana & Arkansas in 2025? Let me rephrase that. How much was spent by North Louisiana & Arkansas on capital expenditures in 2025?

A Okay. Corporately?

Q By North Louisiana & Arkansas?

A NLA itself in conjunction with Arkansas probably three million. So we're just under that.

Q At the end of 2025, how much cash on hand did NLA have?

A I do not know.

Q Are NLA's books kept at a consolidated level with the other subsidiaries of Arkansas Short Line Railroad, Inc.?

A We file a consolidated tax return, yes.

Q Do you account for each subsidiary separately?

A Yes. They do.

Q So the numbers you have given me in response to my questions about 2025 relate solely to North Louisiana & Arkansas?

A That is correct.

Q Okay. Am I correct to assume the books are closed on

2024?
A Yes, they are.
Q Okay. What were the gross operating revenues of North Louisiana & Arkansas in 2024?
A Honestly, I do not remember it. I would have to go look at the Hoffman & Brobst report.
Q Would you also need to consult that report to know what the operating expenses of NLA were in 2024?
A I would.
Q Do you recall what the free cash flow was for NLA in 2024?
A I do not.
Q Do you know how much money NLA spent on capital expenditures in 2024?
A I do not.
Q Do you know how much cash on hand NLA had at the end of 2024?
A I do not know that.
Q How much cash is in NLA's bank account today?
A I don't know.
Q Is it $100,000?
A I really don't know. We have accounts for all the railroads plus ASL. I know accumulatively how much is total cash in the bank, but I don't know how much is in just the NLA account.
Q So for all Arkansas Short Line Railroad, Inc. entities,

how much cash is in the bank today?
A Currently about $500,000.
Q Have you ever had a time when, for all subsidiaries combined, you've had more than $500,000 in cash in the bank?
A Maybe. I don't recall, but maybe.
Q Would you say that ordinarily NLA has more or less than $500,000 in cash in the bank?
A Well, considering $500,000 is ASL cash in the bank, I would say less.
Q You said NLA has its own bank account also?
A That is correct.
Q Does NLA generally keep more or less than $100,000 in its bank account?
A Probably less because of the way that the accounting people operate. They sweep things to the master ASL accounts to pay a lot of bills.
Q Does NLA have any debt outstanding?
A It is, along with the other corporations, got a bond with the Arkansas Development Finance Authority.
Q Is there any outstanding debt solely in NLA's name?
A I don't think so.
Q How much debt is outstanding by -- for Arkansas Short Line Railroad, Inc.?
A Approximately 2.1-million dollars.
Q What are the financing terms on that debt?

A 30-year bond for -- the majority of it's on the ADFA bond, which is 30-year, two-and-a-half-percent bond. And then there's two SBAs, which are disaster relief loans from when the Arkansas River flooded here in 2019.

Q What are the terms of the SBA loans?

A They're low interest. That's -- I don't know how low.

Q Okay. Are there any other outstanding debt?

A Just vendors, you know, like, Ford Motor Credit for a truck or, say, John Deere for a tractor.

Q Okay.

A Oh, and First State Bank.

Q Is that a line of credit with First State Bank?

A No. But -- and actually that's not NLA's. But we do have a -- so, yeah. Actually, that's Ouachita Railroad, so I don't guess you care about that, do you? Sorry.

Q It's all right. The bonds that are valued at 2.1-million dollars in debt, are they in Arkansas Short Line Railroad's name solely?

A No. All of our subsidiaries are on there. And our total indebtedness between SBA and the bonds is about 2.1 million. The bonds are about 1.08 million that's left on those.

Q Thank you for that clarification. Are there any outstanding lines of credit?

A We do not have any lines of credit, no.

Q Okay. I wanted to follow up on Ms. Courtwright. If Ms.

Courtwright receives a phone call and it's not returned, is that at your direction?
A Receives a phone call and it's not returned?
Q Yeah.
A I'm unaware of her not returning any phone calls, so that would not be at my direction.
Q Yeah. If she received an email and it went unresponded to, would that be at your direction?
A I'm unaware of her not responding to emails.
Q If Ms. Courtwright received an inquiry about the status of some railcars, does she respond independently or at your direction?
A It depends on what the inquiry is about.
Q What if it's about the location of a railcar? Would she act independently or at your direction?
A She would act independently.
Q If Ms. Courtwright received an inquiry about why railcars were delayed, would she respond independently, or would she do that at your -- respond at your direction?
A She would respond independently after finding out what happened with the local manager.
Q If Ms. Courtwright received an inquiry about NLA's rail service, would her response be independent or at your direction?
A It would depend on what the -- mean by rail service.

Q Let's use a hypothetical. Let's -- if railcars were held in McGehee and a customer called asking about that, would she respond to the customer independently, or would she respond at your direction?
A Sometimes she responds independently, sometimes at my direction.
Q We're going to mark this Robbins Exhibit 2. Ready?
A Yes, sir.
(WHEREUPON, Exhibit 2 was marked for identification and is attached hereto.)
Q Okay. First, what I've handed you is the way it was produced to us. Does this look like a complete document to you?
A I believe so. It looks like the interchange agreement -- setting up interchange forms --
Q Okay.
A -- if that makes sense, and then an actual interchange agreement.
Q Yeah, so I'm going to turn to the document that's on the bottom -- it says NLA 000201, which is page two of that document.
A This one?
Q Yes. Can you tell me what Ms. Courtwright is requesting of Mr. Huff in this email?
A I cannot.

Q Okay. If you look at the next page, which is Page NLA 000202, it's the remainder of this email chain --
A Okay.
Q -- it appears to me. Does it look that way to you?
A It says, Attached, find a copy of the interchange form.
Q Yeah. Okay. And then page -- was Ms. Courtwright authorized to request this form?
A Yes. I asked her to do it.
Q And on page NLA 000203, what is this form?
A Junction Interchange Update Form. I believe this is setting up an interchange in Intellitrans, if I remember correctly.
Q Okay. Why do you need -- why does a railroad need to set up an interchange in Intellitrans, I-N-T-E-L-L-I-T-R-A-N-S?
A So that there can be free flow of data between railroads electronically for the movement of these railcars. In other words, where's a car at kind of deal and what's it doing. Where's it going?
Q Okay, and why did two railroads enter into that agreement?
A For the purposes of facilitating the transfer of railcars.
Q Would that be the transfer of railcars between those two railroads?
A Those two and others. I mean, it's an integrated North American rail system.
Q Okay. In this particular document, it appears on the left

that Ms. Courtwright signed on behalf of North Louisiana & Arkansas; is that correct?

A Yes.

Q Was she authorized to sign this document on behalf of North Louisiana & Arkansas?

A I asked her to do this document, so yes.

Q Okay. And on the right, it appears to be signed by Delta Southern Railroad. Am I reading that correctly?

A Yes.

Q In this particular case, why is this Junction Interchange Update Form signed by these two railroads in particular and not some other railroads?

A Because they're the two that physically meet in Lake Providence.

Q After this certificate is signed -- strike that.

After this Junction Interchange Update Form is signed, to whom is it submitted?

A Intellitrans, I guess.

Q Do you know if this form was ever revoked?

A Was this form ever revoked? I don't know.

Q If we turn back to Page NLA 000205, which is a document that goes on through Page NLA 000208 and is entitled an Interchange Agreement, do you see that document?

A Right here?

Q The bottom says 205.

A I believe we're in the right place then. Yes.
Q Okay. If you need a minute to look at that document, take your time.
A Okay.
Q Are you familiar with this document?
A It's an interchange agreement between NLA and Kansas City Southern.
Q Have you -- what does it document?
A It documents an interchange between the North Louisiana & Arkansas Railroad and the Kansas City Southern Railroad. And it should list point of interchange, I'm assuming, somewhere in it. And then it lays out the rules of insurance, liability, all those wonderful things that come with having an interchange with a Class I carrier.
Q Right. Do you see where the interchange occurs?
A 700 Lake Providence, Louisiana -- Track 700, I should say.
Q Uh-huh. And does Kansas City Southern and North Louisiana & Arkansas, do they meet there?
A No. Delta Southern Railroad acts as a KCS agent, such as the NLA acted as the agent for Union Pacific to Delta Southern.
Q Do you -- let's flip back, if you would, to Page 203, which was that Junction Interchange Update Form. Is that all that's required for two railroads to interchange with one another is completing of this form and submitting it to Intellitrans?

A I'm not entirely certain. I know it's a major piece.
Q It's a major piece?
A Uh-huh.
Q Can railroads interchange solely on the basis of having that form, or do they need some other documentation?
A Not -- they don't require anything else that I know of.
Q Do railroads sometimes enter into interchange agreements, a written contract regarding interchange?
A Yes.
Q Has NLA entered into any interchange agreement contracts with any other railroad?
A Union Pacific.
Q When did NLA enter into an interchange agreement with Union Pacific?
A 2012, I would presume. Been a long time ago.
Q What interchange locations are covered by that interchange agreement between NLA and Union Pacific?
A McGehee, Arkansas.
Q Is that the only location covered by that agreement?
A Yes. By that agreement, yes. And it will actually be an intermediary switch agreement. Arkansas Midland Railroad acts as an intermediary switch between us and Union Pacific Railroad.
Q Can you say the name of that railroad again?
A Arkansas Midland Railroad.

Q Is Arkansas Midland Railroad a subsidiary of Genesee & Wyoming --

A Yes, it is. Formerly Pinsly, now G&W.

MR. SCHEIB: G-E-N-N-E-S-S-E, Mike?

MR. McBRIDE: G-E-N-E-S-E-E. I think it's only one S.

MR. SCHEIB: Okay, thank you.

MR. McBRIDE: Yeah.

Q (Mr. Scheib continuing) When NLA takes railcars to McGehee, does it hand them off directly to Union Pacific?

A Not precisely, no.

Q Can you explain how that operation works at McGehee?

A NLA will enter into the AKMD yard. We usually set out to 7 Rail, which is where the Genesee & Wyoming builds their pickup for. And I'm not going to lie. I do not know the number of the local -- but for the Union Pacific local to pick up.

Q Okay. So Arkansas Midland is an intermediate step that is moving cars around in the yard in McGehee?

A That is correct.

Q And is Arkansas Midland building the blocks for Union Pacific?

A Yes.

Q And when Union Pacific drops freight at McGehee destined for North Louisiana & Arkansas, does Arkansas Midland shuffle

those cars around in the yard also?
A They will block them together for us. Yes.
Q Okay. I was a little confused by that when I went to the rail yard this week and watched the operation and saw different locomotives there. So thanks for helping us with that.
A No problem.
Q Do you have personal knowledge of any embargo of the rail line between Lake Providence and Tallulah?
A Just when Matt Prince told me that we've embargoed it for track conditions.
Q How does the embargo process work?
A I believe you're actually supposed to file something with -- I'm trying to remember. Is it Intellitrans? It may be Intellitrans actually, if I'm thinking about it.
Q For our purposes, you think -- do you think that you -- a railroad is supposed to make a filing with some entity, whether it's Intellitrans or the Association of American Railroads or railing --
A Yes. There should be someone I believe that they file to.
Q Have you ever seen a filing of an embargo of the lot -- have you ever -- let me strike that.
Have you ever seen a filing that the line between Lake Providence and Tallulah was embargoed?
A I have not been provided a copy of one, no, to my knowledge.

Q Whose job would it be at NLA to reach out to Delta Southern Railroad to arrange for the interchange of rail traffic?
A On a daily basis, the local manager.
Q Yeah, I've forgotten. Who's the local manager?
A Mark Boatner.
Q Do you know if Mr. Boatner has ever reached out to Delta Southern Railroad regarding the interchange of traffic?
A Not that I'm aware of.
Q Are you aware of email correspondence between Mr. Rob Thrall and Ms. Courtwright regarding an interchange agreement between North Louisiana & Arkansas and Delta Southern Railroad?
A With whom? Rob Thrall?
Q Thrall, T-H-R-A-L-L.
A I don't recall.
Q Is -- if there was an inquiry from another railroad about a potential interchange, would you expect an employee of North Louisiana & Arkansas to share that with you?
A Yes.
Q Do you have any recollection of a request for an interchange agreement being shared with you by a North Louisiana & Arkansas employee?
A I don't remember.
Q If a North Louisiana & Arkansas employee received phone calls to discuss a formal interchange agreement with another

railroad, would you expect that North Louisiana & Arkansas employee to share that information with you?

A Yes.

Q Do you recall any North Louisiana & Arkansas employee sharing with you that they had received phone calls about an interchange agreement?

A I know that I talked with Missy and Craig Huff considerably, like when we were setting up the stuff through Intellitrans and stuff like that. But it's been a long time ago. So --

Q So that answer is in reference to the document we just looked at from 2016?

A That is correct.

Q If there were more recent inquiries, would you expect those to be shared with you?

A I would assume, yes.

Q Would any employee have the ability to make a decision about whether to respond to a request for an interchange agreement other than you?

A I mean, if it was something that's in the files, yeah, they're allowed to provide it, I suppose.

Q Do you know if Ms. Courtwright received any inquiries from Mr. Thrall either by email or by phone to discuss entering into a formal interchange agreement in 2023?

A I don't recall.

Q If she received such an inquiry by email or phone, do you expect she would have shared that with you?
A Most likely either me or one of my partners.
Q Do you know if she shared it with any of your partners?
A Not that I'm aware of.
Q Was she instructed by you or any of your partners not to respond to an inquiry from Mr. Thrall about entering into an interchange agreement with Delta Southern Railroad?
A I have not given her any such instructions.
Q Do you know why she would fail to return phone calls related to entering into an interchange agreement with Delta Southern Railroad?
A No, I do not.
Q Would it be the ordinary business practice of North Louisiana & Arkansas to engage with another railroad that wanted to enter into an interchange agreement?
A It would. However, I know -- like, I've had conversations with Patriot Rail people on and off from time to time. And it is normally in -- we would normally engage any railroad that's engaging us, except if we're caught in litigation with them, in which case we generally do not communicate with the other parties.
Q So if Delta Southern Railroad reached out to NLA today to establish an interchange, NLA would not engage with them because there's litigation?

A No. I'm not saying that. But what I'm saying is a lot of times Patriot, not really Delta Southern people, just more Patriot Rail in general people will ask me questions about that particular line. And I will tell them, Well, we can talk about the Hogs. We can talk about the Tigers, whatever you want to. But we're not talking about that, because it's in litigation. That's on advice of counsel to do that.

Q And so if there was a rail shipment that needed to move from Madison port today to McGehee, would you accept the phone calls of Patriot Rail --

A Yes, I would.

Q -- to move that railcar over the rail line that's subject to litigation?

A Yes, I would.

Q If Patriot Rail reached out to set up an interchange agreement for Delta Southern to interchange with NLA at Lake Providence, would you engage in that discussion despite the litigation?

A I would engage in the discussion. Whether or not I would enter the agreement would be completely separate. There already is an interchange. You can actually interchange without agreements between the two parties. In short, I would hand it over to legal counsel.

MR. SCHEIB: Can you mark that Robbins 3, please?

And, Mike, can I pause on this? Can we go off the record?

(WHEREUPON, Exhibit 3 was marked for identification and is attached hereto.)

(WHEREUPON, after a break was taken, the proceedings were resumed as follows, to-wit:)

BY MR. SCHEIB:

Q All right. Mr. Robbins, if you would, if you could go back to Robbins 2 and turn to the page at the bottom marked NLA 000212 --

A 212, yes.

Q -- the second sort of email header there is an email from a Dustin Frederickson. Do you know Mr. Frederickson?

A Dustin Frederickson. I don't know if he's still there, but he was with Kansas City Southern, their offices in KC. And him and a guy by the name of Darin Selby, I believe, were in essence their short line department.

Q Okay. And the email is an email that you sent to Mr. Frederickson; is that correct?

A Let's see. From me to Dustin. Well, then there's from Dustin to me. So --

Q Yeah. I was looking at the one that's -- oh, I'm sorry. I was -- you're correct. I'm looking at the one that's from Dustin to you with the subject line NLA customers accessible by --

A Accessible by KCS.
Q Yes, that's the one. And it starts with the word, Danny, comma. Do you see that one?
A I do.
Q Okay. It says, I'd like to distribute a list of NLA-served industries to sales and marketing to let them know that customers at KCS can now access on NLA. Did this occur because of the interchange form that we saw back on Page 209?
A Probably indirectly, yes.
Q And the list below in the email, was that provided by KCS to you in the email? Do you recall?
A I believe I provided those.
Q You provided that list to them?
A I believe so.
Q Okay. At that time, and we're talking about 2016, was NLA serving Big River Grain?
A Yes. At Eudora.
Q How many railcars of freight was NLA moving for Big River Grain in 2016?
A Well, it was moving none, but they were connected to us.
Q In 2016, CHS Fertilizer is listed as someone that NLA serves. How many railcars of freight did NLA handle for CHS?
A Zero.
Q In 2016, the answer is zero?
A Correct.

Q How many railcars in 2016 did NLA handle for CPS?
A Zero.
Q In 2016, how many railcars of freight did NLA handle for East Carroll Lumber Company?
A Zero.
Q In 2016, did NLA handle rail freight for Epstein Gin?
A Yes, we did.
Q In 2016, did NLA move any freight railcars for Helena Chemical?
A Not that I remember, no.
Q In 2016, did NLA move any rail freight cars for Lake Village Seed and Fertilizer?
A No.
Q In 2016, did NLA move any rail freight cars to or from Livingston Scrap?
A No.
Q In 2016, did NLA move any railcars to or from Myriant Chemical?
A Myriant Chemical, no.
Q Myriant Chemical. In 2016, did NLA move any railcars to or from Riceland?
A Yes.
Q Was Riceland an origin or a destination?
A They originated.
Q What commodity did Riceland originate?

A Rough rice.
Q Was that rough rice shipped toward McGehee?
A It went out through McGehee, yes.
Q Did Riceland ever request rail service from Delta Southern, to your knowledge?
A Not to my knowledge.
Q In 2016, did Terral River Services request rail freight services to or from its facilities from North Louisiana & Arkansas?
A Lake Providence facilities, no.
Q Any other facilities?
A Well, they operate Madison Parish port, but I don't know if they made any requests to Delta Southern or not.
Q I want to go back when you were describing how NLA accesses the Lake Providence port. And if I got it correct, NLA moves over its own line down to about Milepost 24.1?
A Correct.
Q And then it moves over track owned by Southeast Arkansas Economic Development District down to about Milepost 45.6?
A State line, yes.
Q State line.
A I believe that's about right.
Q Okay.
A I'm not 100 percent certain.
MR. McBRIDE: There's something wrong with that

number. It's not 45.6.

THE WITNESS: Yeah, that doesn't sound right.

A So how about I just say the state line?

Q (Mr. Scheib continuing) We'll call it state line. That's fine. That's fine with me. Who maintains the track from about Milepost 24 to about milepost state line?

A NLA.

MR. McBRIDE: And you mean 424, John? It starts at 408.9. It goes up.

MR. SCHEIB: So Mr. Robbins gave me two different sets. He gave me the NLA mileposts, which start at zero.

THE WITNESS: Correct.

MR. McBRIDE: Okay.

MR. SCHEIB: And then he also -- and I didn't do as good a job of writing them down. He gave me the old MP milepost starting at 408.9.

THE WITNESS: Yeah, 408.9.

MR. SCHEIB: So we're using NLA mileposts just for our purposes.

Q (Mr. Scheib continuing) From Milepost 24.1 to state line, NLA maintains the track; is that correct?

A That is correct.

Q Does it do that through a contract agreement with Southeast Arkansas Economic Development District?

A It's part of our lease agreement with them.
Q Does that lease agreement require NLA to both do CapEx and to provide rail service -- excuse me -- capital expenditures on the line and provide rail service?
A Actually, no. I believe that the CapEx is SEAEDD's.
Q And so that lease agreement requires NLA only to perform ordinary maintenance on the line; is that right?
A To maintain it in the condition that they provide it to us in or Class II once they put it there.
Q Okay. The next segment is from state line down to, I think you said, Milepost 62. Does that sound right?
A Correct.
Q Does NLA have an agreement with Lake Providence Port Commission to operate that segment of the line?
A It does.
Q And that segment of the line is owned by Lake Providence Port Commission; is that correct?
A That is correct.
Q Does the agreement between North Louisiana & Arkansas and the Lake Providence Port Commission for the segment between state line and Milepost 62 require NLA to do capital expenditures?
A I do not believe so, but I would have to go back and review the lease.
Q Does that agreement require NLA to perform maintenance on

the line?
A It does.
Q And does it require NLA to provide the rail transportation services over that segment of line?
A It does.
Q The next segment is milepost -- about six -- you said it was 1.5 -- strike that. Let me start over.
The next segment was owned by Delta Southern Railroad and is approximately 1.25 miles long; is that correct?
A Well, that 1.25 miles is just part of their 28 or 30 miles, whatever it is they have.
Q That's a segment that's necessary for -- the 1.25-mile segment is the segment that's necessary for North Louisiana & Arkansas to reach the Lake Providence port?
A Yes. There is a 1.25-mile segment that's subject to a trackage rights agreement. Yes.
Q And is it a written trackage right agreement between North Louisiana & Arkansas and Delta Southern Railroad?
A I believe it was originally between Delta Southern Railroad, and Lake Providence Port Commission was assigned to the NLA.
Q And that agreement was assigned to the NLA, okay.
A It was, yes.
Q Then from milepost about 472.25 into the port, that's owned by the Lake Providence Port Commission; is that correct?

A That's correct.
Q Does NLA have some sort of operating agreement with Lake Providence Port Commission to operate over that track?
A Yes.
Q What is that agreement?
A It's part of our master lease agreement with them.
Q Can you tell me generally what the terms of that lease agreement are?

MR. McBRIDE: Before he does, could you just tell me -- I didn't get the milepost number down fast enough, about what segment you're now asking.

MR. SCHEIB: Milepost 472.25.

MR. McBRIDE: Okay, so now we're back to the old MP milepost number. Okay, 472.25. Go ahead.

Q (Mr. Scheib continuing) Is there a written agreement between Lake Providence Port Commission and North Louisiana & Arkansas to operate from Milepost 472.25 into the port?
A Yes. We have a lease on port trackage.
Q Do you know generally any of the terms of that lease between NLA and Lake Providence Port Commission?
A I do, yes. I know the general terms of it, yes.
Q What are some of the terms?
A We're required to maintain it. We're required to provide operations, of course. We provide a lease payment that is based off of revenues generated off of the track.

Q Do you know if that is an exclusive agreement?
A Inside of the port? Inside of the port it is not, because the trackage rights agreement does allow Delta Southern to the dock and the warehouses.
Q And just so I'm clear on which trackage rights agreement, that's -- that trackage rights agreement is a trackage rights agreement between Delta Southern Railroad and Lake Providence port?
A Correct. That was --
MR. McBRIDE: Could we stop there for just a moment? Richard did call me.
MR. SCHEIB: Yeah, let's go off the record.
(WHEREUPON, after a break was taken, the proceedings were resumed as follows, to-wit:)
BY MR. SCHEIB:
Q Robbins 4. Do you see at the bottom of the first page there's a little icon that says Danny Robbins, North Louisiana & Arkansas Railroad?
A Uh-huh.
Q Is that you?
A Yes.
Q Okay. Do you know Christafer, C-H-R-I-S-T-A-F-E-R, Darnell?
A Sort of. I mean --
Q How do you know him?

A -- he was not like a friend. He's a rail fan that lives in the McGehee area.
Q Would you say he posts a lot on Facebook?
A Oh, yeah. I believe he does.
(WHEREUPON, Exhibit 4 was marked for identification and is attached hereto.)
Q Yeah. The picture that we see on page one of Robbins 4 is a split picture of rail track. Can you tell me what the top picture is?
A You're talking about this one right here?
Q Yes, sir.
A Yes. That's where we were changing 85-, 50-pound rail to 141-pound rail.
Q When did that occur?
A 2021 is when it was dated. I would have posted this when it was taking place.
Q And the top picture, that -- do you know when that would have been taken?
A Oh, not 100 percent. Sometime prior, maybe July. I'm not sure. I'd have to go back and look. It's been a long time.
Q Would it have been in 2021 though?
A Yes, it would have been.
Q And as part of this reconstruction, you -- it looks like a lot of trees were taken down; is that correct?
A Yes. We did an extensive brush cutting.

Q Okay, so these two pictures are intended to show the exact same segment of track?
A They are not, no.
Q They are not?
A These are not the same segment of track.
Q Okay, can you tell me, the top picture, where that's located?
A That's located just south of Riceland, so on the south side of U.S. 65 crossing in McGehee, Arkansas.
Q Okay. And is that what the track looked like at the time the picture was -- is that what the -- let me strike that.
How long had the rail on the right been missing?
A Oh, a day, maybe two.
Q So this is intended to be an in-process photograph?
A This is an in-process photograph, yes.
Q Okay, got it. And where is the picture that's below?
A Based on the curve, I'm going to say this may be Church Street in McGehee.
Q Okay. If you turn to page two, do you know where -- is that -- that's just a continuation of the same post.
A Because it's the same picture, yes.
Q Yeah. Could not fit the whole post on one page, so that's why --
A Okay.
Q -- that's there. If you turn back to the page with the

next picture, which is a picture of a locomotive with some railcars, looks like maybe some grain silos in the back --

A This one?

Q Yes, sir.

A The Dalton Flowers post? It's what it says at the top.

Q Yes, that's correct.

A Okay.

Q Do you know Dalton Flowers?

A No, I do not.

Q Do you recognize this locomotive?

A Yes. It's -- looks to be -- it's kind of out of focus, but I'm assuming that's NLA 22 by the shape of the stack.

Q Okay. It is an NLA locomotive?

A Yes, it is.

Q Do you recognize the railcars that are attached to it in November of 2024?

A Yeah. I mean, they're cottonseed guns.

Q Do you know why they were placed there in November of 2024?

A Obviously, this photograph could not be taken November 2024, because the silos in the back are still standing. They were taken out by a tornado in 2019.

Q Ah, good. Thank you. Were those cars subject to a derailment?

A I believe they were in there from a derailment, yes.

Q And that derailment would have occurred prior to 2019 then?
A Yes.
Q Do you remember that derailment?
A We had two major derailments back to back in that time period. I don't know which one these particular cars would have come from of those two, if that makes any sense.
Q If you turn the page, our frequent poster, Mr. Darnell, says that it was a derailment north of Lake Village involving the entire train. Do you have any idea if he's got the right derailment?
A Both of the derailments were north of Lake Village, and I think both involved the entire train. So I don't know.
Q Do you know a Johnny Lee Smith, Jr.?
A Oh, yeah, Johnny Lee. He's a former employee.
Q How long did he work for North Louisiana & Arkansas?
A NLA itself, I think maybe a year.
Q What did he do for North Louisiana & Arkansas?
A He was an engineer.
Q And by engineer, you mean one who drives the train?
A Locomotive engineer, yes. My apologies.
Q It's all right. What time period would he have been an employee -- during what time period would he have been an employee?
A Oh, 2015, 2016, something like that.

Q At that time, how long would it take North Louisiana & Arkansas to move a railcar from Lake Village, Arkansas to McGehee, Arkansas?
A Eight hours, eight, nine hours.
Q Would it have been unusual for it to take several days to move railcars between Lake Village and McGehee?
A It wouldn't be unusual for it to be two, no.
Q How about three?
A That's starting to get unusual unless there was a derailment.
Q You see the middle of -- slightly below the middle Mr. Smith posts, Christafer Darnell, I've operated those locomotives from Lake Village to McGehee. It used to take three days going and three days coming back. Does that sound like a fair recollection that Mr. Smith has?
A I would disagree with his recollection.
Q But you would -- you have said -- testified that two days would not be unusual; is that correct?
A Particularly if there was any trouble, yes.
Q How far is it from Lake Village to McGehee? How many miles?
A Approximately 24. It's 23 and change.
Q And at eight hours, which was the fastest you said it was done --
A We were running at three miles an hour.

Q Okay. And if it took two days, what were you running at?
A Well, it would have been the three miles an hour, but there was a problem somewhere along the way. Either we didn't leave Lake Village until, say, noon -- so then you're not going to make it. We run out of hours of service. Or if there was a derailment or any other issue that could come up, could be the track crew was in front of you, whatever it might happen to be.
Q What's the usual run time today between Lake Village, Arkansas and McGehee, Arkansas?
A Two-and-a-half hours.
Q And two-and-a-half hours to go how many miles again?
A Approximately 24, just under 23 and change.
Q Okay, I can't do the math in my head. So I'm --
A We're running ten mph, if that helps.
Q Ten miles per hour. Yeah, that's what I was trying to get to. So thanks. Thank you. You're quicker than I was. If you can turn to the last page, this is a Facebook post by Mr. Darnell with a photo that appears to have flooded track around Highway 65.
A Yes.
Q Does this -- was this flooding in 2021?
A You would have to ask Christafer, but maybe. I mean, if you get heavy rains, you can get flooding.
Q Do you remember looking at any rail track during 2021 because of rain or flooding?

A Let me think. No, that was 2022 for that one. So I don't really recall going to look at flooded track in 2021, to be blunt.
Q When it rains heavy, does flooding like that occur along the North Louisiana & Arkansas right-of-way?
A Not often, no.
Q Has it happened in the last year?
A No.
Q When is the last time you remember rains that caused flooding of the NLA right-of-way?
A 2022.
Q And was any rail taken out of service for any period of time because of the flooding?
A No. It just was a scour, and we had it repaired within a day.
Q What types of repair work did you have to do because of the flooding?
A Add some ballasts to where it scoured the ballast out of the ties.
Q I think when we were just talking about that document, you mentioned one NLA derailment in 2019. Do you recall other NLA derailments in 2019?
A Well, let me think. I believe we had two major derailments that I can think of in early 2019, if I'm thinking of the right year.

Q What do you remember about those derailments?
A They were both rollover derailments, and they were both near an area called McMillan Corner.
Q And what's a rollover derailment?
A It means the cars are laying on their sides.
Q Where is McMillan?
A McMillan Corner is about five miles north of Lake Village.
Q Five miles north of Lake Village. So that's between Lake Village and McGehee on the line that North Louisiana & Arkansas operates?
A That's correct.
Q How long was the line out of service?
A For each individual derailment?
Q Yeah. Take the first one. How long was it out of service for the first one?
A A couple of days. We usually have them pretty much back up and on the track and everything in two to three days.
Q And how long was it out of service for the second derailment in 2019?
A Similar amount of time.
Q Did North Louisiana & Arkansas have any derailments in 2020?
A 2020, I don't remember any FRA-reportable derailments, no.
Q I don't want to limit us to FRA reportable. So let me get a definition of what that means. What --

A FRA reportable just means that you've had damages in excess of -- I believe the current threshold is $12,400, although that has just changed. So don't quote me on that.
Q No problem. Were there other derailments that did not trip the FRA-reportable requirement --
A In 2020?
Q -- in 2020?
A I don't recall whether there were or there were not.
Q Did NLA have any derailments in 2021, whether FRA reportable or otherwise?
A Again, I don't really recall. I don't know. There wouldn't have been an FRA reportable. I don't recall if there was any non-reportables.
Q Were there any FRA-reportable derailments on the North Louisiana & Arkansas in 2022?
A FRA reportables? Not that I remember.
Q What about non-FRA reportables?
A I know of one for sure. They were dumping ballast, and they derailed their ballast car.
Q How long was that derailment on the rail line?
A How long was it?
Q How long was that derailment blocking the rail line?
A An hour.
Q Where did it occur?
A Let me think. Glosup Road.

Q And what is that between if you had to pick a couple of cities?
A Oh. It's at MP 2.25, so McGehee.
Q McGehee. Were there any NLA derailments, whether FRA reportable or otherwise, in 2023?
A Yes.
Q How many?
A I do not know off the top of my head.
Q More than one?
A Yes.
Q More than two?
A Yes.
Q More than five?
A Now, that I don't know.
Q Tell me about the first one you recall. Where did it occur?
A The ones that I recall is -- I believe there were two or three of them down on the Lake Providence end, moving cottonseed from LP. I don't really recall any north of there.
Q And on that first -- how many derailments are you recalling right now?
A I think three, if I remember correctly. But that's --
Q Tell me about the first one.
A If I remember correctly, the first one was up around LA two somewhere.

Q And who owns that track?
A Lake Providence port.
Q Who maintains that track?
A We do.
Q Okay, how long was that derailment? Let me rephrase that. How long did it take to get the track in service after the derailment?
A I think a day.
Q The second derailment that you recall, where did that occur?
A They had one around -- was that -- Louisiana Highway 883 -- is it one, two, or three? It's 883-3, I think. I get those confused, because there's an 883-1, 883-2, and 883-3 all right in the same area.
Q Okay. Do you recall who owned the track where that derailment occurred?
A Lake Providence Port Commission.
Q Who maintains that track?
A NLA.
Q The third derailment that you recall in that year, where did that occur?
A It seems like we had one up around, oh, for lack of a better term, John Deere.
Q And where is that? Is that in Lake Providence Port Commission?

A Yes, It's, what is it, five, six miles north of Lake Providence, maybe five miles.
Q And who owns the track where that derailment occurred?
A LPPC.
Q Who maintains that track?
A NLA.
Q Do you recall any other derailments in 2023?
A We had some derailments in the 1.25 mile trackage rights area. I can't remember if that was '23 or '24. I think it actually might have been '23. Because we had derailed two cars on that 1.25-mile segment on one occasion, and then we derailed a locomotive.
Q In 2024, did NLA have any derailments?
A In '24? Yes.
Q How many derailments do you recall in 2024?
A Two.
Q Where did the first one occur?
A At Arkansas Highway 4 in McGehee, Arkansas.
Q Do you recall about when that happened?
A May maybe. I don't remember now, because it's been a while. I remember the derailment, but I don't remember the exact dates.
Q Who owns that track?
A NLA.
Q Who maintains that track?

A NLA.
Q The second derailment in 2024, where did that occur?
A Randy Terry Lane.
Q And what town is that near?
A Halley, if Halley's a town. If not, it's going to be -- it's Desha County, but I think it's a Dermott address.
Q Is that --
A We just call it the rail station at Halley.
Q Is that in Arkansas?
A Yes.
Q And who owns the track where that derailment occurred?
A NLA.
Q And who maintains the track?
A NLA.
Q Were there -- are there any other derailments that you recall in 2024?
A '24. Not particularly, no.
Q Do you recall any derailments on NLA in 2025?
A '25. Let me think about that one. Did we have any last year? I'm not really remembering anything. I know we picked a switch, but I'm not sure when, at Lake Village. It was literally a wheel on the engine. We just popped it right back up.
Q Is it possible that the derailment at Terry Lane in Halley, Arkansas was actually in 2025, maybe July of 2025?

A Oh, you know what? I think you're right. I'm sorry.
Q It's okay. So that's not a separate one. That one really should be categorized as a 2025 derailment?
A Thank you for refreshing my memory.
Q Other than -- have any of the derailments on NLA made the news locally?
A The one at Highway 4 did, yes.
Q And Highway 4 is in McGehee?
A That is correct.
Q Is that the only one that's made the news locally?
A Well, I mean, it's the only one I got called by Channel 4 for.
Q Did you get called by any newspapers?
A I don't recall being called by any newspapers, actually, on either one. But I did get called by a Little Rock TV station on the one at Highway 4.
Q For any of the derailments that occurred, do local authorities -- have local authorities come to the scene?
A Well, I wasn't physically present at the scene of derailment, so I don't know that I could testify to that one way or the other.
Q One of your rail crews would have been present; is that right?
A That is correct.
Q Was there a derailment in 2018 near NLA's interchange with

Union Pacific?
A Potentially.
Q In 2024, was a derailment in East Carroll Parish such that it caused an emergency road closure?
A Yes. When we derailed at the 883 dash whatever that number is. The cars were blocking the road.
Q Do you recall whether there was a derailment in June of 2023 involving North Louisiana & Arkansas?
A Not particularly, no.
Q Has NLA won any safety awards?
A No.
Q Do you know what the Jake Award is?
A Yes.
Q What is the Jake Award?
A It's an award you get for having zero injuries -- accidents or injuries in a given year.
Q Who gives out that award?
A American Short Line and Regional Railroad Association.
Q Do you know if Delta Southern has won that award?
A I have no idea.
Q How many car loads did NLA seek to interchange with Delta Southern Railroad in 2025?
A Zero, to my knowledge.
Q Would you know if NLA needed to reach out to Delta Southern to interchange a car?

A I believe I would, yes.
Q How many car loads did NLA seek to interchange with Delta Southern Railroad in 2024?
A The Schnabel car was in '23. Schnabel car was in '23; right?
Q I'll get to that one in a minute.
A Okay. I was -- well, in that case, zero.
Q Yeah, okay. I'm not trying to trip you up. You're recalling the interchange of a particular car. You just don't know the year that that occurred?
A Correct.
Q We'll come back to that one. So excluding that Schnabel car, how many car loads did NLA seek to interchange with Delta Southern Railroad in 2023?
A Zero.
Q Excluding the Schnabel car, how many car loads did NLA seek to interchange with Delta Southern Railroad in 2022?
A That's the year of the Schnabel car?
Q I think so, but we'll get there.
A Okay, zero then.
Q Okay. How many car loads did NLA seek to interchange with Delta Southern Railroad in 2021?
A Zero.
Q How many car loads did NLA seek to interchange with Delta Southern Railroad in 2020?

A Zero.
Q How many car loads did NLA seek to interchange with Delta Southern Railroad in 2019?
A And actually I need to -- can I revisit --
Q Yeah, please.
A -- an answer?
Q Yeah, I want to make sure we get a correct answer.
A I believe in 2021, I had a couple of cars for Jerry that I was going to take because we had them. And I asked him if he wanted me to take them to Lake Providence and give them to Delta Southern. And he said, No. Bill them around to the north. So I don't know if you would qualify that as not. It was the shipper that chose to move it a different route. He had confidence in the track issues, but I mean, that's -- so -- and I believe that was '21 maybe.
Q And just for clarity in the record, when you say Jerry, do you mean Mr. Melton at Complex Chemical?
A Jerry Melton with Complex Chemical, yes.
Q When was the last time that NLA reached out and said to Delta Southern Railroad, We have freight to interchange with you today?
A I met with Mr. Coleman in Homer, Louisiana and told him of some traffic that we were working on.
Q Did that traffic materialize?
A No. Mr. Coleman told me he couldn't come to the

interchange. So --
Q Who was the customer?
A PotlatchDeltic.
Q Where is PotlatchDeltic located?
A Warren, Arkansas.
Q And is -- where is Warren located relative to Lake Providence and Tallulah?
A Northwest of those. It's due west of Lake Village. Or is it due west? Yeah, it's about due west of Lake Village.
Q So their location is not located on the line between Lake Providence and Tallulah?
A No, it is not.
Q Their location is located on the line between Lake Providence and McGehee that is operated by North Louisiana & Arkansas?
A That is correct.
Q Do they have a rail siding at PotlatchDeltic?
A Well, they do, but in this particular case, they were going to be transloading through Epstein.
Q Was the last time that North Louisiana & Arkansas interchanged a car with Delta Southern Railroad the interchange for this so-called Schnabel car?
A That would have been the last interchange, to my knowledge, with DSRR.
Q And I know you were struggling a little bit. You don't

remember exactly the year?
A Not exactly. It's going to be somewhere around '22, '23. I've slept a couple of times since then.
Q How did that interchange movement come about?
A A car showed up in McGehee. EP gave us advance notification. We took the car, picked it up on a Friday. We took the car to Lake Village. It actually over -- stayed in the weekend in Lake Village so the guy would have some place to eat, because there was a man on a caboose that went with the car. And then the following Monday, I think, we took it to Lake Providence. And then we left it on the main there at the base of the levee, whatever you want to call it.
Q And do you know if that -- where that railcar was destined to finish its journey?
A I believe it was destined to RVS.
Q Do you know if it got to RVS?
A I would assume that it did. I mean, no one told me it didn't.
Q If I understood your answer correctly, it took from a Friday to a Monday to move the Schnabel car from McGehee to Lake Providence?
A Yes. Because he wanted a place that he could stay overnight and eat. Lake Village was the only place that had restaurants.
Q Lake Providence doesn't have any restaurants?

A Not anywhere close to the railroad track. And it's really only got one that I know of.

MR. McBRIDE: You had to be there to understand it, John.

MR. SCHEIB: I did miss that one. I'm sorry, Mike.

THE WITNESS: I mean, it's -- Lake Providence is not a very big community is the nicest way to put it.

MR. McBRIDE: Yeah.

Q (Mr. Scheib continuing) We didn't see any documents in North Louisiana & Arkansas' document production about the interchange or the movement of the Schnabel car. Would you have had any -- would North Louisiana & Arkansas have had any email correspondence with Delta Southern about this car?

A I don't recall if we had anything from them or not. And most of my communication with them was a gentleman by the name of Crockett at that time. And he called me on the phone and says, hey, we've got this.

Q So when the car was placed at Lake Providence, would you have placed a phone call to Delta Southern to let them know the car was ready to pick up at interchange?

A Yes.

Q So that would have all occurred by phone communication?

A I believe so, yes.

Q How many of those derailments that we talked about were

FRA reportable?
A Which ones?
Q Out of all the ones you listed from 2025 to 2020, how many of those were FRA reportable?
A Well, none of them last year were. I'm not entirely sure. I'd have to go back and look at the accident, incident reports now to see, you know, if they met the threshold or not.
Q While we're on the FRA, are you familiar with the terminology "excepted track"?
A I am.
MR. McBRIDE: E-X-C-E-P-T-E-D.
Q (Mr. Scheib continuing) Do you know what the maximum allowable speed is to move freight on excepted track?
A Ten miles per hour. It cannot exceed ten miles per hour.
Q And do you know what the maximum speed is for a train operating on a Class I track?
A It's also ten miles per hour.
Q For -- do you know the maximum allowable speed for freight for a Class II track?
A 25 mph.
Q What is the classification of NLA's track from Lake Providence to McGehee?
A Between Lake Providence and the Arkansas state line is Class II. From the state line to McGehee is still an excepted.
Q Say that one more time. I just wasn't writing fast

enough. I'm sorry.
A Okay, I'm sorry. From Lake Providence or RMP 62 --
Q Yeah.
A -- to the state line is Class II. North of the state line is still an excepted.
Q So from Lake Village to McGehee is excepted track?
A Yes.
Q And from the state line to Lake Village is excepted track?
A That is correct.
Q So the maximum allowable speed from the state line to McGehee is ten miles per hour?
A That is correct.
Q The INFRA, I-N-F-R-A, grant that you mentioned in your verified statement, to what track classification was that money intended to take the rail?
A Class II.
Q And that INFRA grant applied to rail from McGehee to Lake Providence?
A That is correct.
Q How much of that money has been spent?
A What was it? 11-and-a-half million I think is what we were granted. So I think there's maybe five, $600,000 left.
Q And the 11-and-a-half-million dollars that was spent, what parts of the track were improved with that money?
A A -- well, track from McGehee all the way to Lake

Providence, that whole 62 miles.
Q Okay. So 11-and-a-half-million dollars was needed to bring the track to excepted track level?
A Well, except for the southern section, and there were private and port funds also spent on the tracks.
Q Okay. So what's the -- including the private and port funds, do you have an idea of what's the total amount of money that's been spent?
A On the 62 miles?
Q Yes.
A Let me think. 26-, 27-million dollars maybe, something like that. Maybe 28. I'd have to sit down and actually try to math it out.
Q Yeah. That ballpark is helpful. So that -- we'll just call it 26 or 27. It's a factually knowable number, but that's your recollection. So that 26- or 27-million dollars has been spent on the line from McGehee to the Arkansas state line to the Lake Providence port?
A Correct.
Q And the total number of miles between McGehee and the Lake Providence port is how many?
A 62, not counting the trackage inside the port.
Q Has any money been used on trackage inside the port?
A Yes, it has.
Q Okay. How many miles are Class II track on that route?

A Oh, what is that? Let's see. What is it? 16, 18 miles, something like that, whatever the state line is. I'm trying to remember. It seems like it's 18.2, or it could be 16.2. I'm trying to remember the mileposts.

MR. McBRIDE: Yeah, I'm trying to remember too. I think it's 16, but I'm not sure.

THE WITNESS: Yeah.

MR. McBRIDE: Something in that neighborhood.

A It's either 16.2 or 18.2. I can't remember which. Because there's one that's -- there's that much of, we'll call it, main trackage, and then the remaining trackage is inside the port.

Q (Mr. Scheib continuing) So if I've got this right, there's 62 miles total. 26- or 27-million dollars has been used to bring 46 miles of line up to excepted status and 16 miles up to Class II condition. Do I have that about right?

A Currently, although there's no bringing it up from excepted status when you were already in excepted status, but yes.

Q Was some of that money used on the track that is excepted in order to improve it?

A Oh, yeah. Yes.

Q And it only improved it to keep it at excepted status is what I'm trying to understand.

A Currently.

MR. SCHEIB: Mike, this might be a good place to break for lunch before I move on. We'll go off the record.

(WHEREUPON, after a lunch break was taken, the proceedings were resumed as follows, to-wit:)

BY MR. SCHEIB:

Q All right. Mr. Robbins, let's turn back to the exhibit marked Robbins 3.

A Okay. All right.

Q The second set of from-to information on the document says from Danny Robbins. Do you see where I am in the document?

A Right here?

Q Yes. It says to Wyly Gilfoil. I think we established earlier that he was the executive director of the Lake Providence Port Commission; is that correct?

A Yes, I believe that's his correct title.

Q Okay, and this again is in 2022. Who is Shane Knight?

A Shane Knight would have been the deputy director of the Southeast Arkansas Economic Development District.

Q And who is Sam Angel?

A Sam Angel, or Sammy Angel, is Epstein Gin and Transloading Company there in Lake Village.

Q And who is Brad Whittle?

A He's the complex manager for Sammy.

Q At Epstein?

A Uh-huh.
Q Did you mean to say yes?
A Yes.
Q Who is tmurphy@bayou.com?
A Terry Murphy.
Q Who is Terry Murphy?
A Well, he was. He's deceased now. Mr. Murphy was the -- I guess, Wyly's counterpart at the Madison Parish port. Not 100 percent sure of his exact title, but he would have been, like, the equivalency of Wyly but for that port.
Q Okay, got it. And the text of the email says that you made a spreadsheet that you need help filling in information; is that correct?
A Yes.
Q Okay. The email that was produced to us did not have the attachment.
A Oh, okay.
Q So we're going to mark as Exhibit Robbins 5 a spreadsheet that was produced to us separately.
A Okay.

(WHEREUPON, Exhibit 5 was marked for identification and is attached hereto.)

Q Is this the spreadsheet to which you're referring in that email in Robbins 3?
A I believe it is, yes.

Q And for what -- strike that.

We've talked about a number of the customers on this list already. There are a couple names that I don't think we've talked about.

A Okay.

Q Who is Greenfield, line four, at Lake Providence?

A I believe they're who CHS became. This was in a transition period. So --

Q Okay. Did the entity called Greenfield ever request rail service from NLA at Lake Providence?

A Not that I'm aware of, no.

Q Did the entity Greenfield ever request rail service from Delta Southern Railroad at Lake Providence?

A Not that I'm aware of.

Q Okay. The next one that I don't think we've talked about is Crop Production Services, unless that is CPS. Is that CPS?

A That is CPS, yes.

Q Okay. The next one down is Line 11, PotlatchDeltic. Who is PotlatchDeltic at Lake Village?

A PotlatchDeltic is those lumber shipments and that lumber customer I was talking about.

Q Okay. Do they currently exist at Lake Village?

A No. That's just a transload track. Their mill is in Warren, Arkansas.

Q Did PotlatchDeltic ever request rail service from NLA at

Lake Village?
A No. Because we couldn't get the center main from the KCS.
Q Do you recall if we talked about Scott Petroleum at Lake Village and McGehee?
A Didn't we talk about them earlier?
Q We may have. Did they ever request rail service from NLA?
A Yes. We shipped for them.
Q Okay. And in what direction do you ship for them?
A We shipped to Union Pacific. It was outbound biodiesel going to California.
Q And where did it originate?
A Greenville, Mississippi.
Q And what part of that rail movement did NLA handle, from what point to what point?
A Oh, sorry. Lake Village to McGehee.
Q Okay. The next one is 15, FW Cobbs. Did FW Cobbs request rail service from NLA at Lake Village or McGehee?
A Yes.
Q What did FW Cobbs request service for?
A We moved non-organic corn to Union Pacific at McGehee.
Q Where did that shipment originate?
A They just showed up in trucks. I'm not sure where they -- it's just -- they would buy from different farmers.
Q And where would it have shown up for a rail movement?
A Oh.

Q Was it at Lake Village?
A Lake Village.
Q And it moved from Lake Village to McGehee?
A That is correct.
Q Entirely on NLA's track; is that right?
A That is correct.
Q I don't think we talked about Simplot at Lake Village. Did Simplot request rail service from NLA?
A Well, we did kind of discuss them. That's Lake Village Seed and Tire. And they have not. Their track has not been rehabilitated.
Q Okay, so they have no way to receive railcars at the moment?
A Not at the moment.
Q And the last one is Log Yard. That may be what you referred to as Sondheimer earlier.
A Correct. I don't really actually know the true name of their business. They're a log yard in Sondheimer. So that's just how I reported them.
Q Thanks. Has NLA's line between Lake Providence and McGehee ever been the subject of an embargo?
A We embargoed Plate F cars from the north end of the line, yes.
Q When was that?
A After the rollover derailments in, what was that, 2018, I

believe. Or was that 2019?
Q For how long was that embargo in place?
A We had an embargo on Plate F cars. I believe it was for two years.
Q Why for those cars specifically?
A They're very tall, very top-heavy.
MR. McBRIDE: And what is the word you're using to describe those cars so she gets it right?
THE WITNESS: Plate, P-L-A-T-E, F as in Frank.
MR. McBRIDE: Plate F, okay.
Q (Mr. Scheib continuing) Is it Plate, hyphen, F?
A No. Just Plate --
Q F.
A -- and the letter F.
Q Okay.
A It just denotes a car type that happens to be very tall.
Q Okay, got it. Is that the only embargo you're aware of on NLA?
A Yes.
Q Earlier we discussed the fact that NLA has an agreement with Lake Providence Port Commission to serve the Lake Providence port.
A Yes.
Q And you said that that was a written agreement between the two parties. Do I remember that correctly?

A Yes.
Q Does NLA make payments to Lake Providence Port Commission under that agreement?
A Yes, we do.
Q What are the payment terms of that agreement?
A They are -- get ten percent of the gross freight revenue.
Q And in 2025, how much was that payment from NLA to Lake Providence Port Commission?
A I don't know off -- exactly know. It would be between 15 to $20,000 probably.
Q Is it -- is that payment based on loaded cars?
A Yes.
Q So the revenue generated is based on ten percent of the revenue per loaded car?
A Ten percent of the freight revenue on a loaded car, yes. It does not include accessorial charges, such as the merge, switching, or weighing, or --
Q And does NLA get -- I'm sorry.
A Or storage is what I was going to say.
Q Okay. And does NLA get to retain the full amount of accessorial charges?
A Yes, we do.
Q Would you know in any prior year the amount of payment that was made by NLA to Lake Providence Port Commission?
A Not off the top of my head. I would not.

Q Do you think it ever was more than $20,000?
A I think it's probably been pretty consistent for about the past three years.
Q And all of that revenue would be related to railcars moved for APEX?
A That is correct.
Q Are you aware of any spurs or sidings currently under construction on NLA's rail line for customers?
A Yes.
Q Where?
A Well, currently, there's a bid package that actually hits the paper this Sunday. That bid package is for the Hensley tracks, the former Big River Grain tracks in Eudora, Arkansas. And as part of that bid package, we'll also be expending the remainder of the INFRA to upgrade the remaining segments of track to Class II.
Q Is there a customer associated with that project?
A Hensley Grain.
Q Is Hensley Grain involved in paying for part of that construction?
A Yes. They have to make a match.
Q And what are your expectations for Henley's traffic? Will it move to the north?
A Actually, no. It's anticipated to move to the port of Lake Providence, Louisiana.

Q And those movements will be solely on North Louisiana & Arkansas?
A Yes. If that's what they end up doing. But they are interested in the other markets as well. It's just -- it's commodity prices and markets, that year-to-year change.
Q Yeah. Do you have personal knowledge of whether Hensley has reached out to Delta Southern Railroad about any movements that would move over Delta Southern?
A I have no idea.
Q Do you know how many railcars Delta Southern moves on any part of the line between Tallulah and Lake Providence in 2025?
A In 2025 I do not, no.
Q Do you know how many railcars Delta Southern moved on any part of the line between Tallulah and Lake Providence in 2024?
A I do not.
Q Do you know how many railcars Delta Southern moved on any part of the line between Tallulah and Lake Providence in any year?
A Yes.
Q What year do you know about?
A It would have been when we filed the 2018, 2019 INFRA grant. It was inside that.
Q Do you recall how many railcars that was?
A I believe it was about either 1,200 or 1,400. I can't remember exactly which. It's been a little while since I've

read that.
Q Yeah. How many railcars for APEX did North Louisiana & Arkansas move in 2025?
A Just under 200, I believe.
MR. McBRIDE: Did you say 2025?
MR. SCHEIB: I did. 2025.
Q (Mr. Scheib continuing) And I'm sorry. Could you repeat your answer as to how many railcars?
A Just under 200.
Q How many railcars did NLA move for APEX in 2024?
A It was really close. Maybe 180.
Q If I go back further, is it always going to be around 180 to 200?
A It's all going between 150 and 200, yes, sir.
Q Has NLA had any derailments in 2026?
A Yes.
Q How many?
A I had one. Well, actually, no. I've had two.
Q When was the first one that you recall?
A A week and a half ago.
Q Where did that occur?
A I derailed a car inside of Epstein siding.
Q And that's on track that NLA owns?
A It's actually -- we own it, but Epstein Gin maintains it and uses it.

Q What's the second derailment that you recall?
A It was a week ago Thursday. A locomotive engineer ran over a derail.
Q Where did that occur?
A Just north of the U.S. 82 crossing in Lake Village, Arkansas.
Q In Lake Village. So that's on track maintained by North Louisiana & Arkansas?
A That is correct.
Q Do you -- I probably should have asked this when we were going over NLA, but just help me. Again, I'm still learning NLA's business. What lines of business is North Louisiana & Arkansas in?
A Lines of business? Short line railroad.
Q Okay, so does it offer freight transportation services?
A Yes.
Q Does it offer switching and weighing services?
A Yes.
Q Other -- what are the other services it might offer?
A Car storage, let's see, switching, weighing. That's pretty much it. I mean, we do transload but not there.
Q Is car storage part of the railroad business in the ordinary course?
A It's cyclical, but it can be, yes.
Q Do you know whether -- strike that.

I'm interested in the INFRA grant, I-N-F-R-A, grant. When did you first become involved in the process to apply for an INFRA grant?

A It would have been very shortly after John Marino, Jr. and JD Ventrcek came. So 2015, 2016, that time line, somewhere back then.

Q Back then. And how long did it take to put together the first INFRA grant application?

A If I recall, like, six months.

Q Was the first INFRA grant application -- did the first INFRA grant application win an award?

A No, it did not.

Q When did the consortium seek to complete a second INFRA grant?

A The following cycle.

Q Is that about a year later?

A Yes, sir.

Q And is that the INFRA grant that was awarded?

A That is correct.

Q Do you recall in what year it was awarded?

A If I remember correctly, that's an FY19 INFRA grant. So -- but I think we actually may have been awarded in, like, November of '18.

Q And just to learn about the INFRA grant process, when you win the award, does the money start to flow immediately?

A No, it does not.
Q How long does it take before the group that won the INFRA award gets the first amount of money from the federal government?
A Took about two years, I believe.
Q So do you remember about what year that would have been when money started to flow?
A 2020.
Q When was the first work bid out that was work to be performed with money from the INFRA grant?
A It would have either been 2020 or 2021. I don't remember which.
Q When the INFRA grant was submitted, was the rail line broken into four segments for purposes of considering the work to be done?
A That it was.
Q Were those segments referred to Segment A, Segment B, Segment C, and Segment D?
A They were.
Q What were the -- what's the rough geography of Segment A?
A Rough geography. You mean where it runs?
Q Yes.
A What is it? It's the NLA-owned portion from McGehee, Arkansas to Lake Village, Arkansas.
Q And what was Segment B?

A The Southeast Arkansas Economic Development District's owned track.
Q And what was Segment C?
A Lake Providence Port Commission's owned tracks.
Q And what was Segment D?
A Segment D was a combination of the Madison Parish port tracks and the -- Delta Southern's tracks.
Q The -- Delta Southern's tracks being from Lake Providence to Tallulah?
A That is correct.
Q What is the status of the work on Segment A today?
A Well, like I said, we have a bid package that actually goes out this weekend for advertisement. Upon completion of that work, then Segment A should move to Class II, because we just have some geometry issues to take care of going in and out of crossings and on and off of bridges.
Q And I just missed my note. Segment A ran from -- it's all of NLA's track from McGehee to state line?
A No. McGehee to --
Q McGehee to Lake Village.
A -- Lake Village.
Q Sorry. I just handed you a document that we've marked Robbins 6. It appears to be a meeting summary from a meeting held on March 28th, 2023. Did you attend that meeting?
A I believe it was telephonic actually.

(WHEREUPON, Exhibit 6 was marked for identification and is attached hereto.)

Q Did you attend that meeting by telephone?

A Yes, sir, I did. Or was it Teams? One of the two.

Q Okay. A meeting was held; is that correct?

A Yes, a meeting was held.

Q Okay, and you attended that meeting?

A Yes.

Q Okay. On the third page, there's a map of the project area. Does that accurately reflect what you described as -- in your answers as the various Segments A through B?

A No. The project changed after Delta Southern withdrew from the consortium.

Q When did Delta Southern withdraw?

A I believe that we -- I'd have to go back and look at minutes and notes and whatnot, but it was not too long after the award that Matt Prince advised that Delta Southern was withdrawing.

Q Okay, and it was sometime before March 28th of 2023?

A That is correct.

Q And so the map that was used by the Federal Railroad Administration and others was not updated to reflect that change? Is that what I'm seeing in that map?

A I know that they've had discussions with the FRA about Delta Southern's withdrawal; however, the grant is not to me,

and I don't administer it. So I'm not exactly -- I can't answer that question for you, to be perfectly blunt, because I don't do that.

Q Okay. Looking at some of the texts of the notes in March 28th of 2023, the first subcategory is track rehab for Segments A and B. Those segments -- did those segments change, or are those still the proper segment designations for A and B?

A Those are still the proper segment designations.

Q And as late as March 28th, 2023, it says, Contractor is currently addressing deficiencies identified on a punch list. So at this time, was the work complete?

A No.

Q It talks in the next subcategory about bridge rehab for Sections A and B. In the second point, it talks about bridge rehab scheduled to be updated when the contractor submits the bridge material orders and receives the shipping dates. As of March 28th, 2023, was the bridge rehab work complete?

A No, it was not.

Q When was the bridge rehab work completed?

A 2025, I believe.

Q If that's the case, are those bridges now able to support FRA Class II designation?

A Well, a bridge support would be more like a weight.

Q I'm sorry. Let me rephrase my question. Are those bridges now able to be designated as FRA Class II track?

A No. That's part of what this bid package is handling now is the approach to the bridge. The approach to the bridge does count as part of the bridge as far as track classification.
Q And so as of today, even the bridges are not FRA Class II track?
A No. But they have been brought up to over 286K or greater standards.
Q We've just handed you a document marked Robbins Exhibit 7. Take your time to review it, and just let me know when you're ready.
A Okay.

(WHEREUPON, Exhibit 7 was marked for identification and is attached hereto.)

Q Okay. How much money has been spent to reconstruct NLA's track since 2020?
A NLA as in what NLA owns or NLA as in what NLA owns and operates?
Q How much has NLA spent on its track infrastructure since 2020?
A The corporation or through grants?
Q All in.
A All in on Segment A or Segments A, B, and C that we operate?
Q On Segments A, B, and C.
A In excess of 23-, 24-million dollars, I would assume.

Q Do you know how much was spent on Segment A?
A I believe it was six million or 5.5 million. I would have to go back and look at the number now.
Q Do you recall how much was spent on Segment B?
A I do not, no.
Q Do you recall how much was spent on Segment C?
A 11 something, 11 and a half maybe.
Q Do you recall when this started and NLA received a bid what the bid was -- what the bid amount was?
A For which portion?
Q For all of Segment A, B, and C.
A Well, Segments A and B's track was bid separately from Segments A and B bridges, and then Segment C was bid as a different bid package with different contractors winning each package. I don't exactly remember what the total Queen City contract was. That's A and B. I don't really remember what RailWorks was. The only reason I remember B and B's is it's just a little bit closer in time, so I can kind of remember it was somewhere just over 11-million dollars, I think.
Q Do you recall receiving a bid for NLA track work that was 5,308,000 -- let me start that over. Do you recall receiving a bid to reconstruct NLA's track that was $5,308,297?
A I believe that was one of the bids in the Segment A bid package.
Q Did you also receive a bid for $4,163,507?

A I believe that was the winning bid of Queen Cities.
Q And how many miles is Segment A?
A 24.1.
Q So if 23-million dollars has been spent and only six million has been spent on Segment A, am I right that about 17 million was spent on Segments B and C?
A It sounds about right, yes.
Q How many miles is Segment B and C combined?
A 22 and 16. So what is that? 38 and change. The development district is 22.1.

MR. McBRIDE: Make sure you --

MR. SCHEIB: Let's go off the record for a second.

(WHEREUPON, after an off-the-record discussion, the proceedings were resumed as follows, to-wit:)

BY MR. SCHEIB:
Q Okay. For segments B and C combined, how many miles is the distance?
A Just over 38 miles.
Q If we look at Robbins 7 -- and I recognize that you are not copied on the document -- were you involved in any conversations about spending more than was estimated on Segment C?
A Just that the bids came in higher but not how they were funding.

Q Do you know what the bids came in at?
A Not particularly. I believe maybe around 13 million, but I'm not sure.
Q Do you know how the overages were covered, where they found the money?
A I know they got money from Delta Regional Authority.
Q Do you know if they shifted funds from other segment projects?
A I do not know if they did or they did not.
Q Now, the bids that you received which we spoke about a minute ago that's just about 5.3-million dollars, you said that was for Segment A only?
A Correct.
Q And Segment A is 24.1 miles. Did that bid of 5.3-million dollars allow NLA to repair its track to satisfy FRA Class II standards?
A Actually, no. Because it did not include the brush cutting. There is a vegetation component to a Class II track.
Q So it would take more than represented by 5.3-million dollars to bring NLA's track up to Class II standards?
A Yes. There was a brush-cutting contract.
Q And even today, NLA's track is not up to Class II standards?
A It is all but in geometry at the crossings and the bridges. That's what the bid package is for, yes.

Q And out of all the bid packages combined for Section A, how much has been spent on Segment A?
A I would probably have to ask Patricia. The money all funnels through her.
Q Do you know if it is more than 5.3-million dollars?
A I really don't know. Because 5.3-million dollars was not the low bid of Queen City. So -- but by the time you added the bridges and the brush cutting, I don't know.
Q Were change orders required in the -- let me rephrase that. Who won the bid?
A Queen City.
Q Was -- were there change orders required for Queen City to complete its work?
A Yes.
Q Did the payments to Queen City amount more than the 4.1-million dollars that was the bid?
A I don't know personally, because I'm not the one that the grant was administered or funded to. All grant funds came through and are administered by the development district.
Q Did you participate in the bid process with the Queen City one?
A Sort of.
Q In what way did you participate?
A We would take contractors out to look at the job.
Q How did you become aware of what the bid numbers -- what

bid prices were received?
A I was there at the opening.
Q What's -- help me what the term "opening." What is the opening?
A The public bid opening when all the bids are unsealed.
Q When was the most recent time that you personally inspected the track from McGehee to Lake Providence?
A Oh, my January track inspection. So about January -- it was in the 20s, like, 21st, 23rd, something like that.
Q Did you find parts of the track that required further repair?
A Yes.
Q What did you find?
A Oh, let's see. On all segments?
Q Let's start by McGehee to Lake Village.
A Okay. McGehee to Lake Village, outside of the profiles, in and out of the crossings, which we've already noted. I noted some vertical split heads that we've changed and one tie cluster.
Q And what did you find from Lake Village to state line?
A Lake Village to state line, some profiles, some tie clusters, some loose fasteners where a bolt had come off of a bar.
Q How long does it take to repair those kind of defects?
A Depends on the defect. Let's say a broken rail, three

hours.
Q Have all the deficiencies that were identified on the segment from McGehee to Lake Village been repaired since that inspection?
A No.
Q Have all of the defects identified from Lake Village to state line since that inspection been repaired?
A No.
Q How do you do a rail inspection?
A You can either walk or high-rail track.
Q And which of those methods did you use in your most recent inspection?
A I high-railed.
Q Is it a visual inspection?
A It is a visual inspection.
Q What do you look for when you are driving a high-rail vehicle to know to stop and check something out?
A Looking for tie deficiencies, issues with the joints. Obviously, you're watching the rail, whether you have sufficient ballast. You're looking at geometry, and then you stop and walk all switches. And you need track structures, whether they be scales, bridges, anything to that nature.
Q Did those kind of defects affect the way a railcar moves over the rail?
A Depending upon the defect.

Q I'm just trying to understand when it would -- what type of defect would prevent a railcar from being able to be moved over it.
A Well, depending upon the railcar, it could be geometry. So if you have excessive, say, cross elevation, which is side lean, you could have a simple break, which means that you have a break that is unsecured where -- as opposed to, like, a vertical split head or a head web separation is something you need to remediate, but it doesn't prevent movement. You know, a cracked angle bar is strictly that. You just change the bar. It doesn't preclude movement. Obviously, gauge would if you have a gauge issue.
Q And what is gauge? What does that word mean?
A Gauge means the distance between the rails.
Q I'm not a rail inspector. I recall you have a certification; correct?
A I do.
Q Okay. Maybe you can help us learn a little bit. I think this is Robbins 8. So take a moment to look at Robbins 8, and then we can talk about it.
A Uh-huh.
(WHEREUPON, Exhibit 8 was marked for identification and is attached hereto.)
Q So if I were riding in a high-rail vehicle and that's what I saw out in front of me, what do you observe?

A You would get out. And particularly with the lateral deviations, you would have to string-line them to see if it's allowable in a 60-foot cord.
Q Okay. Is there anything you can tell from a high-rail vehicle about the rails? I mean -- not the rails. I'm sorry. About the rail ties.
A Just condition.
Q Would the curvature of the rail line be something that would cause concern?
A Curvature? This is tangent. But are you talking about the --
Q You're correct. It is tangent track. What I mean is the waviness of the tangent track.
A It can be a concern, yes, if it's outside of the deviations that allow the 60-foot cord.
Q Would the visual of this track give you concern?
A This track needs surfaced.
Q If I were a rail customer riding along and that's what I saw, would I be able to say my railcar can't move safely over that track?
A Depends on how much knowledge the customer has of track.
Q What if the extent of their knowledge was just, quote, "common sense," close quote?
A Common sense, I can see that it does have ties in it where before it did not.

Q If a rail customer came to you and said, I don't want to ship my railcars because I saw this piece of track, how would you respond to them?
A That's the customer's choice. The -- we obviously would try to make repairs to accommodate the customer.
Q Would you say that repairs are needed on this track?
A Under excepted class, no. Under Class I or II, yes.
Q Do you happen to know where that track is located?
A Looks like where the sun kinks and stuff are hitting, right there on the south side of McMillan Corner.
Q Is there a state road near that?
A Well, McMillan Corner is AR Highway 257.
Q Robbins 9. Do you remember doing an inspection of the rail line in November or December of 2022?
A Me?
Q Yes.
A Vaguely. Oh, well, not all of it. Parts of it, yes.

(WHEREUPON, Exhibit 9 was marked for identification and is attached hereto.)

Q The Robbins 9 document is from Eric --
A Frostestad.
Q -- Frostestad, F-R-O-S-T-E-S-T-A-D. And it looks like he's with HDR Engineering; is that correct?
A Yes. They're the project engineers for the development district.

Q Got it. And on the to line, that's your email, dan@drrailroad.com?
A That is correct.
Q Who's Mark Edmands, E-D-M-A-N-D-S?
A I believe his title was president of Queen City maybe. I think that's his title.
Q And who is M. Young in the next email address?
A M. Young. I'm not real sure. That could have been -- there was a guy that was the name Matt. I don't know if that's his last name. I don't know.
Q If it is Matt, what does Matt do?
A Matt was a track foreman or track superintendent for their crews.
Q And who is noah.b.robbins@outlook.com?
A That was actually my son, who was employed with the railroad at that time.
Q Okay. The text of the email describes notes from a track inspection conducted by you, Matt, and Noah, but this document did not include the attachment.
A Oh, and Eric.
Q And Eric, yes.
A Eric generated the document. So --
Q Okay. Just -- I'm going to give you one other document that's Robbins 10. And it's the thickest document we have, so I'm glad to get rid of it.

A Okay.

(WHEREUPON, Exhibit 10 was marked for identification and is attached hereto.)

Q Would this be the track inspection notes?

A Probably. It was a walking inspection to determine what Queen City had not accomplished.

Q And just so I'm very clear, Queen City won the bid to do the track work?

A They were the ones that were selected by the development district, yes.

Q Okay. And just for a couple of examples so that I can learn how to read the document, I'm going to pick a couple of line items just for you to help me with. Let's look at -- on page one, which is SEAEDD 000505. Line 10 says, Responsibility, Queen City.

A Correct.

Q What does it mean to be the responsible party?

A Meaning Queen City did accept that that was theirs to do.

Q So Queen City is responsible for doing that work pursuant to their contract. That's what it means?

A That's correct.

Q And in this instance, it was at Milepost 1.6. Is that what the next column means?

A Yes, it does.

Q Okay. And the next column, when it says Rail, E, does

that mean the track on -- the piece of rail on the east side of the track?

A East rail, east or west rail. That's what E or W means.

Q Okay. And then skipping over two columns to the column that's Description, it describes a vertical split head rail. What is a vertical split head rail?

A A vertical split head is where you have fissures running laterally down the head of the rail.

Q How is that repaired?

A You change the rail.

Q The next line, just for comparison, is Line Item 11. It says the responsible party is NLA; is that right?

A Yes.

Q So it also says it's at Milepost 2.15. Am I reading that right?

A Correct.

Q And it's something to do with the rail on the east side of the track; is that right?

A Yes.

Q Okay. And in this case, it's a cross buck sign missing.

A Sign was knocked over on the east side.

Q Okay. And so this line item is just indicating that it's NLA's responsibility to go put the cross buck back up?

A That is correct. That's not part of their contract.

Q Yeah, okay. I think I understand how to read the

document. So let's look at Item 173 on Page SEAEDD 000508.
A Yes.
Q What does that entry mean?
A All right, that's the 11.65 bridge. It was an open deck timber bridge, okay. We were recommending replacing 26 ties on the deck of that bridge.
Q And who would pay for the bridge ties replacement?
A Well, in this case, this was NLA, because bridges were not part of Queen City's contract. There was a later contract that covered bridges. However, in this particular case, we removed the bridge and installed culverts.
Q Let's look down at another one, Number 190 on the same page. What does that one mean?
A 12.5. There was a 58-inch-wide gauge through a grade crossing.
Q And what's the proper gauge?
A You can't have anything greater than 57 and three-quarters in Class II track.
Q And so the -- am I reading it correctly that the recommended repair is to replace 18 ties through that grade crossing?
A Yes.
Q And who would have paid for those 18 ties?
A We did. NLA, when I say we.
Q And this is all in Segment A; is that right?

A You're still in Segment A, yes.
Q Okay. Coming down a little further, let's look at 205.
A Okay.
Q Help me understand what Entry 205 is, please.
A 12.95, defective tie cluster, four new ties, eight-by-eight on bridge. So it was a tie cluster on top of a bridge. And again, Queen City was not the bridge contractor. That was RailWorks. So therefore, it was not their responsibility.
Q Okay, so I want to go back to Segment A and try to understand who's paying for what. As I understood us before, there was a contract that was let to Queen City to work on Segment A; is that right?
A Yes.
Q And that's the contract that was bid out at just over four-million dollars?
A Correct.
Q Were there subsequent contracts bid out on Segment A?
A Yes.
Q How many subsequent contracts were bid out?
A There was a bridge contract on Segments A and B with RailWorks, I believe. And Asplundh did the brush cuttings, but that contract was for A, B, and C.
Q The bridge contract -- what was the dollar amount of the bridge contract?
A I don't remember, honestly.

Q What was the dollar amount of the contract to do the brush cutting?
A Again, I don't remember off the top of my head.
Q Okay, so just as we go back, the total amount spent on -- would the total amount spent on Segment A include the amount of the initial contract to Queen City plus the amount of the contract for the bridge work plus the amount of the contract for the brush cutting?
A You mean with the Queen City contract?
Q Yes.
A No. The Queen City contract did not include bridge work or brush cutting.
Q Correct. I'm trying to understand the total dollar amount spent on Segment A. In order to do that, would I have to add together the amount of the Queen City contract plus the contract for the bridge work plus the portion of the contract for the brush cutting attributable to Segment A?
A You would have to add the apportionable piece of the bridge contract and the apportionable piece of the brush-cutting contract.
Q Got it. So it would be those three things combined is the total amount spent by parties other than North Louisiana & Arkansas on Segment A?
A Although NLA had participated in those expenditures, yes.
Q Okay. Did NLA spend money in addition to its contribution

to those contracts on Segment A?
A We did go above and beyond our match but not a lot.
Q These repair items that we see in Robbins 10 that are assigned to NLA, would they have been covered by the matching money, or would NLA have had to come out of pocket for those expenses with additional funds?
A Well, it depends on which one it is. If it was the bridges, most of those were handled under the bridge contract. Some of them were just out of NLA pocket, you know, whether it be a cross buck, a pole, yield sign, et cetera.
Q Okay.
A So it's a combination.
Q This process that we've worked through for Segment A to fund the work, was the same process used for Segment B?
A Process?
Q Yeah.
MR. McBRIDE: Object to the form. The question is vague.
Q (Mr. Scheib continuing) For Segment B, what were the sources of funds to do the work on Segment B?
A INFRA.
Q INFRA. How many contracts were let to complete work on Segment B?
A I believe three, but you would probably check with Patricia and Eric.

Q Do you know how many contracts were let for work on Segment C?
A I believe two, but again, you better ask Patricia. She's administrator of the grant.
Q The email from the gentleman at HDR, which is Robbins Exhibit 7 --
A Oh, from Shane Knight.
Q Oh, I'm sorry. From Shane Knight. Robbins 7.
A Okay.
Q The email at the bottom of the page, which is from Eric Frostestad --
A Frostestad, yeah.
Q -- the last sentence of the first paragraph, it says, As we've been discussing, we may need to adjust the Segment C scope to match the available funding when we receive the Segment C bids. Have you heard any discussion of running out of money before Segment C can be completed?
A Not really. Because actually one of the calls we just had was trying to figure out how to spend the last of the port funding that was not consumed by the contract.
Q So will the full amount of the INFRA grant be spent on just Segment A, B, and C?
A I believe there's a certain amount that was set aside for the Madison Parish port, but again, I really don't know. Because that's -- the grant came to the development district.

I don't administer it.
Q So you don't have any personal knowledge of how much INFRA money is left to be spent?
A Just what they told me in the last meeting.
Q And what did they tell you in the last meeting?
A That there was about five, $600,000 left. But I don't know if that's five or $600,000 as a portion to our end or 500, $600,000 total. I don't know. I'm not a party to that conversation.
Q How much do you think it will cost to get the NLA line from where it is today to being FRA Class II track?
A Approximately $300,000.
Q 300,000 more?
A Uh-huh.
Q When you say, Mr. Robbins, that it's $300,000 more, is that $300,000 more needed just for Segment A?
A Yes.
Q And how much more is needed for Segment B?
A I have not personally made a calculation on that one.
Q Do you have any idea how much more is needed for Segment C?
A To receive Class II? Zero.
Q Because that one's already Class II?
A That is correct.
Q We're going to give you a document that is Robbins 11.

A Yes.
Q Do you recognize this document?
A I believe this was for survey of usage of the track or something like that.
Q What was your role in determining usage of track?
A My role in determining? As in who would receive a request?
Q Well, let me --
A An email?
Q -- change that again. When you say it's to determine usage of the track, what track are you speaking of?
A The track between McGehee, Arkansas and Tallulah, Louisiana.
Q Why were you sending an email to Scott Petroleum about a customer survey?
A I was requested to by Mr. Streeter.
Q Did this email include an attachment?
A I believe it did.
Q That attachment wasn't produced to us. Did you receive a response from Scott Petroleum?
A I actually don't remember. I don't think I actually did from Scott.
Q So Scott Petroleum was asked to fill out a customer survey but declined?
A I believe that's correct.

Q We're going to hand you a document that's Robbins 12. Do you recognize this document?
A It appears to be similar to the last one.
(WHEREUPON, Exhibits 11 and 12 were marked for identification and are attached hereto.)
Q Do you know who scrap2@att.net is?
A Yes. That's Livingston.
Q This document was also produced to us without the attachment. Do you know if Livingston completed the shipper survey and returned it to you?
A I do not know if they've completed and returned it to Richard or not.
Q How would they have known to return it to Mr. Streeter?
A Because I believe that might have been what I asked them to do, fill this out and either give it back to me or Richard. Or it might have even been Brian. I'm not sure who. It's been a long time.
Q Your email just says, Can you fill this out, please? So how would they know to return it to anyone but you?
A Well, then I guess they didn't. But I don't recall whether they did or they did not.
Q Ready?
A Yes.
Q All right. Who is Charles Sears?
A Charles Sears is a traffic person for Clearwater Paper

Company.
Q Okay. And is this a request for them to complete the same shipper survey that we've been discussing?
A That it is.
Q Do you know whether they returned the shipper survey to Lake Providence Port Commission?
A I have no idea.
Q Did you have any further conversations with Clearwater Paper about the shipper survey?
A Not that I recall.
Q Any emails with Clearwater Paper about the shipper survey?
A Not that I recall.
Q Did you have any conversations with Livingston about the shipper survey?
A I don't remember having one with Richard.
Q Would you have had a conversation with a person named Blake Livingston?
A Normally, I deal with Richard. It's not often that I deal with Blake.
Q Just for the record, we didn't get the attachment for that one either. We're handing you a document labeled Robbins Exhibit 14. Let me know when you're ready.
A Uh-huh.
(WHEREUPON, Exhibits 13 and 14 were marked for identification and are attached hereto.)

Q I think we established earlier Mr. Angel is with Epstein; is that correct?
A It is.
Q And what are you forwarding to Mr. Angel here?
A Well, the attachment says attachment one and then shipper survey.
Q Okay, let the record reflect we did not receive the attachment. Do you know if Mr. Angel completed a shipper survey?
A I do not.
Q Did you have any conversations with Mr. Angel about a shipper survey?
A Just that he was requested to fill it out and I was to email it to him.
Q Was that a phone conversation you had with Mr. Angel?
A Yes.
Q Did Mr. Angel indicate in the phone conversation that he would complete the survey?
A He just said send it over. That's all he said.
Q And you do not know whether Mr. Angel returned the survey?
A I do not, no.
Q I'll hand you Robbins Exhibit 15. Who is Matt Miles?
A Oh. Matt Miles is a large farmer that's adjacent to the railroad in McGehee, Arkansas. He also has a trucking company.
Q And what is the co-op that you believe he is working on?

A Well, we were working with them on developing a co-op between him and seven other farmers in McGehee.
Q Did they ship -- or do they ship by rail?
A The co-op has not been formed.
Q So there was never any rail opportunity to come out of the co-op?
A Not at this point, no. They're still working on it.
Q Is this email requesting that they complete the same shipper survey that we've been discussing?
A It would appear.
Q Do you know if Mr. Miles completed the survey?
A I do not.
Q Did you have any phone conversations with Mr. Miles about the survey?
A Not about the survey, no.
Q And do you know if he returned the survey to the Lake Providence Port Commission?
A I do not.
Q This is document Robbins 16. Who is Chris Whallon, W-H-A-L-L-O-N?
A That's the PotlatchDeltic guy. There's -- now we know how to spell it.
Q Good point. Good catch. Are you asking him to fill out the same shipper survey that we have been discussing?
A Yes.

Q What does it mean that this is for NLA and your transload there?
A Because we do business with PotlatchDeltic in Russellville, Camden, and El Dorado as well.
Q So you were trying to -- so were you trying to help him understand that this was about the rail line from McGehee to Lake Village?
A Letting him know that the survey had nothing to do with the other locations.
Q Gotcha. Do you know if Mr. Whallon completed the shipper survey?
A I don't recall if they did or they didn't.
Q Do you know if he returned it to you?
A I don't remember him returning it to me, no.
Q Okay.
A I believe the survey actually asked him to return it to a particular place.
Q Okay. Like all the others, we've not received the attachment. This is Robbins 17. Who is Shane Knight?
A Former deputy director, Southeast Arkansas Economic Development District.

(WHEREUPON, Exhibits 15, 16, and 17 were marked for identification and are attached hereto.)

Q And I think we established before that Mr. Frostestad is with HDR Engineering?

A That is correct.
Q Do you have any idea what the attachment was to this document?
A It was about the CRISI grant application we had filed and were unsuccessful for on the last cycle.
Q You -- when did you file the CRISI application?
A Oh. When was that NOFO? They were awarded in November of '24. So we would have filed in maybe April --
Q Of 2023?
A -- March, April, May of 2024.
Q Of 2024.
A Yes.
Q Okay, so who wasn't -- who were the applicants on the CRISI grant filed in spring of 2024?
A Southeast Arkansas Economic Development District, the Lake Province Port Commission, North Louisiana & Arkansas Railroad. And I'm hoping I get their names right, the Tensas Parish port and the Concordia Parish ports, but sometimes I hear them referred to as Vidalia port. So I may be getting those entities' names a little wrong.
Q Okay, just -- maybe we can simplify it a little bit. Are both those ports in Louisiana?
A Yes, they are.
Q And on what rail line are they located?
A They are not on a rail line, those two ports.

Q So would this CRISI grant have been to construct an entirely new railroad to those two ports?
A Yes. And I forgot somebody. It was also the -- well, no. Actually, they weren't a party then. They're a party now. But it was also for construction to the Yellow Bend port, which is in Arkansas.
Q Are all of those ports represented by Mr. Killen of the Lake Providence Port Commission?
A The Yellow Bend port is not, no.
Q Are the others?
A Yes, I believe so.
Q Where would this new track have connected with the existing rail system?
A At Tallulah, Louisiana for the track in Louisiana, obviously. For the track in Arkansas, we connected at Halley, the station that's kind of in the middle of nowhere.
Q Was it contemplated that any of this CRISI money would have been used on Segments A, B, or C as referred to in the INFRA grant?
A I don't believe so, but I'd have to go back and read it to be sure. I think it was construction.
Q Okay. For the record, we didn't receive any attachments to this email. This is Robbins Exhibit 18. It looks like at the bottom Blake Livingston is sending you an email with no text but a subject line of Survey. Do you remember this email?

A I do not. I can see it's got images attached to it.
Q Where do you see that?
A Well, a JPEG is an image.
Q Oh, you're seeing that in the attachments line. I'm following you now.
A Okay, sorry.
Q That's okay. We did not receive any of those attachments. When you received this, you appear to have forwarded it to Wyly Gilfoil on November 3rd, 2022 at 11:21 a.m.
A Okay.
Q Is that how you understand this email chain also?
A Let's see. The original was from Blake, sent to me, and it looks like I forwarded it to Wyly and then at a later date forwarded it to Richard.
Q And does this refresh your recollection as to whether Livingston responded to the survey request?
A I still don't really honestly remember whether they did or they didn't without seeing it. I just don't remember. I'm sorry.
Q That's fine. We just want to know what you know. I think I said this. We did not receive any of those attachments. This is Robbins 19. Starting at the bottom of Page NLA 000404, who is Ryan Wimble?
A I believe he is -- a market manager for FW Cobbs is his title.

(WHEREUPON, Exhibits 18 and 19 were marked for identification and are attached hereto.)

Q And we established earlier, I believe, that FW Cobbs did not ship anything by rail; is that correct?

A No, they had.

Q They had.

A Over --

Q Can you remind me what they shipped?

A They were the non-GMO corn.

Q Thank you, thank you. Is your email here forwarding the same shipper survey that we've been talking about?

A It would appear.

Q Mr. Wimble responds later the same -- I don't quite understand the time stamps, but he responds --

A You've got to remember he's on the west coast.

Q Okay, perfect. He's on the west coast. So --

A Or Arizona maybe.

Q So he responds a few hours later. Hey, Danny, any reason why they are asking all this information? We haven't shipped out of there in close to two years and not sure when the business opportunity will come up. So the shipments that you described were sometime before or in the year 2020 --

A Yes.

Q -- that FW Cobbs made?

A Yes.

Q Did any other business opportunities ever come up with FW Cobbs?
A We're actually working with them this year again on some non-GMO, but that market is a little wonky.
Q In the intervening time, was there any business?
A No, no.
Q Do you know if FW Cobbs ever completed the survey?
A I do not. When he asked questions what it was for, I sent him to Wyly.
Q Okay. We did not receive any attachments there either. This is Robbins Document 20. The email is a little bit hard for me to decipher. The line that says, On Wednesday, November 2nd, 2022, Danny Robbins wrote, and it says, Please see attached from Wyly, do you know to whom that was sent?
A It looks like Sammy Angel.
Q Okay. And then what I see right above the line that starts, On Wednesday, November 2nd, 2022, is a from line that says Sam Angel and a to line that says Danny Robbins with no content. Do you know what Mr. Angel sent you?
A Okay, I got from Sam to me, November 3rd, 2022.

MR. McBRIDE: I'm going to object to the question. It presumes a fact not an evidence that Mr. Angel actually sent anything to Mr. Robbins.

MR. SCHEIB: Well, okay. I'll rephrase my question.

Q (Mr. Scheib continuing) Based on this email, did Mr. Angel send you anything other than a blank email?
A I don't remember. I really don't. Sorry.
Q Would you have forwarded a blank email to Mr. Wyly Gilfoil?
A I really don't know.
Q Do you see --
A I don't remember is the problem.
Q Do you see where you forwarded this email to Mr. Gilfoil approximately two hours after you received it from Mr. Angel?
A Yeah. I sent something. It's blank.
Q Do you see the attachments at the top that says Scan 2022?
A Yeah.
Q Would -- you read the prior email to mean there were attachments. Would you read this one to mean there were supposed to be attachments also?
A Scan 2022 --
Q It's a PDF document.
A Oh, I'm sorry. I thought you were wanting me to read the whole thing.
Q No. By seeing that PDF there, would you --
A Right.
Q -- assume that there was a document attached?
A I would assume, yes. But I don't know.
Q We did not receive that attachment. We've handed you a

document marked Robbins 21. And this appears to be an email that you sent Mr. Angel on November 2nd, 2022. Does that look right?

A Yes.

(WHEREUPON, Exhibits 20 and 21 were marked for identification and are attached hereto.)

Q And were you just asking Mr. Angel how to get in touch with Mr. Richard Livingston by email?

A Yes. Yeah.

Q And I think you -- it reads that -- could you forward this to him if you do? Does that mean that you sent Mr. Angel the shipper survey to then forward on to Mr. Richard Livingston?

A I believe so. And then he ended up giving me an email address, which is how I got the scrap2.

Q Okay, and that will -- I got it. Perfect. Thank you. Has NLA ever had employee injuries?

A I had a guy get too hot last summer, but no. Actually, we have -- outside of that, we have not. Kind of like previously, we were talking about Jake Awards. Only reason why the NLA doesn't get one is you have to be a member of the short line association to get one of those, and we're not. So -- but no, we -- that's the only reportable injury we've had.

Q Who is Track Works?

A Track Works is a truck contractor based out of -- I think they're headquartered in Fort Worth or Arcadia, Louisiana, one

of the two.
Q What kind of work do they do?
A Rail track maintenance, track construction.
Q Do they come in sort of after a derailment and help redo track work as well? Is that one of their services?
A They can do that.
Q When there's a derailment, does NLA advise its customers that they've had a derailment?
A Usually telephonically, yes, if there's going to be a service interruption.
Q Does NLA ever send emails to customers to advise them that there's been a derailment?
A I really don't know.
Q Who would send those emails if they were sent?
A Could be the local superintendent, could be me. But I don't ever recall sending one. Could be my brother, Michael, who handles operations out of El Dorado.
Q Has NLA had any issues serving APEX in 2026?
A '26, no.
Q Has NLA had any trouble serving APEX in 2025?
A '25, no.
Q Has NLA had any issues serving APEX in 2024?
A I believe some of '24, yes.
Q Did NLA have any problems serving APEX in 2023?
A Yes.

Q Did NLA have any issues serving APEX in 2022?
A Did we service APEX in 2022?
Q You tell me.
A I'm trying to remember when they started. When did they start? I thought they started in '23.
Q I don't know, so I'm just asking you for your recollection.
A Yeah. I don't believe they were there in '22.
Q Okay. What types of service issues did NLA have serving APEX in 2023?
A Generally speaking, derailments because of ties crushing.
Q Where did those derailments occur?
A Oh, they would have been almost exclusively in Segment C, so the Lake Providence port ownership, although we had a couple of derailments on the trackage rights area as well.
Q When you had a derailment on the trackage rights area, was that segment of track repaired by Delta Southern?
A I would assume, yes. It was repaired. So I didn't do it, so somebody had to.
Q Okay. The track was repair -- the track that Delta Southern owned was repaired?
A That is correct. It was put back in gauge.
Q And fair enough. All right, this is Robbins 22. It's an email chain from October of 2023. Who is Jonathan Lewandowski, L-E-W-A-N-D-O-W-S-K-I?

A He, John Lewandowski, or however you pronounce his last name because even I don't know --
Q Yeah.
A -- he is a manager or a broker of some variety with APEX Corporation out of Buffalo, New York.
(WHEREUPON, Exhibit 22 was marked for identification and is attached hereto.)
Q Is he local on the ground at Lake Providence port?
A No, he is not.
Q No. He works in their office somewhere else?
A I believe he's in Buffalo, New York.
Q He says on October 24th, 2023 at the bottom of the document that, Currently we're averaging 20 days from the time NLA gets a car until they are loaded and back to the Union Pacific. Is that the transit time from McGehee to Lake Providence?
A And loading.
Q And loading. How many railcars a week did NLA talk to APEX about providing during the time period of 2023?
A How many railcars per week? I just knew a total tonnage volume per year of about 15,000 tons.
Q Do you have a sense of what 15,000 tons equates to in car loads?
A 150.
Q Is their business seasonal? Does it --

A Yes, it can be seasonal. Yes. And it runs, like, 11 months out of the year, if that makes sense. There's -- the one month that they're actually ginning, it's not near as much. Although we still ship, it's not as heavy.

Q Did they pay for the freight themselves, APEX?

A I don't know. I'm paid by UP as a handling line carrier, so I don't see who the freight payee is on the waybill.

Q Okay. And is APEX a shipper or a receiver?

A They ship from Lake Providence to destinations in the PNW.

Q So if APEX wanted rail service, they would call Union Pacific to request a freight rate?

A Yes.

Q And then am I right that Union Pacific then quotes a rate that includes the payment that will come to North Louisiana & Arkansas?

A That is correct, along with the Arkansas Midland.

Q Because the Arkansas Midland handles the --

A Has an intermediate switch.

Q So when -- at this time period, do you have a sense of how many cars per week APEX was expecting to be able to have handled in the Lake Providence facility?

A Ten to 15, I think.

Q And APEX is saying in this email that they're struggling to get more than five cars per week. Am I reading that first sentence correct?

A What he is claiming, yes.
Q How many cars can be held at APEX's facility in Lake Providence?
A Approximately 15.
Q And is that on a rail spur that they own or that Lake Providence --
A It belongs to Lake Providence Port Commission.
Q And is that spur exclusively for the use of APEX?
A No.
Q So that spur could handle 15 cars from any combination of customers total?
A At that time.
Q At that time, right. Was -- how many interactions did you have with Mr. Lewandowski during 2023?
A I had some, but at a certain point, that went over to my brother, Michael. I don't remember exactly when.
Q Were most of your interactions with Mr. Lewandowski during that period by email?
A No. There were a lot of phone calls.
Q Did you talk to other people at APEX also, or was he the main contact?
A Nick Mazzi ended up becoming our main contact. He was also in the CC line, that Nicholas Mazzi. I just call him Nick.
Q And then in this email chain, two days later, Mr.

Lewandowski says they're completely full with cars sitting again. Do you remember receiving that email?
A Maybe. I don't know. I was talking to Jonathan a lot then.
Q How did NLA react to that email, if you remember?
A I believe my brother, Michael, reacted to it by calling him.
Q Did NLA find a way to provide more service to APEX?
A Yes. It took time, but we did.
Q What had been the constraint on providing that service earlier?
A Unknown track conditions that developed. The ties looked good, but then they crushed out.
Q Were there any -- was NLA having any issues finding crews at that point?
A No. Crews were not really an issue, no.
Q Has NLA ever had periods of time when the availability of crews affected its ability to provide rail service?
A No.
Q This is Robbins 23. So Robbins 22 ended with an email on October 26th of 2023. This document we've just provided you that is Robbins 23 is an email chain that if you read from back to forward begins on October 31st, 2023. Go ahead and review it, and let me know when you're ready.
A Okay.

(WHEREUPON, Exhibit 23 was marked for identification and is attached hereto.)

Q This is an email, as I read it, from James Patterson. Was he also one of your contacts at APEX?

A I actually don't recall ever talking to a James Patterson with APEX. I may have, but I don't recall him.

Q Do you see that you're CC-ed on this email?

A Yes.

Q Okay. Do you see that the email was actually addressed to a number of folks at APEX and to Missy Courtwright?

A Yes.

Q Why would they have sent this to Missy Courtwright and copied you rather than sending it to you directly?

A They also sent it to clerk@drrailroad.com. So which -- let me think. Who would it have been in '23? Sheila maybe. Just because they provide status update on where cars are at.

Q Okay. The sentence in the substance of the email says, No empties in Lake Prov. Is that Lake Providence?

A Yes, that would be my assumption.

Q Okay, so it reads, No empties in Lake Providence to -- let me start over. It reads, No empties in Lake Prov to load and being told not sure when we will see more empties. What's the deal? Do you know what he was asking?

A Assuming when he was going to be getting more cars into Lake Providence.

Q Does he sound like a happy customer?
A At that point in time, no, he was not.
Q The next in that chain are some emails from October 31, 2023. I'm working backwards, so I'm looking at Page LPPC 000576, the first page.
A Uh-huh.
Q And this is an email from Nicholas Mazzi, M-A-Z-Z-I, at APEX. Was he a contact for APEX with North Louisiana & Arkansas?
A Still is.
Q And you are CC-ed on this email, if I'm reading that correctly.
A Yes.
Q Okay. And this was sent to Missy Courtwright again, not you; is that correct?
A Missy Courtwright and also clerk@drrailroad.com.
Q The substance of the email says, in part, The other four empties in McGehee, AR I am battling the UP and AKMD. Do you know what that battle was?
A Well, Nick is the one battling them, so I don't know. Says they're both claiming neither has possession to get them to NLA, so apparently the cars are lost.
Q And the next sentence says, But would need to wait on the NLA to get up there to grab them anyway. What does that mean?
A Because we've got to run up there and go get them. At

that time, we were running out of Lake Village not out of McGehee. So --

Q How did that work at that time if you were running out of Lake Village?

A We had a crew that would go south and a crew that would go north out of Lake Village.

Q And Lake Village was the crew change point or crew on-and-off point?

A Actually, we went on and off duty in McGehee. We drove to Lake Village to get on our power.

Q Okay. And the locomotive would run a stretch from Lake Village down to Lake Providence and back to Lake Village; is that correct?

A That's correct.

Q And then it would run from Lake Village to McGehee and back to Lake Village; is that correct?

A No. That's a separate crew.

Q A separate crew. But a shipment would just have a crew change at Lake Village?

A Overnight in Lake Village. Because crews work the same day -- the same time each day.

Q Okay. So regardless of the speed of the track, the cars were going to dwell overnight at Lake Village?

A That is correct.

Q Did APEX have a relationship with Terral River Service?

A Terral River Services is who actually loads their cars for them inside the port of Lake Providence and I believe still do.
Q Is this a continuation of the same service issues that they were dealing with that we saw in Robbins 22?
A Let me go back to 22, if you don't mind. Could be. I don't know. At that point, Michael and Noah were making the phone calls and taking care of Mr. Lewandowski. I deal with Mr. Mazzi.
Q At this time, which again is in 2023, the customers moving freight via NLA out of Lake Providence was just APEX; correct?
A That is correct.
Q The other customer that we've identified that was receiving freight in 2023 on NLA was Epstein; is that correct?
A They were a shipper not a receiver, but yes.
Q They were the other shipper at this time?
A Correct.
Q Were they the only two customers that NLA was serving in 2023 on its line from McGehee to Lake Providence?
A I believe that's correct, yes.
Q We've handed you Robbins 24. Just take your time to review it and let me know when you're ready.
A Okay. Yes.

(WHEREUPON, Exhibit 24 was marked for identification and is attached hereto.)

Q Do you know when ownership of Patriot Rail -- excuse me.

Strike that.

Do you recall when ownership of Delta Southern Railroad transferred to Patriot Rail?

A If I remember correctly, was it the fall of '22 maybe?

Q I believe their application was pending then. I think they closed the deal in January of 2023.

A Oh, well --

Q But you're close.

A I'm in the neighborhood.

Q Good memory. Yeah, you were very close. If you turn to Page LPPC 000440 --

A 000440, yes.

Q -- who is Jerry Coleman?

A Jerry Coleman is the -- or was, I don't know if he still is -- the operations manager for Patriot Rail for the North Louisiana operations out of Homer, Louisiana.

Q And it appears that this email is recapping some information related to a derailment that NLA had on DSRR mainline and the plans to inspect and make repairs on that mainline from Milepost 471 to 472. Is Milepost 471 to 472 that little over a mile that you said is the trackage rights segment?

A Right. It's actually 471 to 472.25, but yes.

Q Okay, and that's the segment that NLA has trackage rights over in order to reach the Lake Providence port?

A That is correct.
Q Mr. Coleman talks about something called a verified copy of the DSRR DOB. Do you know what the DOB is?
A Daily operating bulletins.
Q And Mr. Coleman documents that he asked if the crew had a verified copy of the daily operating bulletin, which they did not. How does a crew get the daily operating bulletin?
A Delta Southern Railroad emails them to us.
Q Would you -- how often would you receive an email of a daily operating bulletin from Delta Southern?
A It comes every day, although I don't think they come on Sunday. I'm not sure about Saturday, but every business day there's one that comes.
Q Why would an NLA crew not have the daily operating bulletin?
A Since I wasn't there, I don't know.
Q Is it NLA's standard operating procedure that a crew carries the daily operating bulletin?
A If we have them, yes.
Q So if this crew did not have the daily operating bulletin, were they acting in violation of NLA's policies?
A Assuming that they were providing us daily operating bulletins at this point. I don't know when they started. We have actually never received the timetable. We have requested that, and they have not been produced by DSRR.

Q Does having the -- what did you call it, a timetable?
A Uh-huh.
Q Is it required -- strike that.
How would having a daily timetable change the way NLA operates over the segment from Milepost 471 to Milepost 472.25?
A Well, there's no such thing as a daily timetable. A timetable is just a timetable. They're not done daily. It basically lays out the operating rules. So if there was a change in how you're operating it, that's how they would notify us.
Q They would not notify you that through the daily operating bulletin?
A A bulletin does not change rules. Timetables change rules --
Q What's included --
A -- and operations.
Q What would be included in the daily operating bulletin?
A If the signal system was out of service, maybe notification of a track crew being in a certain locale. That can be a bulletin, you know, certain hour restriction, no blowing your horn, I guess, through the neighborhood if it happens to have a quiet zone, that kind of thing.
Q Yeah. If a track inspection had occurred recently and there was some reason to operate at a different speed or in a different way over a segment of track, would that be in the

daily operating bulletin?
A Can be, yes.
Q And Mr. Coleman notes on Page LPPC 000440 that in an email sent Friday, June 30th, 2023 at 2:55 p.m., that they have adjusted their planned capital work and sent extra resources, and their contractors have adjusted their schedule to complete this work. Did Delta Southern do work to that segment where there was a derailment?
A Yes.
Q Have you operated over that segment since June 30th of 2023?
A Yes, we have.
Q Have you operated regularly over that segment?
A Every time we go to the port, yes.
Q Does that mean that Delta Southern Railroad invested in that track segment?
A To a certain extent, yes, they did.
Q So they would have had to use their own money to repair that segment?
A I would assume it was their money, yes.
Q This is Robbins 25. We're going to hand that to you. Take a look, and let me know when you're ready.
A Uh-huh.

(WHEREUPON, Exhibit 25 was marked for identification and is attached hereto.)

Q Do I remember correctly that you said that Nick Mazzi is the person you most frequently deal with at APEX?
A Currently, yes.
Q Was he the person you would have been dealing with in 2023?
A I would have talked to him, yes.
Q Yeah. Who is Michael Robbins?
A Operations manager for us.
Q Okay. And even though his email is a Gmail address, is that his work email for doing work with NLA?
A Yes. It's ouachitarr@gmail.com. He works out of the El Dorado office.
Q But he uses a Gmail address and not the company email extension?
A That is correct. The only ones that have a drrailroad.com are the ones in Russellville.
Q Let's flip to NLA 000779. Mr. Michael Robbins has an email from November 3rd, 2023 with the subject line APEX Lake Providence Service Issues. It opens with him introducing himself as the VP of operations for ASL, which manages the NLA. Does that make him authorized by NLA to communicate with APEX?
A He is authorized to communicate with APEX and the other shipper, yes.
Q Okay. The part of his email that says, number one, delay in receiving railcars in McGehee for APEX, seems to describe

delays in receiving railcars by four to six days because of some technological issue between UPRR and AKMD.

A Correct.

Q Is that correct?

A It would appear to be that, yes.

Q Do you know what that was, that -- do you know what -- let me rephrase that question. Do you know what the issues were between UP and AKMD that were affecting APEX's rail service?

A I personally do not know. I don't recall.

Q If you see number two that's in that email that it starts, Delivery of railcars once on NLA to LPP, the second sentence says that this was the operating plan for the railroad due to crew manning. I believe that's referring back to the prior sentence which says NLA has been averaging approximately one turn from -- one turn down and back a week from McGehee to Lake Providence port and back. What does it mean that it's one turn per week?

A In other words, McGehee to Lake Providence and then back to McGehee.

Q And it's taking one week to do that?

A Five days, yes.

Q This says that that was because of an operating plan due to crew manning. Were there crew shortages at this time?

A We just didn't have as many crew members.

Q So wouldn't that be a crew shortage?

A It wasn't initially a shortage until the track problems popped up, and then we had to add personnel so that we could provide more service because of lower track standards.
Q Okay. And section three says, Service interruptions. There have been service interruptions due to track repair along the line. Some of the repair is on the NLA-controlled track, and some is on the DSRR-controlled track. What were the repairs going on at that time on the NLA-controlled track?
A So this is in '20 -- got to get my dates right here -- 2023. So that would have been either the end of Queen City or the beginning of B&P.
Q If you turn to Page NLA 000777, there's an email from Mr. Mazzi, M-A-Z-Z-I, to Michael. Is that Michael Robbins?
A I would assume. It says, Hi, Michael. So I'd have to see where he sent it to. Is that up here? Oh, that's from Mike.
Q I don't see it myself. But the trail below seems to include Michael Robbins, and that's why -- so I was just asking you to confirm if you think that is the same Michael.
A Let me take a quick read.
Q Sure.
A Wow. Weird, no header. I believe that's probably to Michael. Yes, Michael Robbins.
Q Okay. The second sentence says, Many of the empties in McGehee, Arkansas, ten total currently at interchange, have been sitting for over two weeks now. Do you see that?

A Yes.
Q And then below it it says, It's very difficult to plan cars in and out of Lake -- LP when we are only receiving one switch a week and term times to our destination are averaging 60-plus days. The NLA is accounting for 40 percent of the transit dwell time while only performing three percent of the trip. Do you think he has his calculations correct?
A That I could not tell you, if his calculations are correct or not. If you're asking me do we have service issues dealing with APEX in 2023 and 2024, NLA has never denied that. However, if you ask APEX today what is our service like, they will give you a glowing recommendation. So --
Q Do you have any reason to doubt his calculations?
A Considering I don't know where his cars are going, I don't have a reason to doubt it. There's no way for me to prove it or refute it.
Q Were there service problems continuing into 2024?
A For the beginning of '24, yes.
Q Did those service issues culminate in a phone conference with APEX?
A I believe so.
Q Do you recall who was on that phone conference?
A Oh. Honestly, no.
Q Was APEX happy during that phone conversation?
A I don't even know that I was on that phone conference. It

may have been Michael.
Q Would Noah Robbins have been on that phone conversation?
A He could very well have been. He was a local guy. This is before Mr. Boatner taking over that position.
Q If Noah Robbins had been on that phone conversation, was he authorized to be on that phone conversation?
A If they ask him to get on a phone call, he's authorized to take a phone call from them.
Q Was he authorized to speak on behalf of NLA?
A Was he authorized to speak on behalf of NLA? Depending upon what he was speaking to, yes.
Q If he was speaking to rail service or issues with rail service, was he authorized to be speaking for NLA?
A He could be authorized to speak of any issues but not necessarily commit the company to a certain action plan.
Q Do you recall how long the service issues to APEX lasted into 2024?
A Probably up until July maybe. There would have been intermittent service issues after that, but only because you might be waiting for a rock train to be dumped or something.
Q I've given you Robbins Document 26. Just let me know when you're ready.
A I am.

(WHEREUPON, Exhibit 26 was marked for identification and is attached hereto.)

Q This email on the first page is dated April 24th, 2024 from Mr. Lewandowski.
A Okay.
Q And you're a recipient of this email. Am I correct in that?
A I am.
Q What does that -- what are the first two sentences of that document?
A The first two sentences says, What's the holdup? Cars loaded for 20 days, still not to UP.
Q And then what does the next sentence say?
A It says, We can't keep doing this.
Q And the last sentence, what does it say?
A Oh, it's one big, long sentence, isn't it?
Q Yeah.
A Okay. For the lack of response from NLA, going to assume that I'm wasting my time with emails. Wanted to keep everyone in the loop and have to try.
Q Yeah. If you look at the bottom of the page -- I'm sorry -- on the next page, Page LPPC 000416, there's an April 17, 2024 email from Mr. Lewandowski where he says, Morning, any update? Hearing delays again and cars not moving. Do you recall whether Mr. Lewandowski got any response to his April 17th email before having to follow up on April 24th?
A I do not know. At this point in time, Michael was dealing

with Lewandowski directly, not me.
Q So the service to APEX in 2023 I think you said you agreed was not good; is that correct?
A It was not our best service, no, because of track conditions.
Q And do you say that also continued to July of 2024?
A Yes. To sometime in the middle of '24, yes.
Q And some of those track conditions were NLA's track; correct?
A Actually, the majority of them were all on LPPC track --
Q On LP --
A -- that had not been worked on yet.
Q Okay. And at that time, was NLA responsible for doing the maintenance on LPPC's track?
A Yes.
Q Your -- you submitted a verified statement in this proceeding executed the 28th day of December 2022. Do you recall that?
A I know I sent a verified statement back in '22.
Q Okay. And did you write that verified statement yourself?
A I wrote it in conjunction with my counsel.
Q How much of it did you write?

MR. McBRIDE: I'm going to object on the grounds of attorney-client privilege, instruct you not to answer.

(WHEREUPON, Exhibit 27 was marked for identification and is attached hereto.)

Q (Mr. Scheib continuing) How closely do you follow proceedings at the Surface Transportation Board?

A You mean the general proceedings at the board? I get on there usually about once a week and look and see which people are filing and looking around. Obviously, if it's something interesting, I'll look. If it's the Chemical Council of America saying something against CSX, I just don't care.

Q I hear you. Do you read decisions of the Surface Transportation Board?

A Sometimes.

Q Do you recall a decision involving the Arkansas Midland Railroad Company from February of 2004?

A I can remember seeing AKMD. But 2004 would have been back in Pinsly AKMD. It's not ringing a bell off the top of my head. But --

Q Okay. I want to start with paragraph six of your verified statement.

A Yes.

Q Am I reading it correctly that the entire paragraph relates to things that occurred in 2015?

A It appears this is talking about my meeting with Bill Wainwright.

Q And am I correct that the entire paragraph is about

something that happened in 2015?
A Let's see. That's probably about when Continental came in, so I'm assuming that's probably all 2015ish.
Q How many owners ago is Mr. -- how many owners of Delta Southern Railroad ago is Mr. Wainwright?
A There's been Patriot and Continental or West Branch, or whatever you want to call them, since Wainwright.
Q Okay. In paragraph seven, is that about -- all about -- is all of paragraph seven about 2015 also?
A Yes, it looks like.
Q Okay. In footnote four, you discuss some issues relating to who actually owned Continental or what have you. Why do you think that's relevant to this proceeding?
A I was just pointing out at the time that Marino was expressing one thing, and it turns out it was something else. I was just clarifying.
Q Turning to paragraph eight, there are no dates in paragraph eight. Can you -- is that also in 2015?
A Oh, let's see. '15 and '16 probably, yes.
Q In footnote six, you say that it's your understanding that Terry Murphy has detailed the adverse impact of the port and so on. How did it come to your understanding that Mr. Murphy had detailed anything?
A Because he called me.
Q Did you have a conversation with Mr. Murphy before you

filed your verified statement?
A Mr. Murphy called me and said, They're blocking my crossings. What can I do? And I said, Terry, I'm not your rail. There's not much I can do to help you.
Q Paragraph nine seems to talk about -- seems to jump forward in time and talk about something in 2021. Am I reading that correctly?
A Yes.
Q Who was the owner of Delta Southern Railroad in April of 2021?
A We would probably call it Continental/West Gate, West Branch, whatever you want to call it, that group. The people you purchased it from -- Patriot Rail purchased from.
Q Okay. Paragraph -- and all of that paragraph is about 2021 events; am I correct?
A That is correct.
Q Okay. And paragraph ten doesn't seem to have a date for the initiatives that you discuss. Do you recall what time period you're describing in paragraph ten?
A Let's see here. Well, since we're talking about our marketing trips to Overland Park, Vicksburg, that would have been 2016, would be my assumption.
Q Okay. Who is Craig Huff?
A Craig Huff was an operating manager for Delta Southern Railroad.

Q Is he at Delta Southern Railroad today?
A No. I believe he's employed by the CPKC.
Q Do you know when he left Delta Southern Railroad?
A 2020, 2021, that time frame, somewhere in there.
Q And do you know where he works today on the CPKC?
A Louisiana, I think.
Q Okay. In paragraph ten, you discuss a 2016 budget that estimated revenues for the Providence branch line at $600,000. Do you see that in paragraph ten?
A I do.
Q Was that a written estimate?
A I just provided the car loads, and then he provided the revenues. So, yes, that was something that was -- he had to prepare to insert in the Continental budget.
Q You prepare -- did I hear you correctly that you prepared the car loads?
A I helped him with some of it. Yes.
Q And where did you get your data for estimating the car loads?
A From the joint meetings he and I had with the shippers.
Q How many -- in Paragraph 11, I think the entire paragraph is about 2015. Am I reading that correctly?
A Yes, it would appear so.
Q In the second sentence, you note that DSRR did repairs that were concentrated on bridges and track located between

Madison Parish port. What were the infrastructure improvements?

A They put ties and ballast in the first eight or so miles of their track and worked on that big bridge out there, 65 crossing in Tallulah.

Q And I've seen in documents that the INFRA grant had to be amended, because Delta Southern Railroad had done some track work that was contemplated by the original INFRA grant. Does that ring a bell for you?

A It does not, no.

Q This wouldn't be that work?

A I don't know.

MR. McBRIDE: Jim, how much -- I know he's --

MR. SCHEIB: I'm trying to go as fast as I can.

MR. McBRIDE: I know. I need to take a five-minute break.

MR. SCHEIB: Okay.

(WHEREUPON, after a break was taken, the proceedings were resumed as follows, to-wit:)

BY MR. SCHEIB:

Q Do you know what the common carrier obligation is?

A Yes.

Q What's the common carrier obligation?

A If traffic is tendered to be moved on a common carrier's railroad, then you are required to move it as long as they pay

the price.
Q Does it include a requirement that there be a reasonable request for service?
A I don't know if that detailed with it.
Q Do you, in your ordinary course of conversation, use the phrase "public convenience and necessity"?
A When it comes to railroads, yes. Because we had to report to the (inaudible) commission. That's what we're here for.
Q And what does the public convenience and necessity mean to you?
A Public convenience and necessity is access for the general public to the national rail system to move commodities, goods, used to mean people, but not a lot of people anymore.
Q In Paragraph 31 of your verified statement, which is on Page 19 --
A Yes.
Q -- you use the word "public convenience and necessity." Do you know what that means in front of the Surface Transportation Board?
A Not being an attorney, I'm not going to venture a guess on that one.
Q That's fine.
A I'm not a lawyer.
Q Also in Paragraph 31, you use the phrase "entire Lake Providence branch line." What do you mean by the entire Lake

Providence branch line?
A The Lake Providence branch line, Union Pacific was the line from Magoo -- not Magoo -- McGehee to Tallulah.
Q Do you understand that the line from McGehee to the Lake Providence -- do you understand that the line from McGehee to Lake Providence is not part of this proceeding?
A Not particularly, no. I thought it was for -- I know that the track in question is between 471 and whatever that milepost number is.
MR. McBRIDE: 498.44?
THE WITNESS: Oh, thank you.
MR. McBRIDE: Tallulah.
A 498.44, yes.
Q (Mr. Scheib continuing) Do you know if the applicants are seeking to take a forced sale of the rail line from McGehee to Lake Providence?
A No. I believe the Lake Providence Port Commission applicant was applying for Lake Providence to Tallulah.
Q Right. So is the line from McGehee to Lake Providence part of this proceeding?
MR. McBRIDE: Objection. Calls for legal conclusion.
Q (Mr. Scheib continuing) You're an applicant in this process.
A Well, I know, but I --

Q Did you file to seek --

MR. McBRIDE: He's represented by counsel.

A I'm trying to find out if my attorney is telling me to answer.

MR. McBRIDE: Oh, yeah. No, I'm not instructing you not to answer.

THE WITNESS: Okay. Well, that's --

MR. McBRIDE: I'm simply informing you for the record --

THE WITNESS: Oh, okay.

MR. McBRIDE: -- that the question calls for a legal conclusion. You can choose to answer or say you're not able to answer.

A I prefer not to answer. I don't -- I'm not a legal expert.

Q (Mr. Scheib continuing) Okay. Have you read the application that was filed?

A Yes.

Q And NLA is a co-applicant?

A We were added as a party to the case, yes.

Q So do you know if the application includes a request to force the sale of the line from McGehee to Lake Providence?

A From McGehee to Lake Providence, I'm unaware of any portion of that in the application.

Q How much of your verified statement is about the line from

McGehee to Tallulah rather than from the line from Lake Providence to Tallulah?

MR. McBRIDE: Object to the form.

Q (Mr. Scheib continuing) How much of the -- how much of your verified statement addresses the Lake Providence branch line from McGehee to Tallulah?

MR. McBRIDE: Same objection. I don't know how he's supposed to calculate what percentage of his statement deals with that portion of the line.

A It deals with people all up and down the line, from Complex Chemical all the way to, in essence, Lake Village. There's really not any customers in McGehee.

Q (Mr. Scheib continuing) So is your verified statement tailored to discuss the rail line from Lake Providence to Tallulah?

A Lake Providence to Tallulah? My verified statement is, in essence, to describe the ongoing events on the ground of the railroads.

Q Let's turn to Paragraph 33.

A What page is that?

Q I'm sorry. Paragraph 32. It's Page 19 through Page 20.

A 33, you said?

Q 32.

A Oh, my bad. Okay. Yes.

Q Does this paragraph address Delta Southern Railroad after

it was sold to Patriot Rail?
A Starts out -- we're addressing Mr. Wainwright and Golden Gate. It appears it's mainly about Wainwright and Continental but talking about the stock of the company, so your stuff kind of falls through your company.
Q Yeah.
A But, yes.
Q So in December 2022, it was still owned by Continental; is that correct?
A Yeah. Somewhere right in there is about when announcements were made or something like that.
Q So in 32, when you refer to the current owners, you're not referring to Patriot Rail?
A This was filed when?
Q December of 2022.
A Oh, I do -- at that time, I don't believe Patriot, well, had actually fully consummated the acquisition of the stock of the Delta Southern Railroad.
Q So when you refer to current owners, you're not talking about Patriot Rail?
A At that time, I was referring to West Branch Continental.
Q Okay. In Paragraph 33, you say that -- you say, quote, "As I explained in length in my supplemental response to Delta Southern Railroad, Inc.'s first set of Interrogatories Numbers 1 through 6." Did you review those supplemental responses, or

did you write them?
A I worked on them with Richard.
Q Okay. Take a quick look at Paragraph 33, because it's probably going to be maybe my last question. We'll see.
A Okay.
Q For each of the entities you name in Paragraph 33, Livingston, Epstein, Lansing, Complex Chemical, Rail Vehicle Services, Terral River Services, PotlatchDeltic, Clearwater Paper, are you authorized to speak on behalf of any of those companies?
A I'm not a representative of any of those corporations.
Q Are you authorized to testify on their behalf?
A I'm just testifying to the meetings that we had had with them. Now, actually, I did have permission from Jerry on one statement in a filing. Whenever the track was reopened, he said, Don't bring me the car, ship it around. I don't want it on my track.
Q And that was his choice?
A That was his choice, yes. But if you're asking if I'm an officer, affiliate of these corporations, I am not.
Q Great. Do you know a Mr. Bush, a Donald Bush?
A The mayor of Lake Village? No. That's Eddy Bush.
Q Okay, that's fine. I've just seen his name in some documents, and I was just going to test it. So no problem. Do you have any personal financial interest in the outcome of this

litigation?
A I mean, obviously, you know, increased traffic and revenue on the corridor obviously affects NLA just like it does anybody else.
Q Do you know if Mr. Killen has a personal financial interest in the outcome of the litigation?
A Not that I know of. I'm unaware of any -- I'm trying to think of the best way to say it. I'm unaware of anything that he may get from any outcome of this.

MR. SCHEIB: Mike, I think we're done.

MR. McBRIDE: All right, I have a few.

EXAMINATION

BY MR. McBRIDE:
Q Mr. Robbins, bear with me, just -- I'll be quick here, I hope. Early on, Mr. Scheib was asking you about APEX and ran through a number of issues that had gone on in the past --
A Yes.
Q -- and even asked if it was not a happy shipper at a certain time in 2023 or 2024. And you also indicated you did with Mr. Mazzi, I think. How would you characterize APEX's attitude toward NLA and the service it's receiving since the middle of 2024?
A Mr. Mazzi is extremely satisfied with our service.
Q And how about Mr. Angel at Epstein Gin?
A Sammy and Brad, who's also a Complex manager, are very

happy with our service. So is Amy May Hopper with Anderson's.
Q Okay. So is it fair to say things have much improved in the last few years since most of the track work has been completed?
A Yes. It's a lot easier to run a railroad on nice track.
Q And then with respect to Ms. Courtwright, he asked you a series of questions about things she was involved in, names on emails or documents or what have you. Does she do work under your supervision and direction?
A Yes.
Q And if there's anything that requires a matter of judgment, does she run it by you?
A Yes, usually.
Q Yeah. And you give her --
A She will run questions by me.
Q You give her instructions, and would you say to do work of a clerical or administerial nature?
A Yes. I'll give her assignments to do, either preparations of reports or making of documents. It's more data entry or clerical, yes.
Q Now, did there come a time when the interchange between Delta Southern and NLA was closed?
A Yes.
Q When was that?
A 2017, I believe it was.

Q And who made the decision to close it?
A Delta Southern Railroad.
Q Okay. And that was communicated directly to you?
A By Matt Prince, yes.
Q Okay. Now, I'm going to show you something that was provided to Mr. Livingston as an exhibit in his deposition yesterday, and it's Livingston 4. It's an email --
A Okay.
Q -- from Delta Southern.
A Okay, yes.
Q And it goes on. But is this -- does this look familiar to you, this email?
A In a way, yes. It was shown to me by one of my other customers.
Q Did you not ever receive this email directly?
A I did not.
Q Okay. Even though it refers to your railroad?
A That is correct.
Q Okay.
A I was told of this email by Sammy Angel. He showed it to me.
Q Okay. And when the last track work is done on your segment, Segment A -- you were questioned about that earlier -- I think you said that the work was probably in the nature of 500 or $600,000, something like that?

A No. On A it's about 300 --
Q Okay.
A -- probably just under.
Q And do you have an expectation as to what -- how the track, your track, will be categorized when that track work is finished?
A On the completion of the current bid package, Class II.
Q Would the same be true of the SEAEDD segment or not?
A Maybe, maybe not. Theirs may only be Class I.
Q Okay, but not excepted track?
A No.
Q At least Class I?
A Yes. I am honestly uncertain if we're going to be able to get 100 percent of the geometry out of Segment B for the purposes of Class II.
Q Okay. Now, with respect to this Jake Award, why has NLA not been considered for such an award?
A We're not -- the North Louisiana & Arkansas Railroad is not a member of the American Short Line and Regional Railroad Association. To receive the award, you have to be a member of the ASLRRA.
Q And you participate in some capacity with ASLRRA; is that correct?
A I do. I'm on the central region board of directors of the short line association. But only our Dardanelle & Russellville

Railroad is a member of the ASLRRA, not the other subsidiaries.
Q But you're familiar, therefore, with the conditions under which the award can be granted; right?
A Oh, yes.
Q Yeah. And Mr. Scheib asked you briefly about car storage and whether that was a normal function of a railroad. And you indicated, if I understood correctly, that it could be. And do you in fact store cars?
A We do. Car storage is supplemental income that a lot of different railroads will do. Some railroads build their entire business model around it. But, yes, we do car storage. We always do car storage in our siding so that we do not block the main line, so we service customers.
Q Okay. And where are the cars stored on the Delta Southern line between Lake Providence port and the Madison Parish port?
A Well, from the last time I was down there, which keep in mind, I've not been to the Madison Parish port -- I've driven through Tallulah two months ago, I think it was. They were located in a couple of different little wads, for lack of a better term, all north of the Madison Parish port between there and -- I'm trying to remember if that little town is called Alsatia or something like that.
Q Okay. And on mainline or on sidetrack?
A Only on the mainline. They don't really have sidetracks up through there.

Q So they store cars on their mainline. You store cars on your sidetrack; is that right?
A That is correct.
MR. McBRIDE: Okay, thank you. That's all I have.
MR. SCHEIB: Just a couple redirect.

FURTHER EXAMINATION

BY MR. SCHEIB:
Q You interchanged a car with Delta -- NLA interchanged a car with Delta Southern Railroad in 2022; correct?
A '22 or '23, whatever that Schnabel car was, somewhere in that neighborhood. I believe that was '23, was it not?
Q In 2022 or 2023, NLA interchanged a car with --
A A car, yes.
Q Can a railroad that has derailments win the Jake Award?
A It's usually for personal injuries, so I don't know if FRA reportables count or not.
Q The document that Mr. McBride showed you from the Livingston deposition, why did Mr. Angel provide that to you?
A He showed it to me, because he thought it was unusual that they would reach out directly to him considering they were upset at him for filing a statement.
Q Is -- if Mr. Angel needed rail service, would he contact Delta Southern directly, or would he contact North Louisiana & Arkansas as the serving carrier?

A He would contact NLA as the serving carrier.
Q Has he ever contacted NLA and requested service involving Delta Southern Railroad since 2020?
A Since 2020, not that I recall.
MR. SCHEIB: Okay, thank you.
MR. McBRIDE: Okay. That's it.
(WHEREUPON, the proceedings were concluded in the matter at 4:19 p.m. on February 27, 2026.)
(WITNESS EXCUSED)

C E R T I F I C A T E

STATE OF ARKANSAS)
)ss
COUNTY OF POPE)

I, AMANDA R. BROWN, Certified Court Reporter #741 and Notary Public, do hereby certify that the facts stated by me in the caption on the foregoing proceedings are true; and that the foregoing proceedings were reported verbatim through the use of the voice-writing method and thereafter transcribed by me or under my direct supervision to the best of my ability, taken at the time and place set out on the caption hereto.

I FURTHER CERTIFY that I am not a relative or employee of any attorney or employed by the parties hereto, nor financially interested or otherwise, in the outcome of this action, and that I have no contract with the parties, attorneys, or persons with an interest in the action that affects or has a substantial tendency to affect impartiality, that requires me to relinquish control of an original deposition transcript or copies of the transcript before it is certified and delivered to the custodial attorney, or that requires me to provide any service not made available to all parties to the action.

C E R T I F I C A T E

(Continued)

I FURTHER CERTIFY that I am not knowingly identified on a preferred provider list, whether written or oral, for any litigant, insurance company, or third-party administrator involved in this matter. This transcript is prepared at request of Counsel for Delta Southern Railroad, Inc.; and all fees are billed directly to Counsel for Delta Southern Railroad, Inc. in compliance with Arkansas Board of Court Reporter Examiners Regulations Section 19.

WITNESS MY HAND AND SEAL this 12th day of March, 2026.

Amanda Brown
_____

AMANDA R. BROWN, CCR

Certified Court Reporter #741

My Commission Expires: 6-21-29





ERRATA SHEET

Page _____ Line _____ Change: _____

To: _____

Reason: _____

Page _____ Line _____ Change: _____

To: _____

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_____ _____ Page ___ of ___

DANIEL B. ROBBINS DATE

SIGNATURE PAGE

I, (DANIEL B. ROBBINS) do hereby certify that I have read the foregoing ____ pages of typewritten transcript of my testimony, after necessary translation, given under oath on the 27th day of February, 2026, and that the said transcript and corrections, if any, that appear on the attached errata sheet(s), are true and correct to the best of my memory and belief. Further, that I have signed my name to this signature page and authorize that the same be attached to the original transcript.

_____ _____

DATE WITNESS

****

STATE OF _____)

COUNTY OF _____)

SUBSCRIBED AND SWORN to before me, a Notary Public in and for the aforesaid county and state on this the _____ day of _____, 2026.

_____

NOTARY PUBLIC

MY COMMISSION EXPIRES:

_____

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 1:46 PM
To: 'Richard Streeter'
Subject: FW: STB

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, November 09, 2023 3:44 PM
To: 'Emerson, Chase (Boozman)'
Subject: STB

Chase

Senator Joni Ernst has been pushing to get Federal agencies to use their offices for which the US taxpayers are paying rent. I was wondering if Senator Boozman would request her to direct an inquiry to the STB to find out how little time the Board Members spend in their offices. Keep in mind that we filed the initial feeder application on November 12, 2020, and that the Board has never required the DSRR to file a shred of evidence. In addition, the Board ignored the letter that was sent by the Arkansas and Louisiana Congressional delegation in September 2021.

After we filed the expanded application on January 4, 2023, the STB granted itself a waiver of its rules to decide whether the new application was complete on February 2, 2023. Since then, it has taken no action.

It is my understanding that the entire Board is not in DC on most days of the week.

Thanks

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com



NLA_000412

NLA Attachment 5
Supplemental Response to Interrogatory 7



Thank You,

Missy Courtwright
Office/Customer Service Manager
Arkansas Short Line Railroads, Inc.
479-968-6455 office|479-968-2634 fax|479-857-6104 cell

From: Missy Courtwright [mailto:billing@drrailroad.com]
Sent: Tuesday, February 09, 2016 3:16 PM
To: 'craig.huff@deltasouthernrr.com'
Subject: Junction Interchange Update Form

Mr. Huff,

If you could please complete the bottom portion of the form and either fax or email back to me.

Thank You,

Missy Courtwright
Office/Customer Service Manager
Arkansas Short Line Railroads, Inc.
479-968-6455 office|479-968-2634 fax|479-857-6104 cell

From: Craig Huff <Craig.Huff@deltasouthernrr.com>
Sent: Tuesday, February 09, 2016 5:02 PM
To: Missy Courtwright <billing@drrailroad.com>
Subject: RE: Junction Interchange Update Form

Missy,

Attached you'll find a signed copy of the interchanged form.

Let me know if you need anything else.

Thanks,

FORM AD 103
JUNCTION INTERCHANGE UPDATE FORM

Junction Industry Reference File

FAX completed form to the RAILINC at (919) 651-5191

JUNCTION - unique identification of the LOCATION of an INTERCHANGE

JUNCTION ABBREVIATION	
STANDARD POINT LOCATION CODE (SPLC)	651130 0000
JUNCTION LOCATION NAME	Lake Providence
JUNCTION STATE / PROVINCE	LA

INTERCHANGE - description of ACTIVITIES between two transportation entities at a JUNCTION

ACTION REQUESTED	A (A = add, C = change, E = expire)
INTERCHANGE TYPE	O

	INTERCHANGING CARRIER	REPORTING CARRIER	CSM STATION FSAC (when required)
MARK / SCAC 1	NLA	NLA	35
MARK / SCAC 2	DSRR	DSRR	35

DELIVERY ONLY FLAG	N (Y = yes, N = no)
INHIBIT JUNCTION ADVICES	N (Y = yes, N = no)
EFFECTIVE DATE OF ACTION	2016-05-01 (CCYY-MM-DD)

AGREEMENT - signatures of transportation entity representatives (as required by interchange TYPE)

	MARK / SCAC 1	MARK / SCAC 2
SIGNATURE	Missy Courtwright	Craig Huff
CONDITIONAL AGREEMENT?	N (Y = yes, N = no. If yes, form MUST be accompanied by a complete description of the conditions of agreement)	N (Y = yes, N = no. If yes, form MUST be accompanied by a complete description of the conditions of agreement)
NAME (please print)	Missy Courtwright	Craig Huff
COMPANY	North Louisiana & Arkansas	Delta Southern Railroad
PHONE NUMBER	479.968.6455	318.600.4489
FAX NUMBER	479.968.2634	318.537.9356

SUBMISSION – FAX completed form to RAILINC at (919) 651-5191 (or mail to address in the instructions)

Last modified: 9/27/06

From: Missy Courtwright [mailto:billing@drrailroad.com]
Sent: Tuesday, February 09, 2016 3:16 PM
To: Craig Huff <Craig.Huff@deltasouthernrr.com>
Subject: Junction Interchange Update Form

Mr. Huff,

If you could please complete the bottom portion of the form and either fax or email back to me.

Thank You,

Missy Courtwright
Office/Customer Service Manager
Arkansas Short Line Railroads, Inc.
479-968-6455 office|479-968-2634 fax|479-857-6104 cell

From: Craig Huff <Craig.Huff@deltasouthernrr.com>
Sent: Thursday, March 17, 2016 1:00 PM
To: Missy Courtwright <billing@drrailroad.com>
Subject: RE: Junction Interchange Update Form

They did and we filled it out over the phone. They have all the info.

Craig Huff
General Manager

Delta Southern Railroad
469 Port Road
Tallulah, LA. 71282
craig.huff@deltasouthernrr.com
Office: 318-600-4489
Mobile: 318-537-5720
Fax: 318-537-9356

From: Missy Courtwright [mailto:billing@drrailroad.com]
Sent: Thursday, March 17, 2016 11:04 AM
To: Craig Huff <Craig.Huff@deltasouthernrr.com>
Subject: FW: Junction Interchange Update Form

Mr. Huff,

I know you sent them this form signed back to me but did Railinc contact you in regards to DSRR filling out their own form?

INTERCHANGE AGREEMENT

THIS AGREEMENT, made and entered into this 3rd day of October 2016, by and between THE **KANSAS CITY SOUTHERN RAILWAY COMPANY**, a Missouri corporation, hereinafter referred to as "**KCS**", and **NORTH LOUISIANA & ARKANSAS RAILROAD, INC.**, an Arkansas corporation, hereinafter referred to as "**NLA.**"

WITNESSETH:

WHEREAS, KCS has entered into a certain Haulage Agreement (the "Haulage Agreement") with Delta Southern Railroad Company ("DSRR"), whereby DSRR acts as KCS's agent in the handling of KCS traffic to and from NLA in Lake Providence, Louisiana; and

WHEREAS, it is the desire and intention of KCS and NLA to effect interchange of cars, loaded and empty, between their respective companies at Lake Providence, Louisiana under the following terms and conditions.

NOW, THEREFORE, it is understood and agreed as follows:

1. The Term of this Agreement shall be effective as of the date first written above (the "Effective Date") and shall continue for one (1) year from the Effective Date. Thereafter this Agreement shall be automatically renewed for additional Term(s) of the same length. This Agreement may be terminated by either party, with or without cause, by giving the other party written notice of termination at least thirty (30) days prior to date of termination. The termination or expiration of this Agreement shall not impair the rights or obligations of either party arising under this Agreement prior to such termination or expiration.

2. The NLA-DSRR interchange-designated Track 700 at Lake Providence, LA shall be designated as the point of interchange for the cars to be interchanged between the parties hereto (the "Interchange Trackage"). DSRR will act as KCS's agent in the physical handling of interchange between KCS and NLA in both directions to and from the Interchange Trackage.

3. (a) KCS shall arrange for DSRR as agent for KCS (DSRR and KCS hereinafter collectively referred to as "KCS") to deliver cars to NLA on the Interchange Trackage and such cars shall be considered interchanged to NLA for all purposes at the time DSRR places such cars on the Interchange Trackage and DSRR's locomotive is disconnected therefrom, and said cars are accompanied or preceded by proper forwarding data via electronic data methods pursuant to and as defined by the Association of American Railroads ("AAR").

(b) NLA shall deliver cars to KCS on the Interchange Trackage and such cars shall be considered interchanged for all purposes at the time NLA places such cars on the Interchange Trackage and NLA's locomotive is disconnected therefrom, and said cars are accompanied or preceded by proper forwarding data via electronic data methods pursuant to and as defined by the AAR.

4. The rules of the AAR governing the interchange of cars between railroads shall govern the interchange of cars hereunder.

5. Each party to this Agreement undertakes and agrees, in respect to its use of tracks referred to herein and the operation of equipment and appliances thereon and thereover, to comply with all applicable Federal and State laws and regulations, and all applicable rules, regulations and orders promulgated by any Municipality, Board or Commission with respect to the protection of employees or other persons or parties. If any failure by a party to comply with such regulations, laws and rules shall result in any fine, penalty, cost or charge being assessed, imposed or charged against another party, the offending party agrees promptly to reimburse and indemnify the other party for, or on account of, such fine, penalty, cost or charge; and further agrees in the event of any action shall arise out of the failure to so comply, upon notice thereof being given by such other party, to defend such action free of cost, charge and expense to the other party.

In the event the use of the Interchange Trackage or other tracks shall be interrupted or traffic thereover be delayed at any time from any cause beyond the control of any party to this Agreement, no party shall have any claim against another for liability on account of loss or damage of any kind resulting from such interruption or delay.

6. During the term of this Agreement, NLA shall procure and maintain, at its expense, insurance policies with insurance companies that are authorized to issue policies in the State of Louisiana and are acceptable to KCS for the following coverages and minimum limits:

(a) Railroad Liability Insurance which includes Foreign Line Rolling Stock, Bill of Lading, Federal Employers Liability Act, Limited Seepage and Pollution Coverage; with the following limits: $5,000,000 per occurrence, $10,000,000 per Aggregate.

(b) NLA's deductible or self-insured retention with respect to this policy shall not exceed $100,000.

(c) Where allowable by law, all policies (applying to coverage listed in this Section 7) shall contain no exclusion for punitive damages and certificates of insurance shall reflect that no exclusion exists.

(d) Insurance policies of NLA must, through policy endorsement, include wording which states that the policy shall be primary and non-contributing with respect to any insurance carried by KCS. The certificate of insurance must reflect that the above wording is including in evidenced policies.

(e) All policy (ies) required by this Section 7 shall include a severability of interest endorsement and KCS shall be named as additional insured with respect to work performed under this Agreement. Severability of interest and naming KCS as additional insured shall be indicated on the certificate of insurance.

(f) Prior to the initiation of operations under this Agreement, NLA shall furnish to KCS an acceptable certificate(s) of insurance including an original signature of the authorized representatives evidencing the required coverage, endorsements, and amendments and referencing the contract, as well as copies of all applicable insurance policies. The policy(ies) shall contain a provision that obligates the insurance company(ies) issuing such policy(ies)

to notify KCS in writing at least thirty (30) days prior to any cancellation, non-renewal, substitution or material alteration. This cancellation provision shall be indicated on the certificate of insurance. In the event of a claim or lawsuit involving KCS arising out of this Agreement, NLA will make available any required policy covering such claim or lawsuit.

(g) Any insurance policy required under this Agreement shall be written by a reputable insurance company acceptable to KCS or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.

(h) Any insurance (including, without limitation, self-insurance) obtained by NLA shall not be deemed to release or diminish the liability of NLA including, without limitation, liability under the indemnity provision of this Agreement. Damages recoverable by KCS shall not be limited by the amount of the required insurance coverage.

(i) Any agents, including, but not limited to, DSSR, utilized by NLA in performance of this Agreement must comply with all of the requirements set forth in this Section 7 prior to performing any service covered by this Agreement. If an agent does not comply with all of the requirements set forth in this Section 7, NLA must immediately require such agent to refrain from performing services under this Agreement until such agent has complied with all such requirements. NLA shall immediately notify KCS in writing at any time it or any agent of NLA is not in compliance with the provisions of this Agreement. If, at any time, KCS learns NLA or any agent of NLA is not in compliance with this Agreement, KCS may immediately terminate this Agreement.

(j) If, at any time, NLA, or any agent, fail to retain and maintain the insurance in effect as required by this Section 7, this Agreement shall immediately terminate.

7. NLA agrees to require its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against KCS for all claims and suits arising from the terms or conditions of this Agreement. The certificate of insurance must reflect the waiver of subrogation endorsement. NLA agrees to require its insurers to also waive any right of subrogation against KCS for loss of its owned or leased property or property under the care, custody or control of NLA or its agents.

8. This Agreement shall take effect upon execution by the authorized representative of each of the parties and shall continue in force and effect until terminated by one party serving upon the other parties hereto thirty (30) days' notice in writing to terminate the same. Upon the termination of this Agreement, both parties shall file any necessary supporting documentation with all appropriate agencies in order to effect such termination. No termination of this agreement shall release either party hereto from any liability or obligation that may have been incurred by or that may have accrued against it hereunder during the term of this agreement.

9. Nothing in this agreement shall act to prohibit any party from bringing suit against persons or companies not party hereto if acts of said persons or companies were the sole or partial cause of damages to any party.

10. NLA shall not transfer or assign, in whole or in part, any of its interests or obligations under this Assignment without the prior written consent of KCS. Any unpermitted or attempted unpermitted assignment, in whole or in part, may be terminated

by KCS. No permitted assignment, in whole or in part, shall relieve NLA of any obligations under this Agreement.

11. Any notices, modifications to Agreement, demands, requests, submissions or other communications which are required or permitted to be given pursuant to this Agreement shall be given by one party to another under this Agreement shall be deemed given on the date sent by certified mail, or by such other means as the parties may agree, and shall be addressed as follows:

If to NLA:

North Louisiana & Arkansas Railroad, Inc.
4416 S. Arkansas Ave.
Russellville, AR 72802

If to KCS: The Kansas City Southern Railway Company 427
West 12th Street
Kansas City, MO 64105

12. This Agreement shall be governed and construed in accordance with the laws of the State in Missouri without regard to any conflicts of laws provisions thereof. **FOR ANY PROPER PURPOSE ARISING OUT OF OR RELATING TO THIS AGREEMENT, EACH OF THE PARTIES HERETO ACCEPTS FOR ITSELF AND IN CONNECTION WITH ITS PROPERTIES, GENERALLY AND UNCONDITIONALLY AGREE TO THE EXCLUSIVE JURISDICTION OF THE FEDERAL AND STATE COURTS SITTING IN DALLAS, TEXAS AND WAIVES ANY DEFENSE OF FORUM NON CONVENIENS.**

13. The indemnification obligations occurring under this Agreement prior to its expiration or termination shall survive such expiration or termination.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be duly executed as of the day and year first above written.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

BY: _____

TITLE: _____

NORTH LOUISIANA & ARKANSAS RAILROAD, INC.

BY: _____

TITLE: Vice President

FORM AD 103
JUNCTION INTERCHANGE UPDATE FORM
Junction Industry Reference File

FAX completed form to the RAILINC at (919) 651-5191

JUNCTION—unique identification of the LOCATION of an INTERCHANGE

JUNCTION ABBREVIATION: LARPR

STANDARD POINT LOCATION CODE (SPLC): 045113 ( )

JUNCTION LOCATION NAME: LAKE PROVIDENCE

JUNCTION STATE / PROVINCE: LA

INTERCHANGE—description of ACTIVITIES between two transportation entities at a JUNCTION

ACTION REQUESTED: A (A = add, C = change, E = expire)

INTERCHANGE TYPE: C

Double-Click for form Instructions

FORM AD-103_Instr.doc

	INTERCHANGING CARRIER	REPORTING CARRIER	CSM STATION FSAC (when required, 5-digit)
MARK / SCAC 1:	KCS	DSRR	01162
MARK / SCAC 2:	NLA	NLA	00035

DELIVERY ONLY FLAG: N (Y = yes, N = no)

INHIBIT JUNCTION ADVICES: N (Y = yes, N = no)

EFFECTIVE DATE OF ACTION: 2016 10 04 (CCYY-MM-DD)

AGREEMENT—signatures of transportation entity representatives (as required by Interchange TYPE)

	MARK / SCAC 1	MARK / SCAC 2
SIGNATURE:	Mary Lu Villanueva	
CONDITIONAL AGREEMENT?:	N — Y = yes, N = no ; If yes, form MUST be accompanied by a complete description of the conditions of agreement	☐ — Y = yes, N = no ; If yes, form MUST be accompanied by a complete description of the conditions of agreement
NAME: (please print)	MARY LU VILLANUEVA	
COMPANY:	THE Kansas City Southern Railway	
E-MAIL:	MVillanueva@kcsouthern.com	
PHONE NUMBER:	(816) 983-1535 ( ) -	
FAX NUMBER:	(816) 983-1227 ( ) -	

SUBMISSION—FAX completed form to RAILINC at (919) 651-5191 (or email to AAR_PS@railinc.com)

Last modified: July 27, 2012

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Friday, October 21, 2016 11:29 AM
To: 'Missy Courtwright'
Subject: FW: Interchange Agreement

We need to print this and sign it

From: Dustin Frederickson [mailto:DFrederickson@KCSouthern.com]
Sent: Thursday, October 20, 2016 11:08 AM
To: Danny Robbins (dan@drrailroad.com)
Subject: RE: Interchange Agreement

Have a chance to fill out and sign this form yet?

Dustin

From: Dustin Frederickson
Sent: Thursday, October 13, 2016 3:47 PM
To: 'Danny Robbins (dan@drrailroad.com)' <dan@drrailroad.com>
Subject: RE: Interchange Agreement

Danny,

Attached is the Junction Interchange Update form so the KCS LAKPR NLA (and reverse) route can be published. Please fill out the bottom section and email back to me. Our Joint Facilities team will send off to Railinc to publish.

Thank you,

Dustin Frederickson
Sales & Market Account Manager | Energy & Short Line Relations
Kansas City Southern Railway
T (816) 983-2032 | C (314) 681-2928
dfrederickson@kcsouthern.com | www.kcsouthern.com

From: Dustin Frederickson
Sent: Thursday, October 13, 2016 1:48 PM
To: Danny Robbins (dan@drrailroad.com)
Subject: Interchange Agreement

Danny,

Attached is fully executed KCS-NLA Interchange Agreement. I sent you an original copy in the mail today.

Thank you,

Dustin Frederickson
Sales & Market Account Manager | Energy & Short Line Relations
Kansas City Southern Railway
T (816) 983-2032 | C (314) 681-2928
dfrederickson@kcsouthern.com www.kcsouthern.com

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Monday, October 31, 2016 10:53 AM
To: 'Dustin Frederickson'
Subject: RE: NLA customers accessible by KCS

All of those are correct except that East Carroll Lumber is closing

From: Dustin Frederickson [mailto:DFrederickson@KCSouthern.com]
Sent: Monday, October 31, 2016 10:48 AM
To: Danny Robbins (dan@drrailroad.com)
Subject: NLA customers accessible by KCS

Danny,

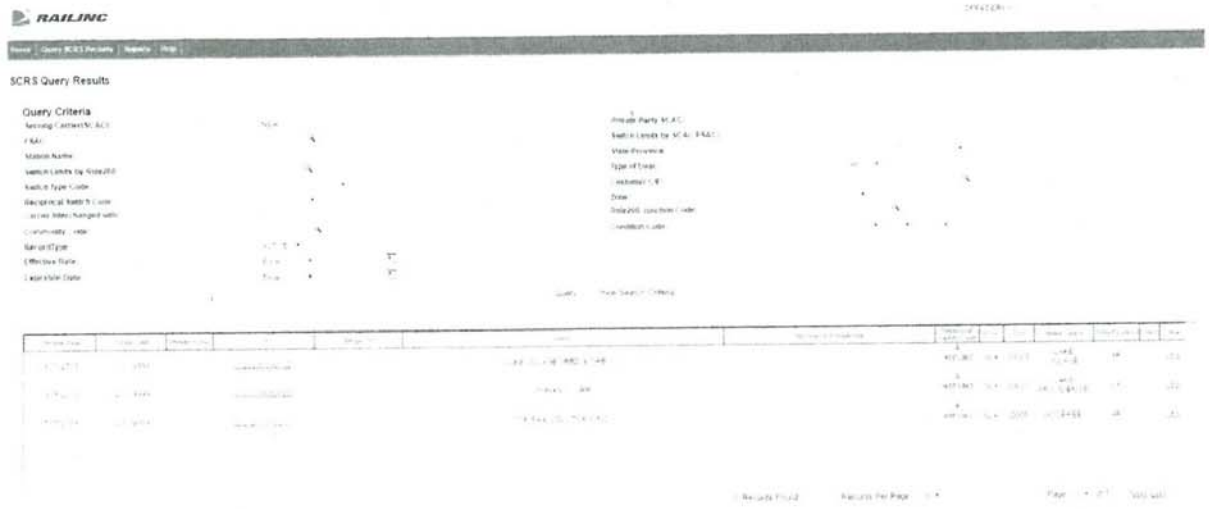
I would like to distribute a list of NLA-served industries to my Sales & Marketing groups to let them know what customers KCS can now access on NLA. The below list is what we have published on our website for the NLA Short Line Profile. I believe you worked with Shana in our Market Research group to get to this list.

Is this list up to date? I only see a few of them published in SCRS.
Also could you provide station location, any known commodities handled, and if they ship rail today?

http://www.kcsouthern.com/en-us/pdf/short-line/nla-north-louisiana-and-arkansas-railroad.pdf

Industries Served

- Big River Grain
- CHS Fertilizer
- CPS (Crop Production Services)
- East Carroll Lumber Company
- Epstein Gin
- Helena Chemical
- Lake Village Seed and Fertilizer
- Livingston Scrap
- Myriant Chemical
- Riceland
- Terral River Services



Thank you,

Dustin Frederickson
Sales & Market Account Manager | Energy & Short Line Relations
Kansas City Southern Railway
T (816) 983-2032 | C (314) 681-2928
dfrederickson@kcsouthern.com www.kcsouthern.com

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:05 PM
To: 'Richard Streeter'
Subject: FW: shipper list
Attachments: corridor shippers.xlsx

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Tuesday, October 04, 2022 10:31 AM
To: 'Richard Streeter'; 'Wyly Gilfoil'; 'Shane Knight'
Cc: 'Sam Angel'; 'Brad Whittle'; 'tmurphy@bayou.com'
Subject: shipper list

I have made this spreadsheet and need some help filling in peoples information. Any help you can provide would be appreciated.

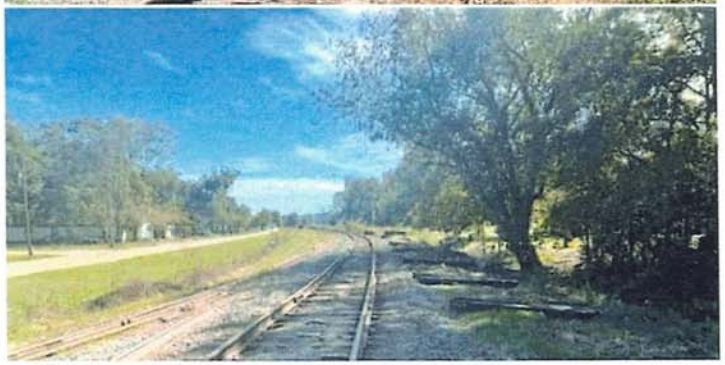
Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com



Christafer's Post

Christafer Darnell ▸ Mike's Mostly Louisiana Railroads
October 19, 2021





Danny Robbins ▸ North Louisiana and Arkansas Railroad
Admin · October 19, 2021

Rail relay is underway

Comment as John

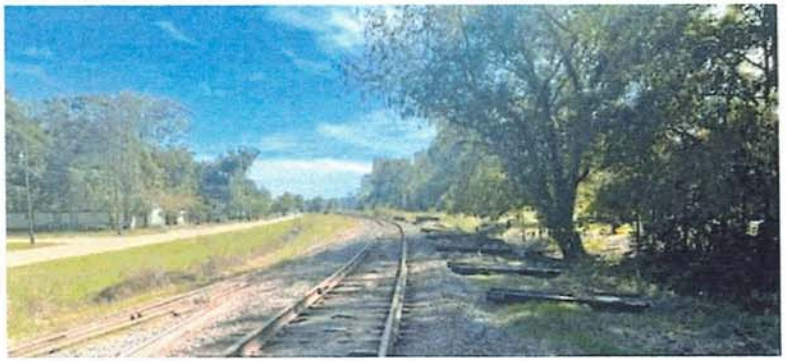
PENGAD 800-631-6989

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4

Robbins

Christafer's Post



Danny Robbins ▸ North Louisiana and Arkansas Railroad
Admin · October 19, 2021 ·

Rail relay is underway .

28 2 comments 2 shares

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Newest

Jimbaux's Journal
where?

Please caption pictures. We aren't mind readers.

4y Like Reply Share

Christafer Darnell Author
This is at McGehee, Arkansas. The top photo is just south of the US 65 crossing and the bottom photo is just south of where the line enters the UP McGehee Yard. It's being rehabilitated thanks to the $10.516 Million INFRA grant that was awarded to the NL&A and the other owners of the line.

4y Like Reply Share

Reply as John

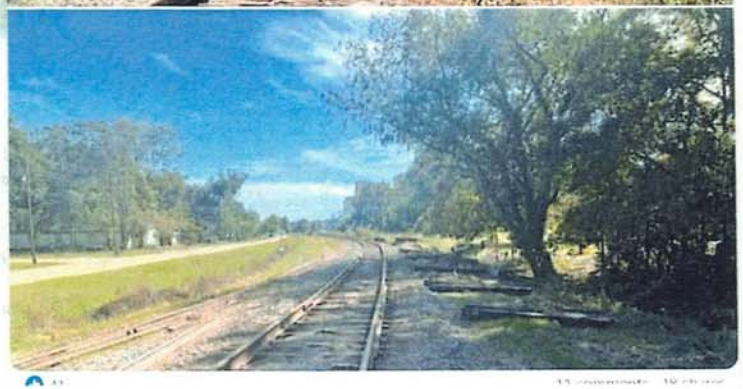
Comment as John

Danny's Post

Danny Robbins
Admin · October 19, 2021

Rail relay is underway .





Comment as John

Danny's Post

4y Like Reply Share

Reply as John

Trent Lewis
Awesome!! Glad they are fixing it up
4y Like Reply Share

Eugene M Jones
CWR?
4y Like Reply Share

Michael Appleby
Man that's some hard work.
4y Like Reply Share

Noah Chappell
https://flic.kr/p/FGm6xs from 2016



FLICKR.COM
Railroad Near Lake Village Arkansas

4y Like Reply Share

Robert J. Riley
Need to cut the brush back.
4y Like Reply Share

Mike Sypult
Sweet - good for 59 now! 😊
4y Like Reply Share

Danny Robbins Author Admin
Jointed 140
4y Like Reply Share

Christafer Darnell
Looking a lot better already.
4y Like Reply Share

Comment as John

Dalton Flowers's Post

North Louisiana and Arkansas Railroad Operation
Summarized by AI from the post below

Mike's Mostly Louisiana Railroads · Join
Dalton Flowers · November 20, 2024

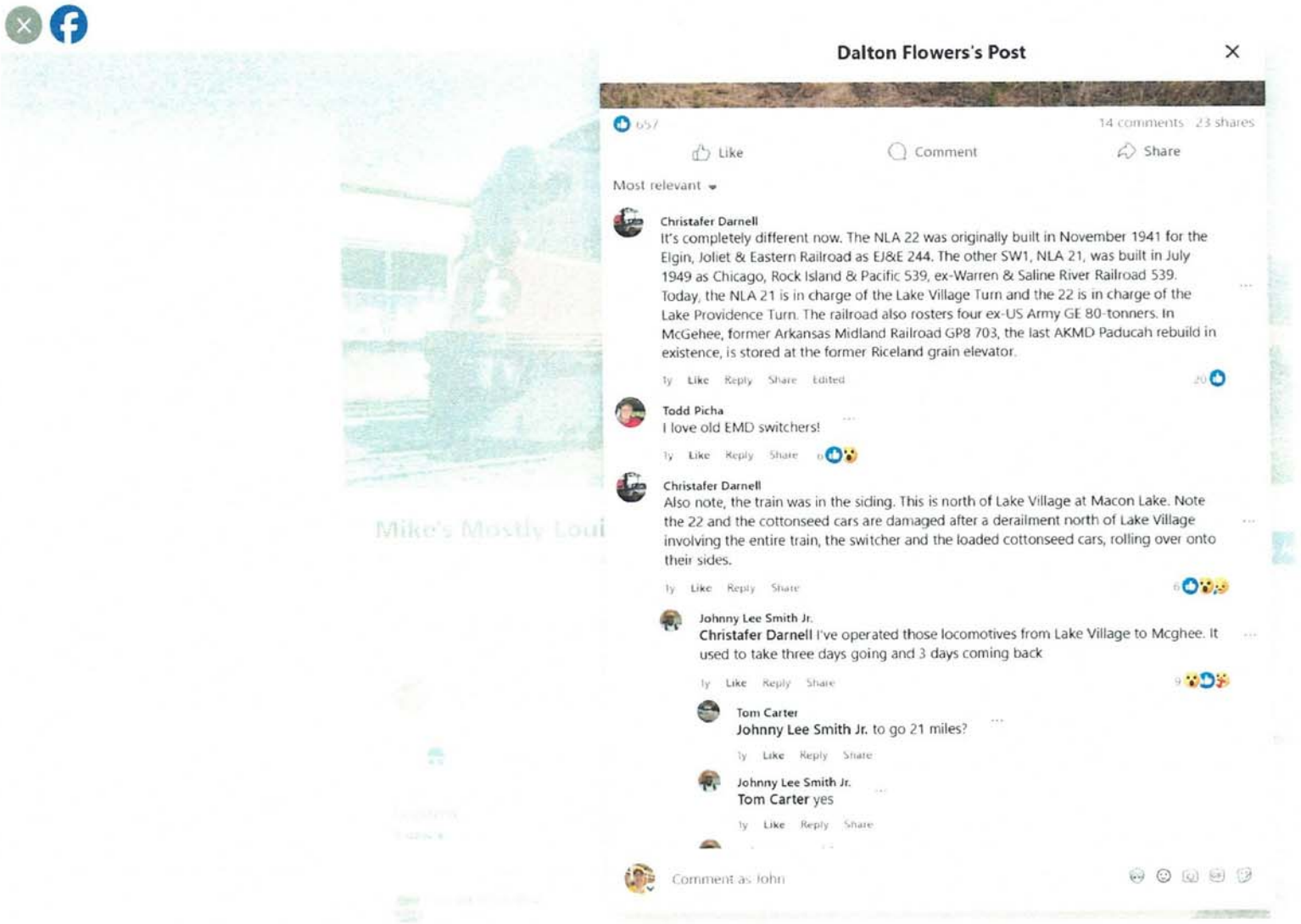
North Louisiana and Arkansas 22, a SW1 that was originally built for Inland Steel, sits at an old cotton gin south of McGehee, Arkansas. This is quite a unique operation since their only revenue comes from a cottonseed load out in Lake Village, Louisiana, which is a 21 mile trip from the northern terminus at McGehee, Arkansas over some of the most neglected track in the country



657 14 comments · 23 shares

Like Comment Share

Comment as John


Dalton Flowers's Post
657
14 comments 23 shares
Like
Comment
Share
Most relevant
Christafer Darnell
It's completely different now. The NLA 22 was originally built in November 1941 for the Elgin, Joliet & Eastern Railroad as EJ&E 244. The other SW1, NLA 21, was built in July 1949 as Chicago, Rock Island & Pacific 539, ex-Warren & Saline River Railroad 539. Today, the NLA 21 is in charge of the Lake Village Turn and the 22 is in charge of the Lake Providence Turn. The railroad also rosters four ex-US Army GE 80-tonners. In McGehee, former Arkansas Midland Railroad GP8 703, the last AKMD Paducah rebuild in existence, is stored at the former Riceland grain elevator.
1y Like Reply Share Edited
20
Todd Picha
I love old EMD switchers!
1y Like Reply Share
Christafer Darnell
Also note, the train was in the siding. This is north of Lake Village at Macon Lake. Note the 22 and the cottonseed cars are damaged after a derailment north of Lake Village involving the entire train, the switcher and the loaded cottonseed cars, rolling over onto their sides.
1y Like Reply Share
6
Johnny Lee Smith Jr.
Christafer Darnell I've operated those locomotives from Lake Village to Mcghee. It used to take three days going and 3 days coming back
1y Like Reply Share
9
Tom Carter
Johnny Lee Smith Jr. to go 21 miles?
1y Like Reply Share
Johnny Lee Smith Jr.
Tom Carter yes
1y Like Reply Share
Comment as John

Search Facebook



26 8 shares

Like Comment Share

Comment as John

Buddy Conn
February 6, 2024

how often do they run trains on this line?

4 1 comment

Like Comment Share

Danny Robbins Admin
Generally tri weekly south end and 4 days a week north end. Sometimes daily sometimes as little as twice a week.

2y Like Reply Share 2

Answer as John

Christafer Darnell

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McGehee, Arkansas

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North Louisiana and Arkansas Railroad

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AKMD

4y Like Reply Share

Comment as John

Christafer Darnell
June 14, 2021 ·

Was watching a video of flooding around Lake Providence, LA and it showed parts of Hwy 65 and the NL&A right-of-way flooded.



8 1 share

Like Comment Share

Comment as John

About

Public
Anyone can see who's in the group and what they post.

Visible
Anyone can find this group.

McGehee, Arkansas

	A	B	C	D	E
1	Customer	Contact	Phone	Email	Location
2	Complex Chemical	Jerry Melton	318-574-0382	jmelton@complexchemical.com	Talla Bena, LA
3	Helena Chemical				Talla Bena/Lake Providence
4	Greenfield				Lake Providence
5	RVS				Talla Bena
6	Terral River Services	Neil Martin	318-669-0990	nmartin@terralservice.com	Talla Bena/Lake Providence
7	Anderson Grain				Lake Providence
8	Stepan Chemical				Lake Providence
9	Crop Production Services				Lake Providence
10	Epstein Gin and Transloading Company	Sam E. Angel	870-866-9393	sameangel@sbcglobal.net	Lake Village
11	Potlatch-Deltic	Chris Whallon	509-590-6102	chris.whalloion@potlatchdeltic.com	Lake Village
12	Clearwater Paper	Brad Sears	870-730-2605	Charles.sears@clearwaterpaper.com	McGehee
13	Livingston Scrap and Pecan	Richard Livingston	870-265-2385		Lake Village
14	Scott Petroleum	Brad Adams	662-897-2710	bradams@scottpetroleuminc.com	Lake Village/McGehee
15	FW Cobs	Ryan Wimble	888-531-4888 ext. 4	ryanw@fwcobs.com	Lake Village/McGehee
16	John Deere				Lake Providence
17	CHS				Lake Providence
18	APEX	Jonathan Lewandowski	716-982-8947	jlewandowski@apexllc.net	Lake Providence
19	Hollybrook Gin				Hollybrook
20	MD Power				Macon Lake
21	Hensley Grain Elevator		870-997-0216		Eudora
22	Simplot				Lake Village
23	Log Yard	Chip Sullivan	318-828-4167		Sondheimer

PENGAD 800-631-6989
EXHIBIT
5
Robbins

	F	G
1	Mailing Address	
2		
3		
4		
5		
6		
7		
8		
9		
10	537 Reynolds St. Lake Village, AR 71653	
11		
12		
13	219 S. Commerce Lake Village, AR 71653	
14		
15		
16		
17		
18		
19		
20		
21		
22		
23	609 Lakeside St Lake Village, AR 71653	

Meeting Summary SEAEDD INFRA Grant Update Memo – March 28, 2023

Participants:

Paulo Couto – FRA

Ashley Cotrange – FRA

Becky Blatnica - FRA

Eric Frostestad – HDR

Jeff Westbrook – SEAEDD

Danny Robbins – NLA

Shane Knight - SEAEDD

Project Summary:

The Southeast Arkansas Economic Development District (SEAEDD) and its partners will be awarded $10.5 million to rehabilitate a 91.3-mile continuous short line railroad corridor between McGehee, AR and Tallulah, LA. The proposed project would include upgrading 91 miles of track to Class 2 capacity, four bridge upgrades, and extend shortline rail access to Port of Lake Providence and Madison Parish Port in Louisiana.

Notes:

Track rehab for Segments A/B

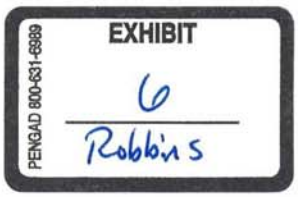
- Contractor is currently addressing deficiencies identified on the December Punch List and February Track Review List and is expecting to be complete by the end of April.
- Brush clearing contractor for Segments A,B,C is continuing the brush and tree clearing.

Bridge Rehab for Segments A/B

- The bridge rehab contract has been executed. The scope will follow the originally scope of the bridges.
- The bridge rehab schedule will be updated when the Contractor submits the bridge material orders and receives the shipping dates. Expected bridge rehab construction start date is July 1.
- HDR to update project work plan with updated scope, schedule and budget when the contract is executed and the construction schedule is set.

NEPA for new track construction for Segment C/D

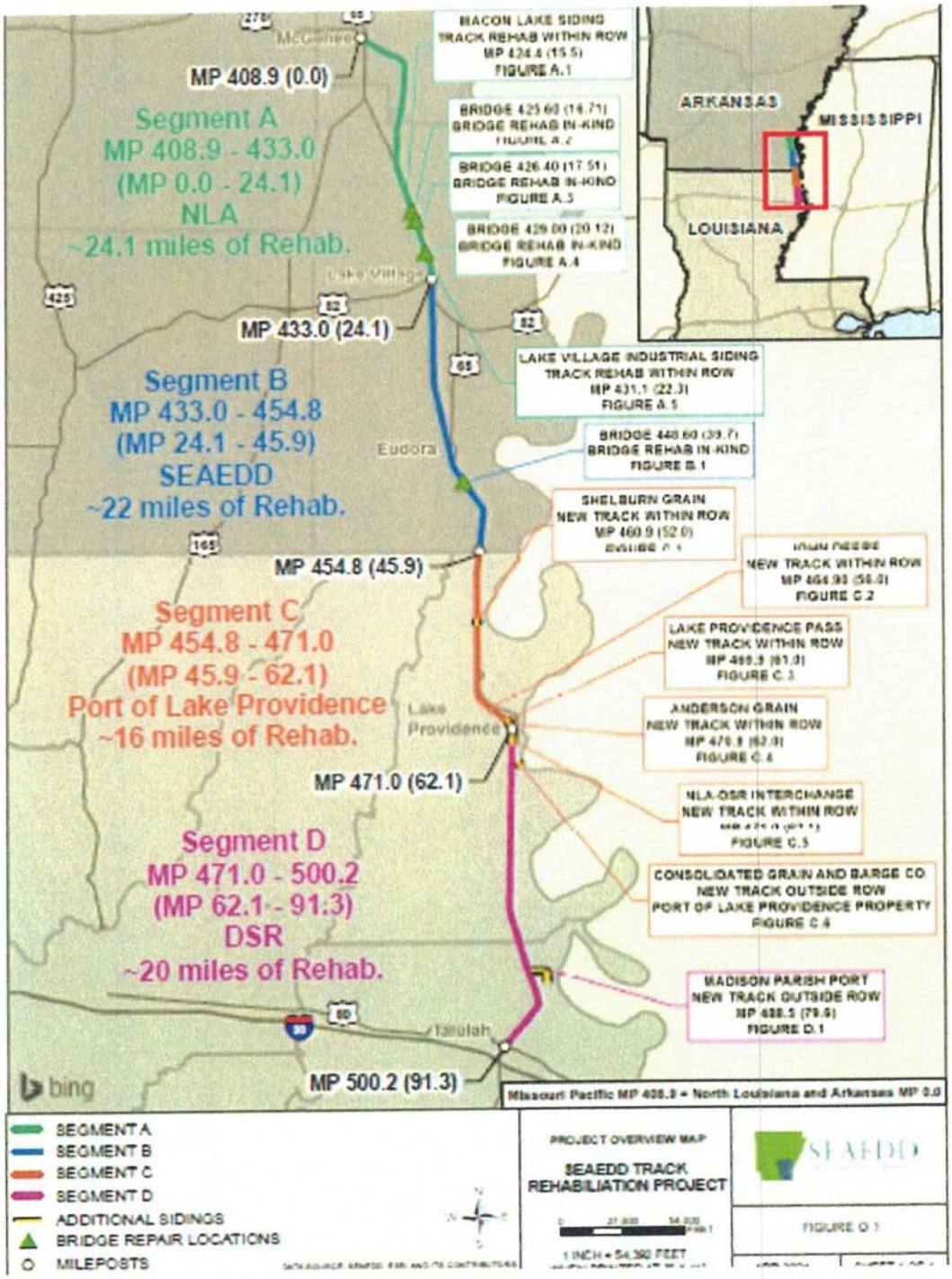
- Categorical Exclusion (CE) Worksheet FRA comments are being addressed. HDR has resubmitted the CE Worksheet and Appendix. FRA is currently reviewing and a call may be setup to discuss items if necessary.



Design for new track construction for Segment C

- Anticipation is to continue engineering design and new track construction bid package and process when NEPA is complete for new track construction.
- Bid package/Final Design Set post CE approval for FRA review after LADOTD review. Addressing LA DOTD comments.

Figure 1 - Map of Project Area



From: Shane Knight <sknight@southeastarkansas.org>
Sent: Monday, November 06, 2023 9:07 AM
To: Patrecia Hargrove
Subject: FW: SEAEDD Bridge Rehab Change Order No 2

Shane Knight, Ed.D Ph.D
Deputy Director
Southeast Arkansas Economic Development District, Inc.
P.O. Box 6806
Pine Bluff, AR 71611
870.536.1971 (Office)
501.317.0276 (Cell)
870.536.7718 (Fax)
www.myseagreen.com
www.southeastarkansas.org



SEAEDD

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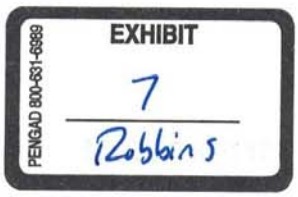
From: Frostestad, Eric <Eric.Frostestad@hdrinc.com>
Sent: Friday, November 3, 2023 3:38 PM
To: Shane Knight <sknight@southeastarkansas.org>
Subject: RE: SEAEDD Bridge Rehab Change Order No 2

Shane,

I updated the overall budget spreadsheet and I am also showing approximately $900,000 left on the INFRA grant. However, we are estimating the Segment C construction to be approximately $2.8 million over the estimated $8.5 million for the Port Priority Funds. $1.4 million of this overage was planned on being covered by shifting funds from Segment D. As we been discussing, we may need to adjust the Segment C scope to match the available funding when we receive the Segment C bids.

I am waiting on Railworks for the revised Change Order 1 and then they will adjust their pay request accordingly.

Thanks,



Eric

Eric J. Frostestad, PE
D 816.412.1401 M 913.915.2559

hdrinc.com/follow-us

From: Shane Knight <sknight@southeastarkansas.org>
Sent: Monday, October 30, 2023 8:18 AM
To: Frostestad, Eric <Eric.Frostestad@hdrinc.com>
Subject: RE: SEAEDD Bridge Rehab Change Order No 2

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Eric, How will this change order impact the current INFRA funding that we have available?

As of 10/24/2023 I am showing an available $902,529.95 for construction. Is that what you are showing?

Shane Knight, Ed.D Ph.D
Deputy Director
Southeast Arkansas Economic Development District, Inc.
P.O. Box 6806
Pine Bluff, AR 71611
870.536.1971 (Office)
501.317.0276 (Cell)
870.536.7718 (Fax)
www.myseagreen.com
www.southeastarkansas.org

SEAEDD

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From: Frostestad, Eric <Eric.Frostestad@hdrinc.com>
Sent: Friday, October 27, 2023 3:58 PM
To: Klein, Evan <eklein@railworks.com>; Parkus, Ken <KParkus@railworks.com>
Cc: Onhiser, Jerry <jonhiser@railworks.com>; Patrecia Hargrove <phargrove@southeastarkansas.org>; Shane Knight <sknight@southeastarkansas.org>; dan@drrailroad.com; dan.b.robbins@gmail.com; noah.b.robbins@outlook.com
Subject: SEAEDD Bridge Rehab Change Order No 2

Evan & Ken,

Attached is a draft Change Order No. 2 to replace two more caps on Bridge 16.71. Please review and comment on the bent numbers of the caps to be replaced. Please also let me know if there are additional deck ties to be replaced over the 111 deck ties currently in the contract.

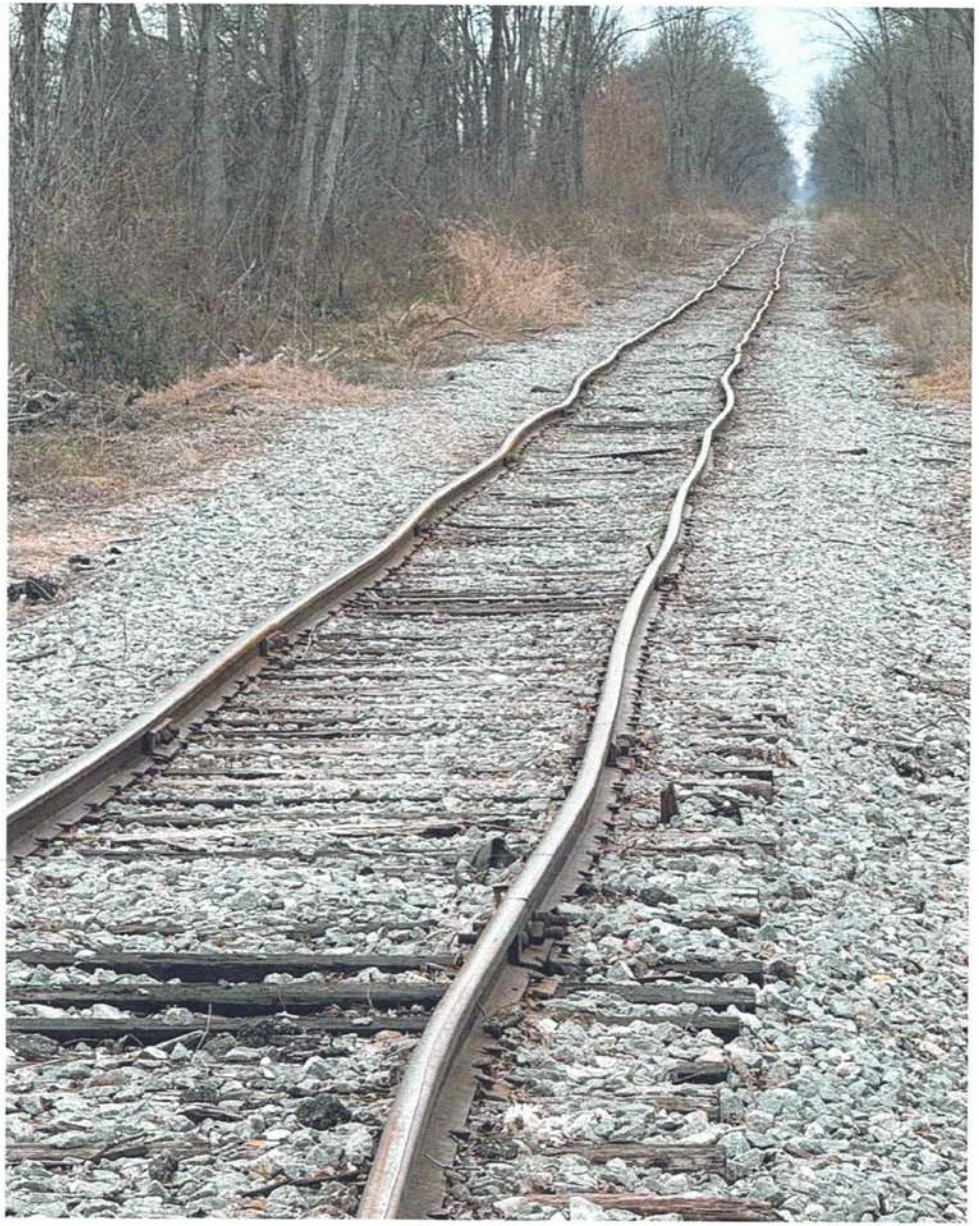
The two timber caps will be replaced with timber material already delivered to the project. Let us know if there will be a shipping schedule issue for having two timber caps shipped in time for the work on the following bridges.

Thanks,
Eric

Eric J. Frostestad, PE
Sr Railroad Project Engineer

HDR
10450 Holmes Road, Suite 600
Kansas City, MO 64131-3471
D 816.412.1401 M 913.915.2559
eric.frostestad@hdrinc.com

hdrinc.com/follow-us



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8
Robbins

From: Frostestad, Eric <Eric.Frostestad@hdrinc.com>
Sent: Friday, December 30, 2022 6:12 PM
To: dan@drrailroad.com; Mark Edmands; myoung@qcik.com; noah.b.robbins@outlook.com
Cc: Patrecia Hargrove; sknight@southeastarkansas.org
Subject: SEAEDD Track Rehab Track Inspection Notes
Attachments: 2022_11-28 12-04 Track Inspection.pdf

All,

Attached are the draft notes for the track inspection conducted by Danny, Matt, Noah, and I the week of November 28 to December 4.

Thanks,
Eric

Eric J. Frostestad, PE
Sr. Railroad Project Engineer

HDR
10450 Holmes Road, Suite 600
Kansas City, MO 64131-3471
D 816.412.1401 **M** 913.915.2559
eric.frostestad@hdrinc.com

hdrinc.com/follow-us



SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 11/28/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
1	Queen City	0.20	E	G	3/16" Gage Mismatch
2	Queen City	0.20	W	G	3/16" Gage Mismatch
3	Queen City				Riceland TO broken frog
4	Queen City		E		Missing switch brace
5	Queen City	1.10	both		7" runoff in 62' going south from old crossing
6	Queen City	1.27	E		Joint tie defect - downed tie
7	Queen City	1.35	E		Joint tie defect - downed tie
8	Queen City	1.45	E		Under 15' rail length
9	Queen City	1.45	E	F	Broken base rail
10	Queen City	1.60	E		Vertical split head rail
11	NLA	2.15	E		Cross buck sign missing
12	NLA	2.15	W		Yield sign missing
13	Queen City	2.25	E	G	Fastener defect at joint - missing spike
14	Queen City	2.30	E	G	Bolt hole break
15	Queen City	3.10			Profile & runoff defect going north from culvert
16	Queen City	3.10			Tight gage 55 7/8"
17	NLA	3.25			Tripp Junction Turnout - paint target
18	Queen City	3.25	E	G	Missing Cotter pin at point
19	Queen City	3.25			Bolt hole break north end of frog
20	Queen City	3.25			Wedge is out
21	?	3.25			Broken guard block
22	Queen City	3.25			Industry track - need to make useable, bolted joints, no suspended ties
23	NLA	3.25	both		Turnout side - missing 8550 to 75 comp bars, 5" punch
24	Queen City	3.45	both		4 7/8" profile deflection at private crossing
25	Queen City	3.20-4.20			Reduce superelevation from 3" to less than 1"
26	Queen City	3.50	W		Joint tie defect - downed tie
27	Queen City	3.51	W		Joint tie defect - downed tie
28	Queen City	3.70	E	G	Center break joint bar
29	Queen City	3.70	W	G	3/16" Gage Mismatch
30	Queen City	3.80	E	G	3/8" Gage Mismatch
31	Queen City	3.85	E	G	3/16" Gage Mismatch
32	NLA	4.50	both		Private Crossing - missing ENS and private crossing signs
33	?	4.50	E		Tread mismatch in crossing - broken joint bar?
34	Queen City	4.52	W	G	3/16" Gage Mismatch
35	Queen City	4.54	W	F	Bolt hole break
36	Queen City	4.55	W	F	Bolt hole break
37	Queen City	4.56	W		1/4 joint bar break
38	Queen City	4.57	E		Defective hardware - loose bolts
39	Queen City	4.58	W	G	3/16" Gage Mismatch
40	Queen City	4.60	E	G	3/16" Gage Mismatch (comp bar)
41	Queen City	4.68	E	G	3/8" Gage Mismatch
42	Queen City	4.70			Defective tie cluster - down ties
43	NLA	4.75	both		Private Crossing - missing ENS and private crossing signs
44	Queen City	4.75			Wide gage 57 7/8" - replace rail
45	Queen City	4.75			3" hump profile
46	NLA	4.80	W		Cut drainage openings thru berm at various locations
47	Queen City	4.84			55 3/4" tight gage - replace rail
48	Queen City	4.86	W	G	3/16" Gage Mismatch
49	Queen City	4.88	W		Vertical split head rail
50	Queen City	4.89	E	F	Bolt hole break
51	Queen City	4.90			3" hump profile



52	?	4.90			Remove 13 8x8 bridge ties and replace with 8 8x6 ties
53	Queen City	4.91	E	G	1/4" Gage Mismatch
54	Queen City	4.92	E	G	1/4" Gage Mismatch
55	Queen City	4.92	E	G	3/16" Gage Mismatch
56	Queen City	4.92	W		Joint tie defect - downed tie
57	Queen City	4.92			Defective tie cluster - new tie
58	Queen City	5.12	E	G	1/4" Gage Mismatch
59	Queen City	5.15	E		Joint tie defect - downed tie
60	Queen City	5.20	E	G	1/4" Gage Mismatch
61	Queen City	5.30	W	F	Center break joint bar
62	Queen City	5.35	W	F	Broken base rail
63	Queen City	5.36			Defective tie cluster - new tie
64	Queen City	5.38	W	F	Center break joint bar
65	Queen City	5.40	W	G	1/4" Gage Mismatch
66	Queen City	5.41	W		Joint tie defect - downed tie
67	Queen City	5.45	E	G	1/4" Gage Mismatch
68	Queen City	5.46	E	G	3/16" Gage Mismatch
69	Queen City	5.46			55 3/4" tight gage - replace rail
70	Queen City	5.48	W	G	Bolt hole break
71	Queen City	5.50			Hump profile running north from private crossing
72	NLA	5.50	Both		Private Crossing - missing ENS and private crossing signs
73	Queen City	5.52			3" Hump profile defect
74	Queen City	5.60			4" Sag profile defect
75	Queen City	5.65	E	G	1/4" Gage Mismatch
76	Queen City	5.67			55 7/8" tight gage - replace rail
77	Queen City	5.80	E	G	1/4" Gage Mismatch
78	Queen City	6.25	W		Joint tie defect
79	Queen City	6.26	W		Joint tie defect - downed tie
80	Queen City	6.30-6.60			Reduce superelevation from 3" to less than 1"
81	Queen City	6.60	E	F	Broken rail head
82	Queen City	6.62			Defective tie cluster - downed ties
83	Queen City	6.70	E		Bolt hole break
84	Queen City	6.75			Defective tie cluster - downed ties
85	Queen City	6.80	W	G	1/4" Gage Mismatch
86	Queen City	6.82	W	G	1/4" Gage Mismatch
87	Queen City	6.84			Defective tie cluster - downed ties
88	Queen City	6.85			Defective tie cluster - downed ties
89	Queen City	6.87	E		Vertical split head rail
90	Queen City	6.87	W		55 7/8" tight gage - tighten joint
91	Queen City	6.90	W	G	1/4" Gage Mismatch
92	Queen City	6.92	E		Joint tie defect - downed tie
93	Queen City	7.00			Hump profile at RCB culvert
94	Queen City	7.05	E		Joint tie defect - downed tie
95	Queen City	7.10	E		Fastener defect at joint
96	Queen City	7.15	E	F	Broken base rail
97	Queen City	7.25			Sag profile at unlicensed private crossing
98	Queen City	7.40	E		Joint tie defect - downed tie
99	Queen City	7.50			55 3/4" tight gage - tighten joint
100	Queen City	7.65	E		Joint tie defect - new tie
101	Queen City	7.67	E		Joint tie defect - spike
102	Queen City	7.70	W		Joint tie defect - spike
103	Queen City	7.70	E	G	Broken base rail
104	Queen City	7.80			Defective tie cluster - new tie
105	NLA	7.90	E		Missing crossbuck sign
106	?	7.90	W		Broken comp bar - north end of crossing
107	?	7.90			Broken rail
108	NLA	7.90	E		Missing 8550-90 comp bar (5" punch) south end of crossing

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 11/29/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
109	Queen City	8.05	E		Vertical split head rail
110	Queen City	8.10	E		1/4" Gage Mismatch
111	Queen City	8.25			55 3/4" tight gage
112	Queen City	8.35	E		Joint tie defect - spike
113	Queen City	8.36	W		Joint tie defect - spike
114	Queen City	8.37	E	G	joint bar break - bolt hole
115	Queen City	8.38	W		Joint tie defect - down tie
116	Queen City	8.40	W		Joint tie defect - spike
117	NLA	8.50			Private Crossing - missing ENS and private crossing signs
118	Queen City	8.50	W		1/4" Gage Mismatch & 1/4" Tread Mismatch
119	Queen City	8.55			Joint tie defect - spike
120	Queen City	8.75			Joint tie defect - spike
121	NLA	8.80			Private Crossing - missing ENS and private crossing signs
122	Queen City	8.90			Defective tie cluster - new tie
123	Queen City	8.91			Defective tie cluster - new tie
124	Queen City	8.92	W	F	Broken base rail
125	Queen City	8.95			Defective tie cluster - new tie
126	Queen City	9.00			Defective tie cluster - new tie
127	Queen City	9.05	W	F	Broken base rail
128	Queen City	9.15	E		Joint tie defect - spike
129	Queen City	9.17	E		Joint tie defect - down tie
130	Queen City	9.17	W		Joint tie defect - down tie
131	Queen City	9.20	W		Joint tie defect - down tie
132	Queen City	9.40	W		Joint tie defect - down tie
133	Queen City	9.41	W		Joint tie defect - down tie
134	Queen City	9.60	E		Joint tie defect - down tie
135	Queen City	9.70	W		Joint tie defect - down tie
136	Queen City	10.15	W		Joint tie defect - down tie
137	Queen City	10.16	W		Joint tie defect - down tie
138	Queen City	10.18	E		3/16" Gage Mismatch
139	Queen City	10.19	W		Joint tie defect - down tie
140	Queen City	10.20			Defective tie cluster - new tie
141	Queen City	10.21	W		Joint tie defect - down tie
142	Queen City	10.21	E		Joint tie defect - down tie
143	Queen City	10.22	E		Joint tie defect - spike
144	Queen City	10.22	W	G	Broken base rail
145	Queen City	10.23	E		Joint tie defect - spike
146	Queen City	10.24	E		Joint tie defect - spike
147	Queen City	10.25	W		Joint tie defect - down tie
148	Queen City	10.26	W		Joint tie defect - down tie
149	NLA	10.30			Private Crossing - missing ENS and private crossing signs
150	Queen City	10.35	E		Joint tie defect - down tie
151	Queen City	10.36	E		Joint tie defect - spike
152	Queen City	10.37	W		Joint tie defect - spike
153	Queen City	10.50	W		Joint tie defect - new tie
154	Queen City	10.55			Defective tie cluster - down tie
155	Queen City	10.55	E		Joint tie defect - down tie
156	Queen City	10.56	E		Joint tie defect - spike
157	Queen City	10.57			Defective tie cluster - down tie
158	Queen City	10.58	W		Joint tie defect - spike
159	Queen City	10.60	W	F	joint bar break - bolt hole
160	Queen City	10.62			55 7/8" tight gage
161	Queen City	10.64	W		Joint tie defect - down tie
162	Queen City	10.66	E		1/4" Gage Mismatch
163	Queen City	10.68	E		Vertical split head rail

164	Queen City	10.69	W		Joint tie defect - down tie
165	Queen City	10.70			Defective tie cluster - spike
166	Queen City	10.72	E	F	Broken base rail
167	Queen City	10.74	E		Joint tie defect - down tie
168	Queen City	10.75	W		Joint tie defect - down tie
169	Queen City	10.76	E		Joint tie defect - spike
170	Queen City	10.77	E		Joint tie defect - down tie
171	Queen City	10.78	E		Joint tie defect - down tie
172	Queen City	10.78	E		Joint tie defect - down tie
173	NLA	11.65			OD Timber Bridge - Replace Bridge Ties (26 ties)
174	NLA	11.65			Add timber guards (86')
175	Queen City	11.65			4 1/4" vertical hump profile - south end of bridge
176	NLA	11.65			Tight gage
177	Queen City	11.67	E		Broken rail
178	Queen City	11.70	E		Joint tie defect - down tie
179	Queen City	11.70	W		Joint tie defect - spike
180	Queen City	11.70	E		1/4" Gage Mismatch
181	Queen City	11.70			Defective tie cluster - down tie
182	Queen City	11.80	E		Joint tie defect - down tie
183	Queen City	11.90			Defective tie cluster - down tie
184	Queen City	12.00			55 7/8" tight gage
185	Queen City	12.05			Defective tie cluster - down tie
186	Queen City	12.15	W		Joint tie defect - spike
187	Queen City	122.00			Defective tie cluster - down tie
188	Queen City	12.40			Defective tie cluster - down tie
189	NLA	12.50			Lewis Road Crossing - missing Stop sign E Side, missing Crossing sign W Side
190	NLA	12.50			58" wide gage through grade crossing, replace 18 ties
191	Queen City	12.55	W		Joint tie defect - down tie
192	Queen City	12.60	E		Joint tie defect - spike
193	Queen City	12.62	E		Joint tie defect - spike
194	Queen City	12.62	W		3/16" Gage Mismatch
195	Queen City	12.65			1 1/2" reverse superelevation - MP 12.60-12.75
196	Queen City	12.65	W		Joint tie defect - spike
197	Queen City	12.65	E		1/4" Gage Mismatch
198	Queen City	12.66	E		Joint tie defect - spike
199	Queen City	12.82	W		Joint tie defect - spike
200	Queen City	12.82	E		Joint tie defect - spike
201	Queen City	12.85	E		1/4" Gage Mismatch
202	Queen City	12.94			Joint tie defect - spike
203	Queen City	12.95			Insufficient ballast - north approach to bridge
204	NLA	12.95	E		Joint tie defect - 1 new tie (8"x9") - on bridge
205	NLA	12.95			Defective tie cluster - 4 new ties (8"x8") on bridge
206	NLA	12.95			Add timber guards (386')
207	Queen City	12.96	W		3/16" Gage Mismatch
208	Queen City	12.96	E		3/16" Gage Mismatch
209	Queen City	12.97	E		Joint tie defect - spike
210	Queen City	13.20	E		1/4" Gage Mismatch
211	Queen City	13.25	W		Joint tie defect - down tie
212	Queen City	13.30	E		Joint tie defect - spike
213	Queen City	13.31	E		Joint tie defect - spike
214	Queen City	13.35	E		Joint tie defect - spike
215	NLA	13.60	W		1/4" Vertical Tread Mismatch - Macon Lake
216	Queen City	13.70	W		Fastener defect at joint - tighten bolts (comp bar)
217	Queen City	13.70	E		1/4" Gage Mismatch - tighten bolts (comp bar)
218	Queen City	13.75	E		1/4" Gage Mismatch
219	Queen City	13.75	E		Joint tie defect - spike
220	Queen City	13.76	E		Joint tie defect - spike
221	Queen City	13.76	E		Fastener defect at joint - missing bolt
222	Queen City	13.90	E		Joint tie defect - down tie
223	Queen City	13.95	E		Joint tie defect - down tie
224	Queen City	13.97			Defective tie cluster - down tie

225	Queen City	13.97	E		3/16" Gage Mismatch
226	Queen City	13.98			Defective tie cluster - new tie
227	Queen City	14.02	E		Joint tie defect - spike
228	Queen City	14.03	E		Joint tie defect - down tie
229	Queen City	14.04	E		Joint tie defect - spike
230	Queen City	14.05	W		Joint tie defect - spike
231	Queen City	14.08	E		Joint tie defect - down tie
232	NLA	14.10			Private Crossing - missing ENS and private crossing signs
233	Queen City	14.10	E		2 1/2" Cross-level thru crossing
234	Queen City	14.12	W		Joint tie defect - spike
235	Queen City	14.13			Defective tie cluster - new tie
236	Queen City	14.15	W		Joint tie defect - spike
237	Queen City	14.20			Defective tie cluster - new tie
238	Queen City	14.25			Defective tie cluster - spike
239	Queen City	14.41			55 3/4" tight gage
240	Queen City	14.55			Defective tie cluster - new tie
241	Queen City	14.70	W		1/4" Gage Mismatch
242	Queen City	14.80			2 1/4" Cross-level thru crossing
243	Queen City	14.84	E		Joint tie defect - spike
244	Queen City	14.85	E		Joint tie defect - spike
245	Queen City	14.92	E		Joint tie defect - down tie
246	Queen City	14.96			Defective tie cluster - spike
247	Queen City	14.96			Joint tie defect - new tie
248	Queen City	15.00			Joint tie defect - spike
249	Queen City	15.04			Defective tie cluster - new tie
250	Queen City	15.06	W		Joint tie defect - spike
251	Queen City	15.08	E		Joint tie defect - spike
252	Queen City	15.08			Defective tie cluster - new tie
253	Queen City	15.09			Defective tie cluster - new tie
254	Queen City	15.11	W		Joint tie defect - down tie
255	Queen City	15.15			Defective tie cluster - new tie
256	Queen City	15.18	E		Joint tie defect - spike
257	Queen City	15.20	E		Joint tie defect - spike
258	Queen City	15.22			Defective tie cluster - new tie
259	Queen City	15.24			Defective tie cluster - new tie
260	Queen City	15.25	E		Joint tie defect - down tie
261	Queen City	15.27	W		Joint tie defect - down tie
262	Queen City	15.27			Defective tie cluster - new tie
263	?	15.30	E		Switch Point Defect - does not close - North Macon Lake LH TO
264	Queen City	15.30			6 Missing Cotter Pins in Point
265	NLA	15.30			Paint Switch Stand Target Sign
266	Queen City	15.30			1 Missing Cotter Pin in #2 Rod
267	Queen City	15.30	E		Center break joint bar - turnout side
268	Queen City	15.30			No spring mechanism in Frog - move frog from Eudora Siding
269	Queen City	15.30			Broken heal block - from Tripp Jct
270	NLA	15.35			Private Crossing - missing East ENS and private crossing signs
271	?	15.40			Spring Frog not functioning - South Macon Lake RH TO
272	Queen City	15.40			Find Riceland Frog or use Livinston Frog
273	NLA	15.40			Pull Spring Frog together temporarily
274	NLA	15.40			Missing 8550 to 65 Comp Bars (6 x 5x 4 1/2 and 4 1/2 x 5 x 6)

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 11/30/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
275	Queen City	15.42			Defective tie cluster - spike
276	Queen City	15.50			Defective tie cluster - new tie
277	NLA	15.65	W		Provide 33' of 9020 Rail
278	Queen City	15.70	E		Joint tie defect - new tie
279	Queen City	15.72	E		Joint tie defect - spike
280	Queen City	15.75			Tight Gage
281	Queen City	15.80	W		Joint tie defect - down tie
282	Queen City	15.90			Defective tie cluster - spike
283	Queen City	15.91	E		Joint tie defect - new tie
284	Queen City	15.92	E		Joint tie defect - down tie
285	Queen City	16.00	W		Joint tie defect - spike
286	Queen City	16.20			1/4" Gage Mismatch & tight gage
287	Queen City	16.40	E		Joint tie defect - spike
288	Queen City	16.41	E		Joint tie defect - spike
289	Queen City	16.45	W		3/16" Gage Mismatch
290	Queen City	16.55	W		Joint tie defect - down tie
291	Queen City	16.60	E		Joint tie defect - spike
292	Queen City	16.65	E		Joint tie defect - new tie
293	Queen City	16.71			Vertical profile defect - low north approach to bridge
294	NLA	16.71			Deck Tie Replacement part of Bridge Rehab Project - ODTT
295	Queen City	16.71			Insufficient ballast - south approach to bridge
296	NLA	16.75	W		Section 9 Road Crossing - missing 1/2 of a crossing sign
297	Queen City	16.77	W		Vertical split head rail
298	Queen City	16.80	W		Joint tie defect - spike
299	Queen City	16.85	E		Joint tie defect - down tie
300	Queen City	16.87	E		1/4" Gage Mismatch & Fastener Defect - missing bolt
301	Queen City	16.88	W		Joint tie defect - down tie
302	Queen City	16.89	W		Joint tie defect - spike
303	Queen City	16.90	E		1/4" Gage Mismatch
304	Queen City	16.92	E		Joint tie defect - spike
305	Queen City	16.93	E		Fastener defect - bolt
306	Queen City	16.95	E		1/4" Gage Mismatch & 1/4" Tread Mismatch
307	Queen City	17.00			Temporary construction crossing - remove & surface
308	Queen City	17.00			2 1/2" cross-level
309	Queen City	17.10	E		5/16" Gage Mismatch
310	Queen City	17.11	E		1/4" Gage Mismatch
311	Queen City	17.25	E		Joint tie defect - spike
312	Queen City	17.30	E		Joint tie defect - spike
313	Queen City	17.35	E		1/4" Gage Mismatch
314	Queen City	17.38	W		Joint tie defect - spike
315	Queen City	17.40	E		Joint tie defect - spike
316	Queen City	17.40	E		Joint tie defect - spike
317	Queen City	17.45	W		Joint tie defect - spike
318	Queen City	17.49			Joint tie defect - spike
319	Queen City	17.50	E		Insufficient ballast - north approach to bridge
320	NLA	17.50			New bridge deck tie (6"x8") - north end
321	NLA	17.50			Straighten skewed ties - north end (2)
322	Queen City	17.55	W		Joint tie defect - spike
323	Queen City	17.57	W		Joint tie defect - down tie
324	Queen City	17.60	E		Joint tie defect - spike
325	Queen City	17.62	E		Joint tie defect - spike
326	Queen City	17.63			55 3/4" tight gage

327	Queen City	17.65	E		Joint tie defect - spike
328	Queen City	17.70	E		Joint tie defect - new tie
329	Queen City	17.75	E		Joint tie defect - new tie
330	Queen City	17.80			55 3/4" tight gage
331	Queen City	17.82	E		Joint tie defect - spike
332	Queen City	17.85	E		Joint tie defect - spike
333	Queen City	17.90	W		Joint tie defect - spike
334	Queen City	17.95	E		1/4" Gage Mismatch
335	Queen City	17.95	E		Joint tie defect - spike
336	Queen City	17.97	E		Joint tie defect - spike
337	Queen City	17.97	E		Joint tie defect - down tie
338	Queen City	18.00	E		Joint tie defect - spike
339	Queen City	18.01	E		Joint tie defect - spike
340	Queen City	18.01	E		Joint tie defect - spike
341	Queen City	18.01	W		Joint tie defect - spike
342	Queen City	18.05			55 7/8" tight gage
343	Queen City	18.06	W		Joint tie defect - down tie
344	Queen City	18.07	E		Joint tie defect - spike
345	Queen City	18.10	E		Joint tie defect - spike
346	Queen City	18.15	E		Joint tie defect - spike
347	Queen City	18.18	E		Joint tie defect - spike
348	Queen City	18.20	E		Joint tie defect - spike
349	Queen City	18.22	W		Joint tie defect - spike
350	Queen City	18.25	E		1/4" Gage Mismatch
351	Queen City	18.27	W		Joint tie defect - spike
352	Queen City	18.30	W		Joint tie defect - spike
353	Queen City	18.30	W		Joint tie defect - spike
354	Queen City	18.32	E		3/16" Gage Mismatch
355	Queen City	18.35	E		Joint tie defect - spike
356	Queen City	18.36	E		3/16" Gage Mismatch
357	Queen City	18.37	E		Joint tie defect - spike
358	Queen City	18.38	W		Joint tie defect - spike
359	Queen City	18.39	E		Joint tie defect - down tie
360	Queen City	18.39	W		Joint tie defect - down tie
361	Queen City	18.39			Insufficient ballast
362	Queen City	18.40			Vertical profile defect - > 3" hump at north approach to crossing
363	Queen City	18.40			Defective tie cluster - spike
364	NLA	18.40			Horizontal alignment defect - 7 7/8" misalignment
365	Queen City	18.40			Vertical profile defect - > 3" hump at south approach to crossing
366	NLA	18.40			AR Hwy 257 crossing signs, yield signs, and ENS signs down
367	Queen City	18.40	W		Fastener defect - missing bolt
368	Queen City	18.41	E		Joint tie defect - spike
369	Queen City	18.45	W		Joint tie defect - spike
370	Queen City	18.50			Defective tie cluster - down tie
371	Queen City	18.60	E		Joint tie defect - down tie
372	Queen City	18.62	E		Joint tie defect - down tie
373	Queen City	18.65			Insufficient ballast
374	Queen City	18.75	E		Joint tie defect - down tie
375	Queen City	18.75			Fastener defect - missing bolt
376	Queen City	18.76	E		Joint tie defect - spike
377	Queen City	18.80	E		Broken rail / Bolt hole break
378	Queen City	18.82	W	G	joint bar break - bolt hole
379	Queen City	18.82	E		Fastener defect
380	Queen City	18.85			Defective tie cluster - down tie
381	Queen City	18.85	E		Joint tie defect - down tie
382	Queen City	18.85	E		Joint tie defect - spike
383	Queen City	18.87	E	G	joint bar break
384	Queen City	18.95	E		Joint tie defect - spike

385	Queen City	18.97	W		Joint tie defect - spike
386	Queen City	19.00	E		Joint tie defect - spike
387	Queen City	19.15	E		Joint tie defect - spike
388	Queen City	19.20	E		Joint tie defect - down tie
389	Queen City	19.25	E		Joint tie defect - spike
390	Queen City	19.40			2 3/8" Cross-level
391	Queen City	19.40			Vertical profile defect - > 4" hump
392	Queen City	19.40			Insufficient ballast
393	Queen City	19.40	W		Joint tie defect - down tie
394	Queen City	19.40	W	F	Broken base rail
395	Queen City	19.50	E		Joint tie defect - spike
396	Queen City	19.70	E		Joint tie defect - down tie
397	Queen City	19.72			Defective tie cluster - down tie
398	Queen City	19.73	W		1/4" Gage Mismatch
399	Queen City	19.75	E		Joint tie defect - spike
400	Queen City	19.76	E		Joint tie defect - down tie
401	Queen City	19.90	E		Joint tie defect - spike
402	Queen City	20.01			Vertical profile defect - > 4 1/2" hump at Lewis Road crossing
403	Queen City	20.01			Insufficient ballast - north and south approaches to crossing
404	Queen City	20.05	E		Joint tie defect - spike
405	Queen City	20.06	E		Joint tie defect - spike
406	Queen City	20.06	E	G	joint bar break - center
407	Queen City	20.06	E		Joint tie defect - spike
408	Queen City	20.12			Insufficient ballast - north and south approaches to bridge
409	Queen City	20.20			Defective tie cluster - down tie
410	Queen City	20.21			Defective tie cluster - down tie
411	Queen City	20.23	W		Joint tie defect - spike
412	Queen City	20.24	E		Joint tie defect - spike
413	Queen City	20.24	W		Joint tie defect - spike
414	Queen City	20.26	E		1/4" Gage Mismatch
415	Queen City	20.26			55 1/2" tight gage
416	Queen City	20.26	E		Joint tie defect - spike
417	Queen City	20.27	E		3/16" Gage Mismatch
418	Queen City	20.28			55 3/4" tight gage
419	Queen City	20.29	E		1/4" Gage Mismatch
420	Queen City	20.29	E		Joint tie defect - spike
421	Queen City	20.30	E		Joint tie defect - spike
422	Queen City	20.31	W		Joint tie defect - spike
423	Queen City	20.32	E		Joint tie defect - spike
424	Queen City	20.34	E		3/16" Gage Mismatch
425	Queen City	20.41	E		1/4" Gage Mismatch
426	Queen City	20.43			Defective tie cluster - new tie
427	Queen City	20.50	E		Joint tie defect - spike
428	Queen City	20.55	E		1/4" Gage Mismatch
429	Queen City	20.56	E		Fastener defect - missing bolt
430	Queen City	20.58	E		Joint tie defect - down tie
431	Queen City	20.59	E		Joint tie defect - spike
432	Queen City	20.59	E		Joint tie defect - spike
433	Queen City	20.60			Insufficient ballast
434	Queen City	20.62	E		Joint tie defect - spike
435	Queen City	20.63	E		Joint tie defect - spike
436	Queen City	20.65			Defective tie cluster - spike
437	Queen City	20.68	E		Joint tie defect - spike
438	Queen City	20.75	E		Joint tie defect - spike
439	Queen City	20.77	E		3/16" Gage Mismatch
440	Queen City	20.80			Insufficient ballast
441	Queen City	20.80			2" Cross-level
442	Queen City	20.85	W		Joint tie defect - spike

443	Queen City	20.90			55 7/8" tight gage
444	Queen City	21.20			Insufficient ballast - north approach to St. Lukes Road crossing
445	Queen City	21.20			2" Cross-level
446	Queen City	21.20			Vertical profile defect - > 2 1/2" sag at St. Lukes Road crossing
447	NLA	21.20			St. Lukes Road missing crossing signs, yield signs, and ENS signs
448	Queen City	21.25	E		Joint tie defect - spike
449	Queen City	21.35			Defective tie cluster - down tie
450	Queen City	21.40	W		Joint tie defect - spike
451	Queen City	21.42	E		Joint tie defect - spike
452	Queen City	21.43	E		3/16" Gage Mismatch
453	Queen City	21.44	W		Joint tie defect - spike
454	Queen City	21.45			Cross-level - 2" superelevation to be reduced to 1" superelevation
455	Queen City	21.47			Defective tie cluster - new tie
456	Queen City	21.50	W		Joint tie defect - spike
457	Queen City	21.50			Defective tie cluster - spike
458	Queen City	21.53			Defective tie cluster - new tie
459	Queen City	21.58			Defective tie cluster - spike
460	Queen City	21.62	E		Joint tie defect - spike
461	Queen City	21.68	E		Joint tie defect - new tie
462	Queen City	21.72	W		Joint tie defect - spike
463	Queen City	21.73			Defective tie cluster - spike
464	Queen City	21.76			Defective tie cluster - spike
465	Queen City	21.77			Joint tie defect - down tie
466	Queen City	21.79			Cross-level - 2" superelevation to be reduced to 1" superelevation
467	Queen City	21.81	E		Joint tie defect - move tie - comp bar
468	Queen City	21.85			Defective tie cluster - spike
469	Queen City	21.85	E		Fastener defect - missing bolt (2)
470	Queen City	21.85	E		Fastener defect - missing bolt (2)
471	Queen City	21.86			Defective tie cluster - spike
472	Queen City	21.86	W		Joint tie defect - down tie
473	Queen City	21.87			Defective tie cluster - new tie
474	Queen City	21.88			Defective tie cluster - down tie
475	Queen City	21.90	W		Joint tie defect - spike
476	Queen City	21.91			Defective tie cluster - down tie
477	Queen City	21.92			Defective tie cluster - down tie
478	Queen City	21.94			Defective tie cluster - down tie
479	Queen City	21.97	W		1/4" Gage Mismatch
480	Queen City	22.00			Defective tie cluster - new tie
481	Queen City	22.01	E		Joint tie defect - spike
482	Queen City	22.04	E		Vertical split head rail
483	Queen City	22.07			Defective tie cluster - down tie
484	Queen City	22.08	E		Joint tie defect - spike
485	Queen City	22.09	E		Joint tie defect - spike
486	?	22.10			Remove Livingston #7 RH TO and keep parts, leave switch ties
487	Queen City	22.10			Cross-level
488	Queen City	22.20			Cross-level
489	Queen City	22.20			Replace 2 Head Block Ties
490	Queen City	22.20			joint bar break - bolt hole
491	Queen City	22.20			Missing turnout side guardrail
492	Queen City	22.20			Move #9 RH Spring Frog to South Macon Lake - along the E side of tracks

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 12/1/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
493	Queen City	22.25			Dock Track LH #9 TO - Connect rod
494	Queen City	22.25			Switch stand
495	Queen City	22.25			2 Head Block (HB) Ties
496	Queen City	22.25	E		1 Missing Brace
497	Queen City	22.25	E		5 Loose Braces
498	Queen City	22.25	W		4 Missing Braces
499	Queen City	22.25	E	F&G	joint bar break
500	Queen City	22.25			Loose wedge and missing Cotter pin
501	Queen City	22.25			Missing turnout side guardrail
502	Queen City	22.25	E	F&G	joint bar break
503	Queen City	22.25		F	joint bar break - bolt hole
504	NLA	22.40			Private Crossing - missing ENS and private crossing signs (3 tracks)
505	Queen City	22.50	E		3/16" Gage Mismatch
506	Queen City	22.60	E		1/4" Gage Mismatch
507	Queen City	22.62	E		Broken rail
508	NLA	22.65	E		Fastener defect - missing bolt
509	Queen City	22.67	E	F	Broken base rail
510	Queen City	22.70	E		Joint tie defect - spike
511	Queen City	22.78			Defective tie cluster - down tie
512	Queen City	22.78	E		Joint tie defect - spike
513	Queen City	22.82	E		Joint tie defect - spike
514	Queen City	22.83	E		Joint tie defect - spike
515	Queen City	22.84	W		Joint tie defect - spike
516	Queen City	22.85			Defective tie cluster - spike
517	Queen City	22.86	E		1/4" Gage Mismatch
518	Queen City	22.87	E		Joint tie defect - spike
519	Queen City	22.87	E		Joint tie defect - spike
520	Queen City	22.87	E		Joint tie defect - spike
521	Queen City	22.88	W		Joint tie defect - spike
522	Queen City	22.88	W	F	Broken base rail
523	Queen City	22.88	W		5/16" Gage Mismatch
524	Queen City	22.89			Defective tie cluster - spike
525	Queen City	22.90			South Lake Village Siding LH #9 TO - wedges & guardrail relocate
526	Queen City	22.90			Missing bolt
527	Queen City	22.90			Lower spring frog hold downs
528	Queen City	22.90			Tighten frog springs and clean out frog
529	Queen City	22.90	W		Broken guardrail
530	Queen City	22.90			Broken heal block
531	Queen City	22.90			#1 Rod needs straightened
532	Queen City	22.90			Missiing Cotter Pins (5) in #1 & #2 Rods
533	Queen City	22.92	W		Joint tie defect - spike
534	Queen City	22.94	W		Joint tie defect - spike
535	Queen City	22.96	E		Joint tie defect - spike
536	Queen City	23.08			57 7/8" Wide gage - new tie
537	Queen City	23.10	E		Joint tie defect - spike
538	Queen City	23.12	E		Joint tie defect - down tie
539	Queen City	23.15			Defective tie cluster - new tie
540	Queen City	23.16	E		Joint tie defect - spike
541	Queen City	23.16	E		Fastener defect at joint - tighten bolts
542	Queen City	23.18			Defective tie cluster - new tie
543	Queen City	23.19			Defective tie cluster - spike

544	Queen City	23.19			Defective tie cluster - spike
545	Queen City	23.20			Joint tie defect - down tie
546	Queen City	23.20			Defective tie cluster - new tie
547	NLA	23.20	W		Southside Street - signs down
548	Queen City	23.20			Insufficient ballast - north approach to crossing
549	Queen City	23.20	E		Joint tie defect - down tie
550	Queen City	23.21	E		1/4" Gage Mismatch
551	Queen City	23.21			Joint tie defect - down tie
552	Queen City	23.21			Defective tie cluster - down tie
553	Queen City	23.23	W		Joint tie defect - spike
554	Queen City	23.25	W		Joint tie defect - new tie
555	Queen City	23.27	W		Joint tie defect - down tie
556	Queen City	23.29			1/4" Gage Mismatch
557	Queen City	23.31			Defective tie cluster - down tie
558	Queen City	23.38			Defective tie cluster - new tie
559	Queen City	23.42	E		1/4" Gage Mismatch
560	Queen City	23.46			Defective tie cluster - down tie
561	Queen City	23.46	W		Joint tie defect - spike
562	Queen City	23.48	W		Joint tie defect - spike
563	Queen City	23.48			Defective tie cluster - spike
564	Queen City	23.52	E		7/16" Gage Mismatch
565	Queen City	23.58	E		3/16" Gage Mismatch
566	Queen City	23.62			Defective tie cluster - down tie
567	Queen City	23.66			Joint tie defect - spike
568	Queen City	23.68			Defective tie cluster - new tie
569	Queen City	23.70	W		3/16" Gage Mismatch
570	Queen City	23.72			Defective tie cluster - down tie
571	Queen City	23.74	E		1/4" Gage Mismatch
572	Queen City	23.76			Defective tie cluster - spike
573	Queen City	23.77			Defective tie cluster - spike
574	Queen City	23.78	W		Joint tie defect - spike
575	Queen City	23.79			Defective tie cluster - spike
576	Queen City	23.79	W		1/4" Gage Mismatch
577	Queen City	23.79			Defective tie cluster - spike
578	Queen City	23.79			Defective tie cluster - spike
579	Queen City	23.80			Insufficient ballast - north approach to crossing
580	Queen City	23.80			Defective tie cluster - spike
581	Queen City	23.80			Defective tie cluster - new tie
582	Queen City	23.81	W		Joint tie defect - down tie
583	Queen City	23.82	W		Joint tie defect - down tie
584	Queen City	23.83	W		Joint tie defect - down tie
585	Queen City	23.84			Defective tie cluster - spike
586	Queen City	23.85			Defective tie cluster - spike
587	Queen City	23.86			Defective tie cluster - spike
588	Queen City	23.87	E		Joint tie defect - spike
589	Queen City	23.87			Defective tie cluster - spike
590	Queen City	23.88	E		Joint tie defect - down tie
591	Queen City	23.89	E		Joint tie defect - spike
592	Queen City	23.90			Defective tie cluster - spike
593	Queen City	23.90			Defective tie cluster - spike
594	Queen City	23.91			Defective tie cluster - down tie
595	Queen City	23.91	E		Joint tie defect - spike
596	Queen City	23.92	W		Joint tie defect - spike
597	Queen City	23.92			Defective tie cluster - spike
598	Queen City	23.93	E		Joint tie defect - spike
599	Queen City	23.94			Defective tie cluster - new tie
600	Queen City	23.94	E		Joint tie defect - spike

601	Queen City	23.94	E		3/16" Gage Mismatch
602	Queen City	23.94			Defective tie cluster - spike
603	Queen City	23.95	E		1/4" Gage Mismatch
604	Queen City	23.95			Defective tie cluster - new tie
605	Queen City	23.95			Defective tie cluster - spike
606	Queen City	23.95			Defective tie cluster - down tie
607	Queen City	23.96	E		Joint tie defect - spike
608	Queen City	23.96	E		Joint tie defect - down tie
609	Queen City	23.97			Defective tie cluster - spike
610	Queen City	23.97			Defective tie cluster - down tie
611	Queen City	23.97	E		1/4" Gage Mismatch
612	Queen City	23.98	E		Joint tie defect - spike
613	Queen City	23.98	E		3/16" Gage Mismatch
614	Queen City	23.99			Defective tie cluster - spike
615	Queen City	23.99	E		3/16" Gage Mismatch
616	Queen City	24.00	E		3/16" Gage Mismatch
617	Queen City	24.00			Defective tie cluster - down tie
618	Queen City	24.01	W		Joint tie defect - down tie
619	Queen City	24.01			Defective tie cluster - down tie
620	Queen City	24.02			Defective tie cluster - down tie
621	Queen City	24.03			Defective tie cluster - new tie
622	Queen City	24.04	E		Joint tie defect - spike
623	Queen City	24.04	W		Joint tie defect - down tie
624	Queen City	24.05	W		Joint tie defect - spike
625	Queen City	24.05			55 3/4" Tight gage
626	Queen City	24.06			Defective tie cluster - spike
627	Queen City	24.07	E		1/4" Gage Mismatch
628	Queen City	24.07			Fastener defect - missing bolt
629	Queen City	24.07	E		1/4" Gage Mismatch
630	Queen City	24.08	E		Vertical split head rail
631	Queen City	24.08	E		Joint tie defect - spike
632	Queen City	24.09			Defective tie cluster - spike
633	Queen City	24.09			Fastener defect at joint - tighten bolts
634	Queen City	24.09	W		Joint tie defect - new tie
635	NLA	24.10			Private Crossing - missing ENS and private crossing signs
636	Queen City	24.10	E		1/4" Gage Mismatch
		24.10			End Segment A - Begin Segment B
637	Queen City	24.11	E		Joint tie defect - spike
638	Queen City	24.11			Defective tie cluster - spike
639	Queen City	24.12	W	G	joint bar break - bolt hole
640	Queen City	24.12	E		Fastener defect at joint - tighten bolts
641	Queen City	24.13	W		Joint tie defect - spike
642	Queen City	24.13	W		Fastener defect at joint - tighten bolts
643	Queen City	24.14			Defective tie cluster - down tie
644	Queen City	24.15	E		Joint tie defect - spike
645	Queen City	24.16	E		Joint tie defect - spike
646	Queen City	24.17	W		Joint tie defect - spike
647	Queen City	24.19	E		Fastener defect - missing bolt
648	Queen City	24.22	W		Joint tie defect - spike
649	Queen City	24.24			Defective tie cluster - spike
650	Queen City	24.28	E		1/4" Gage Mismatch
651	NLA	24.30	W		Hwy 82/65 crossing signs down

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 12/2/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
652	Queen City	24.35	E		Joint tie defect - spike
653	Queen City	24.35	W		1/4" Gage Mismatch
654	Queen City	24.35	E		1/4" Gage Mismatch
655	Queen City	24.37	E		3/16" Gage Mismatch
656	Queen City	24.38	E		3/16" Gage Mismatch
657	Queen City	24.38	W		3/16" Gage Mismatch
658	Queen City	24.40	E		3/16" Gage Mismatch
659	Queen City	24.42	E		1/4" Gage Mismatch
660	Queen City	24.44	E		3/16" Gage Mismatch
661	Queen City	24.48	W		3/16" Gage Mismatch
662	Queen City	24.48	E		3/16" Gage Mismatch
663	Queen City	24.50	E	G & F	joint bar break - bolt hole
664	Queen City	24.75	E		3/16" Gage Mismatch
665	Queen City	24.76	E	G & F	joint bar break - bolt hole
666	NLA	24.80	W		Clark Road crossing signs down
667	Queen City	24.80			Defective tie cluster - 3 new ties
668	Queen City	24.81	W		3/16" Gage Mismatch
669	Queen City	24.81	W		Joint tie defect - spike
670	Queen City	24.82	E		Vertical split head rail
671	Queen City	24.90	E		3/16" Gage Mismatch
672	Queen City	24.92			Defective tie cluster - spike
673	Queen City	24.94	E		Joint tie defect - spike
674	Queen City	24.94			Fastener defect at joint - tighten bolts
675	Queen City	25.00	W		Joint tie defect - spike
676	Queen City	25.10	W		3/16" Gage Mismatch
677	Queen City	25.12	E		3/16" Gage Mismatch
678	Queen City	25.12	E		Joint tie defect - spike
679	Queen City	25.14			Defective tie cluster - spike & new tie
680	Queen City	25.15	E		3/16" Gage Mismatch
681	Queen City	25.17	W		3/8" Gage Mismatch
682	Queen City	25.20	E		3/16" Gage Mismatch
683	Queen City	25.22	E		1/4" Gage Mismatch
684	Queen City	25.24	E		Joint tie defect - down tie
685	Queen City	25.26	E		3/16" Gage Mismatch
686	Queen City	25.28	W		Vertical split head rail
687	Queen City	25.28	W		Replace rail - torch damage
688	Queen City	25.28	E		5/16" Gage Mismatch
689	Queen City	25.28	W		Joint tie defect - new tie
690	Queen City	25.30	W	F	Broken base rail
691	Queen City	25.31			Fastener defect at joint - tighten bolts
692	Queen City	25.31			55 3/4" Tight gage
693	Queen City	25.33	W		Fastener defect at joint - missing bolt
694	Queen City	25.36			Defective tie cluster - new tie
695	Queen City	25.38	E	F	joint bar break - center
696	Queen City	25.40	E		Joint tie defect - down tie
697	Queen City	25.42	W		Joint tie defect - spike
698	Queen City	25.44			Defective tie cluster - new tie
699	Queen City	25.45	E	F	joint bar break - center
700	Queen City	25.46			Defective tie cluster - new tie & down tie
701	NLA	25.48			Private Crossing - missing ENS and private crossing signs
702	Queen City	25.50	E		Joint tie defect - spike

703	Queen City	25.51			Defective tie cluster - new tie
704	Queen City	25.52			Defective tie cluster - new tie
705	Queen City	25.53	W	G	joint bar break - center
706	Queen City	25.54	E	G & F	joint bar break - center
707	Queen City	25.56	E	F	Broken base rail
708	Queen City	25.58	W		Fastener defect at joint - missing 2 bolts
709	Queen City	25.60			Defective tie cluster - new tie
710	Queen City	25.62	W		Joint tie defect - spike
711	Queen City	25.65			Fastener defect at joint - tighten bolts
712	Queen City	25.70			Defective tie cluster - new tie
713	Queen City	25.75			Defective tie cluster - new tie
714	Queen City	25.80	W	G & F	joint bar break - center
715	Queen City	25.82	E		3/16" Gage Mismatch
716	Queen City	25.84	E		1/4" Gage Mismatch
717	Queen City	25.86	E	G & F	joint bar break - bolt hole
718	Queen City	25.88	W		Joint tie defect - spike
719	Queen City	25.90	E		Joint tie defect - spike
720	Queen City	25.92	E		Fastener defect at joint - tighten bolts
721	Queen City	25.93	E		3/16" Gage Mismatch
722	Queen City	25.94	E		Joint tie defect - spike
723	Queen City	25.95	W		Fastener defect at joint - tighten bolts
724	Queen City	25.96	E		Joint tie defect - spike
725	Queen City	25.96			Insufficient ballast
726	Queen City	25.97	E	F	Broken base rail
727	Queen City	25.97	W		Joint tie defect - spike
728	Queen City	26.00			Defective tie cluster - down tie
729	Queen City	26.00			Vertical hump profile - north & south approach to grade crossing
730	Queen City	26.00			Insufficient ballast - north & south approach to grade crossing
731	Queen City	26.02			Defective tie cluster - spike
732	Queen City	26.18	E		Vertical split head rail
733	Queen City	26.20			5" vertical sag profile - north approach to bridge
734	Queen City	26.20			4" vertical sag profile - north approach to bridge
735	Queen City	26.20	E		Fastener defect at joint - tighten bolts
736	Queen City	26.30	E	G	joint bar break - center
737	Queen City	26.32	E		Fastener defect at joint - tighten bolts
738	Queen City	26.34	E		Fastener defect at joint - tighten bolts
739	Queen City	26.36	E		Fastener defect at joint - tighten bolts
740	Queen City	26.38	W		Joint tie defect - spike
741	Queen City	26.42	E		1/4" Gage Mismatch (& 55 3/4" tight gage)
742	Queen City	26.44	E		3/16" Gage Mismatch
743	Queen City	26.45	E		3/8" Gage Mismatch
744	Queen City	26.46	E		3/16" Gage Mismatch
745	Queen City	26.46	E		3/16" Gage Mismatch
746	Queen City	26.46	W		Fastener defect at joint - tighten bolts
747	Queen City	26.47	W		Fastener defect at joint - tighten bolts
748	Queen City	26.47	E	G & F	joint bar break - bolt hole
749	Queen City	26.47	E		Fastener defect at joint - tighten bolts
750	Queen City	26.48	E		Joint tie defect - spike
751	Queen City	26.48	E		Fastener defect at joint - tighten bolts
752	Queen City	26.49	E		Joint tie defect - down tie
753	Queen City	26.49	W		Fastener defect at joint - tighten bolts
754	Queen City	26.49	E		Fastener defect at joint - tighten bolts
755	Queen City	26.49	W	G	joint bar break - bolt hole
756	Queen City	26.49	E		3/16" Gage Mismatch
757	NLA	26.50	E		Roark Loop - signs down
758	Queen City	26.50	W		1/4" Tread Mismatch
759	Queen City	26.51			Fastener defect at joint - tighten bolts

760	Queen City	26.51			Fastener defect at joint - tighten bolts
761	Queen City	26.51			Fastener defect at joint - tighten bolts
762	Queen City	26.52	W	G & F	joint bar break - center
763	Queen City	26.52	E		Fastener defect at joint - tighten bolts
764	Queen City	26.52	E		Fastener defect at joint - tighten bolts
765	Queen City	26.53	E	F	joint bar break - center
766	Queen City	26.54	E		Fastener defect at joint - tighten bolts
767	Queen City	26.55	E		1/4" Gage Mismatch
768	Queen City	26.56	E		Fastener defect at joint - tighten bolts
769	Queen City	26.57	E		Fastener defect at joint - tighten bolts
770	Queen City	26.58	W	F	joint bar break - center
771	Queen City	26.59	W		Fastener defect at joint - missing bolt
772	Queen City	26.60	E	G & F	joint bar break - center
773	Queen City	26.61	E	G & F	joint bar break - center
774	Queen City	26.62	E	F	joint bar break - center
775	Queen City	26.63	W	G & F	joint bar break - 1/4 break
776	Queen City	26.64	E		Joint tie defect - spike
777	Queen City	26.65	W	F	joint bar break - center
778	Queen City	26.66	E	F	joint bar break - center
779	Queen City	26.67	W	F	joint bar break - bolt hole
780	Queen City	26.70			Vertical hump profile - at RCB
781	Queen City	26.71			Insufficient ballast
782	Queen City	26.72	E		Joint tie defect - down tie
783	Queen City	26.74	E	G	joint bar break - bolt hole
784	Queen City	26.75	E		3/8" Gage Mismatch
785	Queen City	26.80			Insufficient ballast
786	Queen City	26.85	E		Joint tie defect - down tie
787	Queen City	26.90	E		Fastener defect at joint - tighten bolts
788	Queen City	26.92	W		Fastener defect at joint - tighten bolts
789	Queen City	26.98	W		3/16" Gage Mismatch
790	Queen City	27.02	E		Fastener defect at joint - 2 missing bolts
791	Queen City	27.03	E		Fastener defect at joint - 2 missing bolts
792	Queen City	27.03	E	G	joint bar break - bolt hole
793	Queen City	27.08	E	G	Broken base rail
794	NLA	27.10			57 1/2" wide gage - in crossing
795	NLA	27.10			12 new ties in crossing
796	NLA	27.10	E		Roark Loop - signs down
797	Queen City	27.10			Vertical hump profile - at grade crossing
798	Queen City	27.15	E		3/16" Gage Mismatch
799	Queen City	27.16	E		Joint tie defect - spike
800	Queen City	27.17			Insufficient ballast
801	Queen City	27.20	E		Joint tie defect - spike
802	Queen City	27.21			Defective tie cluster - new tie
803	Queen City	27.26			Defective tie cluster - new tie
804	Queen City	27.29			Defective tie cluster - new tie
805	NLA	27.29			Private Crossing - missing ENS and private crossing signs
806	Queen City	27.29			58" wide gage thru grade crossing
807	Queen City	27.29	W		3/16" Gage Mismatch
808	Queen City	27.35	W		3/16" Gage Mismatch
809	Queen City	27.40	W		Rail head defect
810	Queen City	27.42	E		1/4" Gage Mismatch
811	Queen City	27.45	E		Installation defect - 11 ties missing spikes
812	Queen City	27.45	E		Fastener defect at joint - tighten bolts
813	Queen City	27.47	E		1/4" Gage Mismatch
814	Queen City	27.49	E		Vertical split head rail
815	Queen City	27.53			Defective tie cluster - new tie
816	Queen City	27.54			Private Crossing - plow out and close

817	Queen City	27.55	W		Joint tie defect - spike
818	Queen City	27.56	W		1/4" Gage Mismatch
819	Queen City	27.58			Insufficient ballast
820	Queen City	27.59			Defective tie cluster - new tie
821	NLA	27.60			Jennie Cutoff Road - missing ENS and crossing signs
822	NLA	27.60	E		Broken rail - in grade crossing
823	Queen City	27.61			Defective tie cluster - new tie
824	Queen City	27.61			Defective tie cluster - spike
825	Queen City	27.61			Defective tie cluster - new tie
826	Queen City	27.65	E		Joint tie defect - spike
827	Queen City	27.68	E		1/4" Gage Mismatch
828	Queen City	27.68			55 7/8" tight gage
829	Queen City	27.75	E	G & F	joint bar break - center
830	Queen City	27.75			Insufficient ballast
831	Queen City	27.78	W		Vertical split head rail
832	Queen City	27.82	E	G	joint bar break - bolt hole
833	Queen City	27.83	W		Joint tie defect - spike
834	Queen City	27.85	E		3/16" Gage Mismatch
835	Queen City	27.86	W		3/16" Gage Mismatch
836	Queen City	27.88	W	G	joint bar break - bolt hole
837	Queen City	27.90			Insufficient ballast
838	Queen City	27.92			Fastener defect at joint - tighten bolts
839	Queen City	27.95			Defective tie cluster - new tie
840	Queen City	27.96	E		3/16" Gage Mismatch
841	Queen City	27.97	E	G	joint bar break - bolt hole
842	Queen City	28.00	E	F	joint bar break - bolt hole
843	Queen City	28.01	E	G	joint bar break - bolt hole
844	Queen City	28.10	E		Fastener defect at joint - tighten bolts
845	Queen City	28.15	E		Vertical split head rail
846	Queen City	28.15	E		Joint tie defect - new tie
847	Queen City	28.15			Defective tie cluster - 2 new ties & spike & roll ties
848	Queen City	28.17	E		3/16" Gage Mismatch
849	Queen City	28.19	E	G & F	joint bar break - 1/4 break
850	Queen City	28.20			Fastener defect at joint - tighten bolts
851	Queen City	28.22	W	G	joint bar break - bolt hole
852	Queen City	28.24	E	G & F	joint bar break
853	Queen City	28.25	W		3/16" Gage Mismatch
854	Queen City	28.27	E	G & F	joint bar break - bolt hole
855	Queen City	28.28			Insufficient ballast
856	Queen City	28.29	E		1/4" Gage Mismatch
857	Queen City	28.31			Insufficient ballast
858	Queen City	28.32			Defective tie cluster - spike
859	Queen City	28.35	W		3/16" Gage Mismatch
860	Queen City	28.38	W		Joint tie defect - spike
861	Queen City	28.39	E		Joint tie defect - spike
862	Queen City	28.42	E		Fastener defect at joint - tighten bolts
863	Queen City	28.43	W		Fastener defect at joint - tighten bolts
864	Queen City	28.44	E		3/16" Gage Mismatch
865	Queen City	28.45			Defective tie cluster - new tie
866	Queen City	28.46	W	G	joint bar break - bolt hole
867	Queen City	28.47	W	G	joint bar break - bolt hole
868	Queen City	28.48			Defective tie cluster - spike
869	Queen City	28.49			Defective tie cluster - new tie
870	Queen City	28.50	W	G	joint bar break - bolt hole
871	Queen City	28.51	W	G & F	joint bar break - bolt hole
872	Queen City	28.52	W	G	joint bar break - bolt hole
873	Queen City	28.54			Fastener defect at joint - tighten bolts

874	Queen City	28.55	E	G & F	joint bar break - bolt hole
875	Queen City	28.56	W		Fastener defect at joint - tighten bolts
876	Queen City	28.56	E		Replace rail - torch damage
877	Queen City	28.57	E		Fastener defect at joint - tighten bolts
878	Queen City	28.58	E		Fastener defect at joint - tighten bolts
879	Queen City	28.59	E	F	joint bar break - bolt hole
880	Queen City	28.59	W	G & F	joint bar break - bolt hole
881	Queen City	28.61	W		Fastener defect at joint - tighten bolts
882	Queen City	28.61	E		Fastener defect at joint - tighten bolts
883	Queen City	28.62			Insufficient ballast
884	NLA	28.64			Private Crossing - missing ENS and private crossing signs
885	Queen City	28.65			Insufficient ballast
886	Queen City	28.70	W	G	joint bar break - bolt hole
887	Queen City	28.71			Insufficient ballast
888	Queen City	28.72	E		5/16" Gage Mismatch
889	Queen City	28.73	W	G	joint bar break - bolt hole
890	Queen City	28.75	E		Fastener defect at joint - missing washer & bolt
891	Queen City	28.75	E		Fastener defect at joint - missing washer & bolt
892	Queen City	28.85	E		Fastener defect at joint - missing washer
893	Queen City	28.85	W		Fastener defect at joint - missing washer
894	Queen City	28.87	W		Joint tie defect - down tie
895	Queen City	29.00	E		Joint tie defect - new tie
896	Queen City	29.02	W		Joint tie defect - new tie
897	Queen City	29.04			Defective tie cluster - spike
898	Queen City	29.06			Defective tie cluster - new tie
899	Queen City	29.06	E		3/16" Gage Mismatch
900	Queen City	29.10			Defective tie cluster - new tie
901	Queen City	29.10			Defective tie cluster - new tie
902	Queen City	29.10	W		Joint tie defect - down tie
903	Queen City	29.10	E		Vertical split head rail
904	Queen City	29.10			Defective tie cluster - 2 new ties
905	Queen City	29.20			Defective tie cluster - new tie
906	Queen City	29.30	E		Fastener defect at joint - missing washer
907	Queen City	29.31			Defective tie cluster - new tie
908	Queen City	28.32	E		Joint tie defect - spike
909	Queen City	29.35			Defective tie cluster - new tie
910	Queen City	29.40			Insufficient ballast
911	Queen City	29.41			Defective tie cluster - new tie & spike
912	Queen City	29.41			Defective tie cluster - spike
913	Queen City	29.42			Defective tie cluster - spike
914	Queen City	29.43			Defective tie cluster - spike
915	Queen City	29.44			Defective tie cluster - new tie
916	Queen City	29.45	W		Joint tie defect - down tie
917	Queen City	29.46	E		3/16" Gage Mismatch
918	Queen City	29.47	W		Joint tie defect - spike
919	Queen City	29.47	E		Joint tie defect - down tie
920	Queen City	29.50			55 3/4" tight gage
921	Queen City	29.52	E		1/4" Gage Mismatch
922	Queen City	29.52			Insufficient ballast
923	Queen City	29.54	E		Defective tie cluster - 7 ties in a row not spiked
924	Queen City	29.55	E		3/16" Gage Mismatch - comp bar
925	Queen City	29.58			Insufficient ballast - north approach to grade crossing
926	NLA	29.58			Private Crossing - missing ENS and private crossing signs
927	Queen City	29.58	E		5/16" Gage Mismatch - comp bar in crossing
928	Queen City	29.58	E	F	joint bar break - bolt hole
929	Queen City	29.59	W		Joint tie defect - new tie
930	Queen City	29.62	E	F	Broken base rail

931	Queen City	29.63	W		3/16" Gage Mismatch
932	Queen City	29.65	E		Joint tie defect - spike
933	Queen City	29.75			Defective tie cluster - new tie
934	Queen City	29.76	W		Fastener defect at joint - missing bolt
935	Queen City	29.77	W		Vertical split head rail
936	Queen City	29.78			Defective tie cluster - spike
937	Queen City	29.79			Defective tie cluster - down tie
938	Queen City	29.80	E		Joint tie defect - down tie
939	Queen City	29.82			Insufficient ballast
940	Queen City	29.83	E		Joint tie defect - spike
941	Queen City	29.84	W	F	Broken base rail
942	Queen City	29.84	E		3/16" Gage Mismatch
943	Queen City	29.85			Defective tie cluster - down tie
944	Queen City	29.90			Defective tie cluster - down tie
945	Queen City	29.95	W	F	Broken base rail
946	Queen City	29.95			Defective tie cluster - new tie
947	Queen City	29.96			Defective tie cluster - new tie
948	Queen City	30.00	W		Joint tie defect - new tie
949	Queen City	30.02	E		1/4" Gage Mismatch
950	Queen City	30.03	E		5/16" Gage Mismatch
951	Queen City	30.03			Fastener defect at joint - tighten bolts & missing washer
952	Queen City	30.04	W	F	Base Defect Rail
953	Queen City	30.04	E		1/4" Gage Mismatch
954	Queen City	30.04	E		1/4" Gage Mismatch
955	Queen City	30.05	E		Joint tie defect - spike
956	Queen City	30.06	E		1/4" Gage Mismatch
957	Queen City	30.06	E		3/16" Gage Mismatch
958	Queen City	30.07	W		Joint tie defect - new tie
959	Queen City	30.09			Insufficient ballast
960	Queen City	30.10	E		1/4" Gage Mismatch
961	Queen City	30.11	E		Joint tie defect - new tie
962	Queen City	30.14			Insufficient ballast
963	Queen City	30.15	E		Fastener defect at joint - missing bolt
964	Queen City	30.15	E		Broken base rail
965	Queen City	30.16			Defective tie cluster - spike
966	Queen City	30.16	E		3/16" Gage Mismatch
967	Queen City	30.17	W		Joint tie defect - new tie
968	Queen City	30.17	E		1/4" Gage Mismatch
969	Queen City	30.18	W		Joint tie defect - down tie
970	Queen City	30.18	E		Joint tie defect - new tie
971	Queen City	30.19			Insufficient ballast
972	Queen City	30.20	E		5/16" Gage Mismatch
973	Queen City	30.22	E		1/4" Gage Mismatch
974	Queen City	30.22	W		Fastener defect at joint - missing bolt
975	Queen City	30.30	E		Joint tie defect - spike
976	Queen City	30.32	E		Joint tie defect - down tie
977	Queen City	30.33	E		Fastener defect at joint - missing washer
978	Queen City	30.35	W		3/8" Gage Mismatch
979	Queen City	30.36	E		Joint tie defect - spike
980	Queen City	30.42			Defective tie cluster - spike
981	Queen City	30.45			change out two rails from 115 to 8550 each side - grind down welds
982	Queen City	30.47			Insufficient ballast
983	Queen City	30.50	E		3/16" Gage Mismatch
984	Queen City	30.52			Insufficient ballast
985	Queen City	30.56	E		Joint tie defect - spike
986	Queen City	30.57	W		Joint tie defect - spike
987	NLA	30.60			AR Hwy 160 Crossing - missing ENS and crossing signs

988	Queen City	30.61			Defective tie cluster - down tie
989	Queen City	30.64	W		Joint tie defect - spike
990	Queen City	30.66	W	F	Broken base rail
991	Queen City	30.68	W		Joint tie defect - down tie
992	Queen City	30.80			Insufficient ballast - north approach to grade crossing
993	Queen City	30.85	E		Joint tie defect - new tie
994	Queen City	30.85	W		Broken rail
995	NLA	30.85			County Road Crossing - missing ENS and crossing signs
996	NLA	30.85			58" wide gage in crossing
997	Queen City	30.85	W		Joint tie defect - new tie
998	Queen City	30.90	W		3/16" Gage Mismatch
999	Queen City	30.90	W		3/16" Gage Mismatch
1000	Queen City	30.91	E		Broken rail
1001	Queen City	30.95	E		3/16" Gage Mismatch
1002	Queen City	30.97	E		Joint tie defect - spike
1003	Queen City	30.98	W		Vertical split head rail
1004	Queen City	31.00	W		3/16" Gage Mismatch
1005	Queen City	31.12	E		Broken rail
1006	Queen City	31.15			Reduce superelevation from 3" to 1"
1007	NLA	31.15			Private Crossing - missing ENS and private crossing signs
1008	Queen City	31.15	E		Joint tie defect - new tie

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 12/3/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
1009	Queen City	31.15	W		Joint tie defect - down tie
1010	Queen City	31.15	E		Joint tie defect - down tie
1011	Queen City	31.17	E		1/4" Gage Mismatch
1012	Queen City	31.19	E		1/4" Gage Mismatch
1013	Queen City	31.20	E		3/16" Gage Mismatch
1014	Queen City	31.21	E		5/16" Gage Mismatch
1015	Queen City	31.21	E	F	joint bar break
1016	Queen City	31.50	E		3/16" Gage Mismatch
1017	Queen City	31.50	E		1/4" Gage Mismatch
1018	Queen City	31.51	E		Joint tie defect - spike
1019	Queen City	31.52	E		1/4" Gage Mismatch
1020	Queen City	31.55	E		3/16" Gage Mismatch
1021	Queen City	31.56	E		3/8" Gage Mismatch
1022	Queen City	31.70	E		Vertical split head rail
1023	Queen City	31.72	E		3/16" Gage Mismatch
1024	Queen City	31.75	E		Joint tie defect - down tie
1025	Queen City	31.78	W		Joint tie defect - new tie
1026	Queen City	31.79			Defective tie cluster - spike
1027	Queen City	31.80	E	F	Broken base rail
1028	Queen City	31.81	E		3/16" Gage Mismatch
1029	Queen City	31.85	W		3/16" Gage Mismatch
1030	Queen City	31.86			Defective tie cluster - spike
1031	Queen City	31.90	E	F	Broken base rail
1032	Queen City	31.95	E		3/16" Gage Mismatch
1033	Queen City	31.96	E		Joint tie defect - spike
1034	Queen City	32.00			Defective tie cluster - down tie
1035	Queen City	32.00			Defective tie cluster - spike
1036	Queen City	32.02			Fastener defect at joint - missing bolt
1037	Queen City	32.02			Joint tie defect - spike
1038	Queen City	32.10	E	F	Broken base rail
1039	Queen City	32.10			Defective tie cluster - spike
1040	Queen City	32.20			Defective tie cluster - spike
1041	Queen City	32.40	E		3/16" Gage Mismatch
1042	Queen City	32.50	E		Joint tie defect - down tie
1043	Queen City	32.51	E		3/16" Gage Mismatch
1044	Queen City	32.53	E		3/16" Gage Mismatch
1045	Queen City	32.55	E		3/16" Gage Mismatch
1046	Queen City	32.60	E		1/4" Gage Mismatch
1047	Queen City	32.65			Defective tie cluster - spike
1048	Queen City	32.68	E		1/4" Gage Mismatch
1049	NLA	32.70			Private Crossing - missing ENS and private crossing signs
1050	Queen City	32.71	E		Joint tie defect - down tie
1051	Queen City	32.85	W		1/4" Gage Mismatch
1052	Queen City	32.86	E		3/16" Gage Mismatch
1053	Queen City	32.92	E		1/4" Gage Mismatch
1054	Queen City	33.08	E		Fastener defect at joint - missing bolt & washer
1055	Queen City	33.08	E		3/16" Gage Mismatch
1056	Queen City	33.09	E		3/16" Gage Mismatch
1057	Queen City	33.25	E		3/16" Gage Mismatch
1058	Queen City	33.30	E		Joint tie defect - spike
1059	Queen City	33.32	W	F	Broken base rail

1060	Queen City	33.34	E		Joint tie defect - spike
1061	Queen City	33.34	E		Joint tie defect - spike
1062	Queen City	33.34			Defective tie cluster - spike
1063	Queen City	33.35			Defective tie cluster - new tie
1064	Queen City	33.35	E		Vertical split head rail
1065	Queen City	33.36	E		1/4" Gage Mismatch
1066	Queen City	33.38			Defective tie cluster - new tie
1067	Queen City	33.40			Defective tie cluster - new tie & down tie
1068	Queen City	33.41	E		3/16" Gage Mismatch
1069	Queen City	33.42			Defective tie cluster - down tie
1070	Queen City	33.55			Defective tie cluster - spike
1071	Queen City	33.60	E		Joint tie defect - down tie
1072	Queen City	33.61	E		Joint tie defect - spike
1073	Queen City	33.64			Defective tie cluster - spike
1074	Queen City	33.68	E		Joint tie defect - spike
1075	Queen City	33.68			Defective tie cluster - spike
1076	Queen City	33.70			Defective tie cluster - spike
1077	Queen City	33.75	E		Broken rail
1078	Queen City	33.77			Defective tie cluster - new tie
1079	Queen City	33.77	E		3/16" Gage Mismatch
1080	Queen City	33.82	E		Broken rail
1081	Queen City	33.90			Defective tie cluster - spike
1082	Queen City	33.92			Defective tie cluster - down tie
1083	Queen City	33.96			Defective tie cluster - spike
1084	Queen City	34.00			Fastener defect at joint - tighten bolts
1085	Queen City	34.12			Defective tie cluster - spike
1086	Queen City	34.14	W		Joint tie defect - spike
1087	Queen City	34.15	W		Joint tie defect - spike
1088	Queen City	34.20	E		Joint tie defect - spike
1089	Queen City	34.21			Defective tie cluster - spike
1090	Queen City	34.21	E		3/16" Gage Mismatch
1091	Queen City	34.25	E	G	Broken base rail
1092	Queen City	34.25			Defective tie cluster - spike
1093	Queen City	34.27	E		Vertical split head rail
1094	Queen City	34.27	W		3/16" Gage Mismatch
1095	Queen City	34.28	W		Joint tie defect - spike
1096	Queen City	34.30			Defective tie cluster - spike
1097	Queen City	34.32	E		3/16" Gage Mismatch
1098	Queen City	34.34			Defective tie cluster - spike
1099	Queen City	34.34	E		Joint tie defect - spike
1100	Queen City	34.36	E		Joint tie defect - spike
1101	Queen City	34.36			Defective tie cluster - spike
1102	Queen City	34.36			Defective tie cluster - spike
1103	Queen City	34.37			Defective tie cluster - spike
1104	Queen City	34.38	W		Joint tie defect - spike
1105	Queen City	34.38	E		Joint tie defect - spike
1106	Queen City	34.39			Defective tie cluster - spike
1107	Queen City	34.40	W		Joint tie defect - spike
1108	Queen City	34.40	E		Joint tie defect - spike
1109	NLA	34.50			Cleanout culvert - upstream end - increase size from 2-36" to 2-48"
1110	Queen City	34.51			Defective tie cluster - new tie
1111	Queen City	34.52			Defective tie cluster - spike
1112	Queen City	34.52			Defective tie cluster - new tie
1113	Queen City	34.53			Fastener defect at joint - missing bolt
1114	Queen City	34.54	E	F	Broken base rail
1115	Queen City	34.54			Defective tie cluster - new tie
1116	Queen City	34.56	E		Broken rail

1117	Queen City	34.57	E		Joint tie defect - spike
1118	Queen City	34.57			Defective tie cluster - spike
1119	Queen City	34.58			Defective tie cluster - spike
1120	Queen City	34.58			Defective tie cluster - spike
1121	Queen City	34.58			Defective tie cluster - spike
1122	Queen City	34.60			Re-gage and spike
1123	Queen City	34.60			Defective tie cluster - down tie
1124	NLA	34.60			Gates Road Crossing - missing ENS and crossing signs
1125	Queen City	34.60	E	G	Broken rail
1126	Queen City	34.61			Defective tie cluster - spike
1127	Queen City	34.63			Defective tie cluster - spike
1128	Queen City	34.63			Defective tie cluster - spike
1129	Queen City	34.63			Defective tie cluster - spike & 2 new ties
1130	Queen City	34.65			Defective tie cluster - spike & new tie
1131	Queen City	34.65			Defective tie cluster - spike
1132	Queen City	34.66			Defective tie cluster - spike
1133	Queen City	34.70			Defective tie cluster - spike
1134	Queen City	34.72			Defective tie cluster - spike
1135	Queen City	34.72			Defective tie cluster - spike
1136	Queen City	34.76	W		Joint tie defect - spike
1137	Queen City	34.76	E		Joint tie defect - spike
1138	Queen City	34.76			Defective tie cluster - spike
1139	Queen City	34.80	E		Joint tie defect - spike
1140	Queen City	34.88	W		Joint tie defect - spike
1141	Queen City	34.90	E		3/16" Gage Mismatch
1142	Queen City	34.96	E		3/16" Gage Mismatch
1143	Queen City	35.00	W		Joint tie defect - spike
1144	Queen City	35.12	E		3/16" Gage Mismatch
1145	Queen City	35.15	W	F	joint bar break - center
1146	Queen City	35.18	W		Joint tie defect - spike
1147	Queen City	35.19			Defective tie cluster - spike
1148	Queen City	35.20	W	F	joint bar break - center
1149	Queen City	35.35	E		1/4" Gage Mismatch
1150	Queen City	35.37	W		3/16" Gage Mismatch
1151	Queen City	35.40	W		Joint tie defect - spike
1152	NLA	35.40			Cleanout 2-5'x5' RCB - 1/2 filled
1153	Queen City	35.41	E		1/4" Gage Mismatch
1154	Queen City	35.41	E		3/16" Gage Mismatch
1155	Queen City	35.48	W	G	joint bar break - center
1156	NLA	35.50			Private Crossing - missing ENS and private crossing signs
1157	NLA	35.50			Lease agreement to farmer for road on R/W
1158	Queen City	35.50			58" Wide gage (possible Joint tie defect - west rail)
1159	Queen City	35.52			Defective tie cluster - new tie
1160	Queen City	35.53	W	G	joint bar break - center
1161	Queen City	35.55	E		Joint tie defect - down tie
1162	Queen City	35.56	E		3/16" Gage Mismatch
1163	Queen City	35.68	W		Joint tie defect - down tie
1164	Queen City	35.75	W		Joint tie defect - spike
1165	Queen City	35.77			Defective tie cluster - new tie
1166	Queen City	35.80			Insufficient ballast
1167	Queen City	35.84			Defective tie cluster - new tie
1168	Queen City	35.88			Defective tie cluster - new tie
1169	Queen City	35.89	E		Joint tie defect - spike
1170	Queen City	35.92	E		Joint tie defect - spike
1171	Queen City	35.96	W		Joint tie defect - spike
1172	Queen City	36.00	E		3/16" Gage Mismatch
1173	Queen City	36.06	E		Broken rail

1174	Queen City	36.10			Defective tie cluster - new tie
1175	Queen City	36.14	E		Joint tie defect - spike
1176	Queen City	36.18			Insufficient ballast
1177	Queen City	36.22	E		Defective tie cluster - new tie
1178	Queen City	36.26	E		Joint tie defect - spike
1179	Queen City	36.28	W		Joint tie defect - spike
1180	Queen City	36.32	E		Joint tie defect - spike
1181	Queen City	36.35	W		3/16" Gage Mismatch - 90RA-8550 Comp Bar
1182	Queen City	36.36	E		3/16" Gage Mismatch - 90RA-8550 Comp Bar
1183	Queen City	36.38	E		Joint tie defect - new tie
1184	Queen City	36.42	E		3/16" Gage Mismatch - 90RA-8550 Comp Bar
1185	Queen City	36.44	W		Fastener defect at joint - tighten bolts - 90RA-8550 Comp Bar
1186	Queen City	36.45	W		Fastener defect at joint - missing washer
1187	Queen City	36.46	E		Fastener defect at joint - missing bolt
1188	NLA	36.47			Private Crossing - missing ENS and private crossing signs
1189	Queen City	36.47			Defective tie cluster - new tie
1190	Queen City	36.50	W		Joint tie defect - spike
1191	Queen City	36.55	E		Joint tie defect - spike
1192	Queen City	36.60			Defective tie cluster - spike
1193	Queen City	36.61	W		Joint tie defect - spike
1194	Queen City	36.64	E		Joint tie defect - spike
1195	NLA	36.65			30" RCP broken west end - replace with 36" CMP (guardrail in East Ditch)
1196	Queen City	36.70			Defective tie cluster - spike
1197	Queen City	36.70	E		Joint tie defect - spike
1198	Queen City	36.70			Defective tie cluster - spike
1199	Queen City	36.72	E		Joint tie defect - spike
1200	Queen City	36.73	E		1/4" Gage Mismatch
1201	NLA	36.79			Private Crossing - missing ENS and private crossing signs
1202	Queen City	36.82	E		Joint tie defect - rearrange ties
1203	Queen City	36.84	E	G	joint bar break - center
1204	NLA	36.90			58" Wide gage thru crossing
1205	Queen City	36.90	W		Broken rail
1206	Queen City	36.91	E		Joint tie defect - spike
1207	Queen City	36.92			Defective tie cluster - spike
1208	Queen City	36.98	W		Joint tie defect - spike
1209	Queen City	36.99	E		Broken rail
1210	Queen City	36.99			Insufficient ballast
1211	Queen City	37.01	W	G	joint bar break - center
1212	Queen City	37.02			Joint tie defect - down tie
1213	Queen City	37.05			Defective tie cluster - new tie
1214	Queen City	37.07			Defective tie cluster - spike
1215	Queen City	37.08			Defective tie cluster - spike
1216	Queen City	37.09			Defective tie cluster - spike
1217	Queen City	37.10			Defective tie cluster - spike
1218	Queen City	37.12			Defective tie cluster - down tie
1219	Queen City	37.13			Defective tie cluster - spike
1220	Queen City	37.14			Defective tie cluster - new tie
1221	Queen City	37.14			Defective tie cluster - spike
1222	Queen City	37.15			Defective tie cluster - new tie
1223	Queen City	37.15			Defective tie cluster - spike
1224	Queen City	37.16			Defective tie cluster - spike
1225	Queen City	37.17			Defective tie cluster - down tie
1226	NLA	37.20			Private Crossing - missing ENS and private crossing signs
1227	Queen City	37.22			Insufficient ballast
1228	Queen City	37.22	E	F	joint bar break - center
1229	Queen City	37.23	W		3/16" Gage Mismatch
1230	Queen City	37.24	W		1/4" Gage Mismatch

1231	Queen City	37.24	W		Vertical split head rail
1232	Queen City	37.24			Defective tie cluster - spike
1233	Queen City	37.24	E		Joint tie defect - spike
1234	Queen City	37.24			Defective tie cluster - spike
1235	Queen City	37.24	E		Joint tie defect - spike
1236	Queen City	37.25	E		3/16" Gage Mismatch
1237	Queen City	37.25			Defective tie cluster - new tie
1238	Queen City	37.25			Defective tie cluster - spike
1239	Queen City	37.25	E		1/4" Gage Mismatch
1240	Queen City	37.25			Defective tie cluster - spike
1241	Queen City	37.26	E		Joint tie defect - new tie
1242	Queen City	37.26			Defective tie cluster - spike
1243	Queen City	37.26			Defective tie cluster - new tie
1244	Queen City	37.26			Defective tie cluster - down tie
1245	Queen City	37.27			Defective tie cluster - spike
1246	Queen City	37.27			Defective tie cluster - new tie
1247	Queen City	37.27	E		3/16" Gage Mismatch
1248	Queen City	37.28	E		Joint tie defect - down tie
1249	Queen City	37.28			Defective tie cluster - spike
1250	Queen City	37.28			Defective tie cluster - new tie
1251	Queen City	37.28			Defective tie cluster - spike
1252	Queen City	37.29	W		Joint tie defect - spike & missing bolts
1253	Queen City	37.30	W		joint bar break
1254	Queen City	37.30	E		Joint tie defect - spike
1255	Queen City	37.31	E	F	joint bar break - bolt hole
1256	NLA	37.32			North Eudora Siding #9 LH TO - Paint target
1257	Queen City	37.32			Missing Cotter pin
1258	NLA	37.32			Switch stand latches
1259	Queen City	37.32	E		1/4" Gage Mismatch - turnout side
1260	Queen City	37.32			#9 LH spring frog - broken
1261	Queen City	37.32			LH Guardrail - Missing bolts
1262	Queen City	37.32			Frog hold down to be spiked
1263	Queen City	37.32			Frog plate - missing spikes
1264	Queen City	37.32			Loose frog bolts
1265	Queen City	37.32	E		Fastener defect at joint - missing bolt - turnout side
1266	Queen City	37.35	E		Joint tie defect - spike
1267	Queen City	37.36			Defective tie cluster - spike
1268	Queen City	37.37			Defective tie cluster - spike
1269	Queen City	37.38			Defective tie cluster - spike
1270	Queen City	37.39	W	G	joint bar break - center
1271	Queen City	37.40	E	G	joint bar break - center
1272	Queen City	37.40	E		Joint tie defect - new tie
1273	Queen City	37.42			Defective tie cluster - spike
1274	Queen City	37.43			Defective tie cluster - spike
1275	Queen City	37.45	E	G & F	joint bar break - center
1276	Queen City	37.47			Defective tie cluster - down tie
1277	Queen City	37.50	E		Joint tie defect - spike
1278	Queen City	37.53			Defective tie cluster - spike
1279	Queen City	37.56			Defective tie cluster - spike
1280	Queen City	37.60	E		Joint tie defect - spike
1281	Queen City	37.62	E	F	joint bar break - center
1282	Queen City	37.64			Defective tie cluster - new tie
1283	Queen City	37.68	E	G	joint bar break - center
1284	Queen City	37.70	E		Joint tie defect - spike
1285	Queen City	37.78			Defective tie cluster - spike
1286	Queen City	37.79	W		Joint tie defect - spike
1287	Queen City	37.80	E	G	joint bar break - bolt hole

1288	Queen City	37.82	W		1/4" Tread Mismatch - tighten bolts
1289	Queen City	37.83			Defective tie cluster - new tie
1290	Queen City	37.84	E		Fastener defect at joint - tighten bolts
1291	Queen City	37.85			Defective tie cluster - spike
1292	Queen City	37.86	W		Joint tie defect - down tie
1293	NLA	37.90			AR Hwy 8 - replace ENS signs
1294	Queen City	37.92	E		Joint tie defect - spike
1295	Queen City	37.93	E		Fastener defect at joint - missing washer
1296	Queen City	37.94	E		Joint tie defect - spike
1297	Queen City	37.95	W		Joint tie defect - spike
1298	Queen City	37.95			Defective tie cluster - down tie
1299	Queen City	37.98	E & W		Joint tie defect - spike
1300	Queen City	38.00			Defective tie cluster - spike
1301	Queen City	38.02	W		Broken rail
1302	Queen City	38.04	E		Joint tie defect - down tie
1303	Queen City	38.06			Insufficient ballast
1304	Queen City	38.10			South Eudora Siding #9 RH TO - Mainline guardrail tight
1305	Queen City	38.10			Missing guardrail wedge Cotter pin
1306	Queen City	38.10			Broken rail - curve closure rail
1307	Queen City	38.10	W		Missing bolts
1308	Queen City	38.10	W		Missing nut
1309	Queen City	38.10			Missing switch stand
1310	NLA	38.10			Need #1 Rod
1311	Queen City	38.20			Defective tie cluster - spike
1312	Queen City	38.20	E		Joint tie defect - down tie
1313	Queen City	38.20			Defective tie cluster - spike
1314	Queen City	38.21	E		Joint tie defect - down tie
1315	Queen City	38.22			Defective tie cluster - spike
1316	Queen City	38.23	E		Joint tie defect - spike
1317	Queen City	38.24			Defective tie cluster - spike
1318	Queen City	38.25			Defective tie cluster - new tie
1319	Queen City	38.25	E		Joint tie defect - new tie
1320	Queen City	38.26			Defective tie cluster - new tie
1321	Queen City	38.27			Defective tie cluster - spike
1322	Queen City	38.28	E		Joint tie defect -2 down ties
1323	Queen City	38.29	W		Joint tie defect - down tie
1324	Queen City	38.30	E		Joint tie defect - new tie
1325	Queen City	38.31	W		Joint tie defect - spike
1326	Queen City	38.32	W		Joint tie defect - spike
1327	Queen City	38.33	W		Fastener defect at joint - missing washer
1328	Queen City	38.34			Insufficient ballast - north bridge approach
1329	Queen City	38.35	W		Joint tie defect - spike
1330	Queen City	38.35			Lee Street Overpass Bridge - north approach - new tie
1331	NLA	38.35	W		Fastener defect at joint - missing 2 bolts
1332	Queen City	38.35	E		1/4" Gage Mismatch
1333	Queen City	38.35			Insufficient ballast - south bridge approach
1334	Queen City	38.36	W		Joint tie defect - spike
1335	Queen City	38.37			Defective tie cluster - new tie
1336	Queen City	38.38			Defective tie cluster - new tie
1337	Queen City	38.39			Defective tie cluster - spike
1338	Queen City	38.40	E		Joint tie defect - spike
1339	Queen City	38.40			Defective tie cluster - spike
1340	Queen City	38.42	W		Fastener defect at joint - missing bolt
1341	Queen City	38.43			Defective tie cluster - down tie
1342	Queen City	38.45	E		Joint tie defect - spike
1343	Queen City	38.46			Defective tie cluster - spike
1344	Queen City	38.48	E		Joint tie defect - spike

1345	Queen City	38.50			Defective tie cluster - new tie
1346	Queen City	38.52			Insufficient ballast
1347	Queen City	38.54			Fastener defect at joint - tighten bolt & missing washer
1348	Queen City	38.58			Defective tie cluster - spike
1349	Queen City	38.60			Fastener defect at joint - missing washer
1350	Queen City	38.62	E	G & F	joint bar break - bolt hole
1351	Queen City	36.64			Fastener defect at joint - tighten bolt
1352	Queen City	38.65	E	F	joint bar break
1353	Queen City	38.66			Insufficient ballast
1354	Queen City	38.67	E		Joint tie defect - spike
1355	Queen City	38.67	W		Fastener defect at joint - missing washer
1356	Queen City	38.68	E		Fastener defect at joint - tighten bolt
1357	Queen City	38.69	E	F	joint bar break - bolt hole
1358	Queen City	38.70	W		Joint tie defect - spike
1359	Queen City	38.70	W		Fastener defect at joint - tighten bolt
1360	Queen City	38.71			Insufficient ballast
1361	Queen City	38.71	E		Fastener defect at joint - tighten bolt
1362	Queen City	38.72			Defective tie cluster - spike
1363	Queen City	38.72	E		Fastener defect at joint - tighten bolt & missing washer
1364	Queen City	38.73	E		Joint tie defect - spike
1365	Queen City	38.74	E		Fastener defect at joint - tighten bolt
1366	Queen City	38.75	W		Joint tie defect - spike
1367	Queen City	38.75	E		Joint tie defect - spike
1368	Queen City	38.76	W	G & F	joint bar break - bolt hole
1369	Queen City	38.80			Defective tie cluster - spike - off end of bridge
1370	Queen City	38.82			Defective tie cluster - spike
1371	Queen City	38.83	E		Joint tie defect - spike
1372	Queen City	38.84	E		Joint tie defect - spike
1373	Queen City	38.85	E		Joint tie defect - spike
1374	Queen City	38.86	E		Fastener defect at joint - missing washer
1375	Queen City	38.87	E		3/16" Gage Mismatch
1376	Queen City	38.87	E		Joint tie defect - spike
1377	Queen City	38.90	W	G & F	joint bar break - bolt hole
1378	Queen City	38.92	E		Joint tie defect - spike
1379	Queen City	38.93	W		Fastener defect at joint - missing washer & tighten bolts
1380	Queen City	38.95	E		Fastener defect at joint - tighten bolts
1381	Queen City	38.97	E		Joint tie defect - down tie
1382	Queen City	38.98	E		Joint tie defect - spike
1383	Queen City	39.00	W		Joint tie defect - spike
1384	Queen City	39.04	W		Fastener defect at joint - tighten bolts
1385	Queen City	39.06	E	G & F	joint bar break - bolt hole
1386	Queen City	39.07	E		Joint tie defect - spike
1387	Queen City	39.08	E		Fastener defect at joint - tighten bolts
1388	Queen City	39.09	W		Joint tie defect - spike
1389	Queen City	39.09	E		Joint tie defect - spike
1390	Queen City	39.10			Defective tie cluster - new tie
1391	Queen City	39.11	W		Fastener defect at joint - tighten bolts
1392	Queen City	39.11	E		Joint tie defect - spike
1393	Queen City	39.12	W		1/4" Gage Mismatch
1394	Queen City	39.12	W	G & F	joint bar break - bolt hole
1395	Queen City	39.13	W		Joint tie defect - spike
1396	Queen City	39.13			Insufficient ballast
1397	Queen City	39.14	W		Joint tie defect - spike
1398	Queen City	39.15			Defective tie cluster - down tie
1399	Queen City	39.16	E		Joint tie defect - spike
1400	Queen City	39.16	W		Joint tie defect - spike
1401	Queen City	39.17			Fastener defect at joint - tighten bolts

1402	Queen City	39.17	W		Joint tie defect - spike
1403	Queen City	39.18			Fastener defect at joint - missing washer
1404	Queen City	39.18			Defective tie cluster - spike
1405	Queen City	39.18			Insufficient ballast
1406	Queen City	39.18	E		Joint tie defect - spike
1407	Queen City	39.19	E		Joint tie defect - spike
1408	Queen City	39.19			Insufficient ballast
1409	Queen City	39.20	W	G & F	joint bar break - bolt hole
1410	Queen City	39.20			Fastener defect at joint - tighten bolts
1411	Queen City	39.20			Defective tie cluster - 2 new ties
1412	Queen City	39.20			Fastener defect at joint - tighten bolts
1413	Queen City	39.21	E		Joint tie defect - spike
1414	Queen City	39.21			Joint tie defect - spike
1415	Queen City	39.21	W	G	joint bar break - bolt hole
1416	Queen City	39.21	W	G & F	joint bar break - bolt hole

SEAEDD Segment A & B Track Rehab
Track Inspection
Date: 12/4/2022
Danny Robbins NLA, Eric Frostestad HDR, Matt Young Queen City, Noah Robbins, NLA

Item	Responsibility	MP	Rail	Side	Description
1417	NLA	39.22			Private Crossing - missing ENS and private crossing signs
1418	Queen City	39.22	E		Joint tie defect - spike
1419	Queen City	39.23	E		Joint tie defect - spike
1420	Queen City	39.23	W		Fastener defect at joint - tighten bolts
1421	Queen City	39.24	W		Joint tie defect - spike
1422	Queen City	39.24	W		Joint tie defect - spike
1423	Queen City	39.25			Defective tie cluster - spike
1424	Queen City	39.30			Bayou Green #9 LH TO - Relocate mainline guardrail
1425	Queen City	39.30		G & F	joint bar break
1426	Queen City	39.30			broken rail - mainline straight closure rail
1427	Queen City	39.30			Tight guardrail gage
1428	Queen City	39.30		G & F	joint bar break - center - right turnout rail
1429	NLA	39.30			spike latches down
1430	Queen City	39.30			Paint target
1431	Queen City	39.30			Insufficient ballast
1432	Queen City	39.30			missing LH brace plate
1433	Queen City	39.30			chipped point - LH
1434	Queen City	39.30			missing Cotter pins - #1 & #2 rods
1435	Queen City	39.30			Spring frog - bent spring rod - 1/2" gap in RH point
1436	Queen City	39.30			Spring frog - adjust hold downs
1437	Queen City	39.32	W	G	joint bar break
1438	Queen City	39.34	W		Fastener defect at joint - washer
1439	Queen City	39.36			Defective tie cluster - spike
1440	Queen City	39.38	W		Joint tie defect - spike
1441	Queen City	39.38			Defective tie cluster - spike
1442	Queen City	39.38			Insufficient ballast
1443	Queen City	39.40	E		Fastener defect at joint - washer
1444	Queen City	39.40	E	G	joint bar break
1445	Queen City	39.42	W	F	joint bar break
1446	Queen City	39.44	E		Joint tie defect - spike
1447	Queen City	39.46	W		Fastener defect at joint - washer
1448	Queen City	39.49	E		Fastener defect at joint - washer
1449	Queen City	39.52			Defective tie cluster - spike
1450	Queen City	39.55			Defective tie cluster - down tie
1451	Queen City	39.58			Defective tie cluster - spike
1452	Queen City	39.65			Joint tie defect - spike
1453	NLA	39.70			Headwall repair - North end
1454	NLA	39.70			Headwall repair - South end
1455	Queen City	39.70			Vertical profile - north end of bridge
1456	Queen City	39.72	E		Fastener defect at joint - washer
1457	Queen City	39.75	W		Joint tie defect - spike
1458	Queen City	39.80	E		Joint tie defect - spike
1459	Queen City	39.83	W		Joint tie defect - spike
1460	Queen City	39.85	W		Fastener defect at joint - washer
1461	Queen City	39.87	E		Fastener defect at joint - washer
1462	Queen City	39.89	W		Joint tie defect - spike
1463	Queen City	39.90	W		Joint tie defect - spike
1464	Queen City	39.92	W		Joint tie defect - spike
1465	Queen City	39.92			Defective tie cluster - spike
1466	Queen City	39.93			Defective tie cluster - spike
1467	Queen City	39.93			Defective tie cluster - spike
1468	Queen City	39.94			Fastener defect at joint - washer
1469	Queen City	39.94			Fastener defect at joint - washer
1470	Queen City	39.95	E		Joint tie defect - spike
1471	Queen City	39.95	E		3/16" Gage Mismatch

1472	Queen City	39.97			Defective tie cluster - new tie
1473	Queen City	39.98			Fastener defect at joint - tighten bolts
1474	Queen City	39.99	W	F	joint bar break
1475	Queen City	40.00	E		Joint tie defect - new tie
1476	Queen City	40.01	W	G & F	joint bar break
1477	Queen City	40.02	W		Joint tie defect - down tie
1478	Queen City	40.03	W		Joint tie defect - spike
1479	Queen City	40.06	E		Joint tie defect - new tie
1480	Queen City	40.07			Insufficient ballast
1481	Queen City	40.08			Defective tie cluster - down tie
1482	Queen City	40.08			Defective tie cluster - spike
1483	Queen City	40.09	W		Joint tie defect - spike
1484	Queen City	40.09	W		Fastener defect at joint - washer
1485	Queen City	40.09	E	G & F	joint bar break
1486	NLA	40.10			Private Crossing - missing ENS and private crossing signs
1487	Queen City	40.10			Defective tie cluster - spike
1488	Queen City	40.10	W		Joint tie defect - spike
1489	Queen City	40.11	W		Joint tie defect - spike
1490	Queen City	40.12			Defective tie cluster - new tie
1491	Queen City	40.12	W		Joint tie defect - spike
1492	Queen City	40.13	W		Joint tie defect - spike
1493	Queen City	40.13			Defective tie cluster - spike
1494	Queen City	40.14	W		Joint tie defect - spike
1495	Queen City	40.14			Defective tie cluster - spike
1496	Queen City	40.15	W		Joint tie defect - spike
1497	Queen City	40.15			Defective tie cluster - new tie
1498	Queen City	40.16			Defective tie cluster - spike
1499	Queen City	40.16	E		Fastener defect at joint - washer
1500	Queen City	40.17	W		Joint tie defect - spike
1501	Queen City	40.18			Defective tie cluster - new tie
1502	Queen City	40.18	W		Joint tie defect - spike
1503	Queen City	40.19			Defective tie cluster - spike
1504	Queen City	40.20	W		Joint tie defect - spike
1505	Queen City	40.20			Defective tie cluster - spike
1506	Queen City	40.21			Defective tie cluster - spike
1507	Queen City	40.22			Defective tie cluster - spike
1508	Queen City	40.22	E		Fastener defect at joint - nut
1509	Queen City	40.23			Defective tie cluster - new tie
1510	Queen City	40.24	E	G	joint bar break - bolt hole
1511	Queen City	40.24			Defective tie cluster - new tie
1512	Queen City	40.25	E		Fastener defect at joint - washer
1513	Queen City	40.26	E		Joint tie defect - spike
1514	Queen City	40.26			Defective tie cluster - down tie
1515	Queen City	40.27	W		Fastener defect at joint - washer
1516	Queen City	40.28	E		Joint tie defect - spike
1517	Queen City	40.28	W		Joint tie defect - spike
1518	Queen City	40.29			Defective tie cluster - spike
1519	Queen City	40.30			Defective tie cluster - new tie
1520	Queen City	40.30			Defective tie cluster - spike
1521	Queen City	40.31	W		Joint tie defect - spike
1522	Queen City	40.32	E	F	joint bar break
1523	Queen City	40.32			Defective tie cluster - spike
1524	Queen City	40.33	E		Joint tie defect - down tie
1525	Queen City	40.34	W		Joint tie defect - spike
1526	Queen City	40.34	E		Joint tie defect - spike
1527	Queen City	40.35	E	G & F	joint bar break - bolt hole
1528	Queen City	40.36	E		Joint tie defect - spike
1529	Queen City	40.36	E		Fastener defect at joint - washer
1530	Queen City	40.37	E		Fastener defect at joint - tighten bolts
1531	Queen City	40.38	E		Fastener defect at joint - washer
1532	Queen City	40.38	E	F	joint bar break - bolt hole

1533	Queen City	40.39			Defective tie cluster - new tie
1534	Queen City	40.40			Defective tie cluster - down tie
1535	Queen City	40.40	E		Joint tie defect - new tie
1536	Queen City	40.41	E		Joint tie defect - spike
1537	Queen City	40.41	W		Joint tie defect - spike
1538	Queen City	40.42	E		Joint tie defect - spike
1539	Queen City	40.42			Defective tie cluster - spike
1540	Queen City	40.43	W		Joint tie defect - spike
1541	Queen City	40.44			Defective tie cluster - new tie
1542	Queen City	40.44			Defective tie cluster - spike
1543	Queen City	40.45	E		Joint tie defect - spike
1544	Queen City	40.46			Defective tie cluster - new tie
1545	Queen City	40.46			Joint tie defect - spike
1546	Queen City	40.47	E	F	joint bar break
1547	Queen City	40.48	W	G	joint bar break
1548	Queen City	40.48			Defective tie cluster - spike
1549	Queen City	40.49	W		Joint tie defect - spike
1550	Queen City	40.50			Defective tie cluster - spike
1551	Queen City	40.50	E		Joint tie defect - spike
1552	Queen City	40.51			Defective tie cluster - spike
1553	Queen City	40.52			Defective tie cluster - new tie
1554	Queen City	40.52			Defective tie cluster - new tie
1555	Queen City	40.53	W		Joint tie defect - spike
1556	Queen City	40.54			Defective tie cluster - new tie
1557	Queen City	40.54	E		Fastener defect at joint - washer
1558	Queen City	40.55			Defective tie cluster - spike
1559	Queen City	40.56	E		Fastener defect at joint - washer
1560	Queen City	40.56	W	F	joint bar break
1561	Queen City	40.57			Defective tie cluster - spike
1562	Queen City	40.58			Defective tie cluster - spike
1563	Queen City	40.59			Defective tie cluster - new tie
1564	Queen City	40.60			Defective tie cluster - spike
1565	Queen City	40.61	W		Fastener defect at joint - washer
1566	Queen City	40.62	W		Joint tie defect - spike
1567	Queen City	40.63			Defective tie cluster - spike
1568	Queen City	40.64	E		Fastener defect at joint - washer
1569	Queen City	40.65	E		Joint tie defect - spike
1570	Queen City	40.66			Defective tie cluster - spike
1571	Queen City	40.66			Defective tie cluster - new tie
1572	Queen City	40.67			Joint tie defect - spike
1573	Queen City	40.68			Defective tie cluster - down tie
1574	Queen City	40.69			Defective tie cluster - down tie
1575	NLA	40.70			Private Crossing - missing ENS and private crossing signs
1576	Queen City	40.71			Fastener defect at joint - missing bolt
1577	Queen City	40.71	E		Joint tie defect - new tie
1578	Queen City	40.72			Defective tie cluster - spike
1579	Queen City	40.72	W		Joint tie defect - spike
1580	Queen City	40.73	E		Joint tie defect - spike
1581	Queen City	40.73	W		Joint tie defect - spike
1582	Queen City	40.74			Defective tie cluster - spike
1583	Queen City	40.74			Defective tie cluster - spike
1584	Queen City	40.75			Defective tie cluster - spike
1585	Queen City	40.75	E		Joint tie defect - spike
1586	Queen City	40.76			Defective tie cluster - new tie
1587	Queen City	40.76	E		Joint tie defect - spike
1588	Queen City	40.77			Defective tie cluster - spike
1589	Queen City	40.77	E	G	joint bar break
1590	Queen City	40.78	W	G	joint bar break
1591	Queen City	40.78	W	G & F	joint bar break
1592	Queen City	40.79	W	F	joint bar break
1593	Queen City	40.79	W	F	joint bar break

1594	Queen City	40.80	W		Fastener defect at joint - tighten bolts
1595	Queen City	40.80	E		1/4" Gage Mismatch
1596	Queen City	40.81	W		Joint tie defect - down tie
1597	Queen City	40.81	W		Joint tie defect - spike
1598	Queen City	40.82	E		1/4" Gage Mismatch
1599	Queen City	40.82	W		Fastener defect at joint - missing bolt
1600	Queen City	40.83			Defective tie cluster - spike
1601	Queen City	40.83			Defective tie cluster - spike
1602	Queen City	40.84			Defective tie cluster - new tie
1603	Queen City	40.84	E		Fastener defect at joint - missing bolt
1604	Queen City	40.85	W	F	joint bar break
1605	Queen City	40.85			Defective tie cluster - spike
1606	Queen City	40.86	E		Joint tie defect - spike
1607	Queen City	40.86			Defective tie cluster - spike
1608	Queen City	40.87	W		Joint tie defect - spike
1609	Queen City	40.87	W		Joint tie defect - spike
1610	Queen City	40.88			Defective tie cluster - new tie
1611	Queen City	40.88			Defective tie cluster - spike
1612	Queen City	40.89	W		Joint tie defect - spike
1613	Queen City	40.89	E		Joint tie defect - spike
1614	Queen City	40.90	W	G	joint bar break
1615	Queen City	40.90	W		Joint tie defect - spike
1616	Queen City	40.91			Defective tie cluster - spike
1617	Queen City	40.91			Defective tie cluster - spike
1618	Queen City	40.92	W		Joint tie defect - down tie
1619	Queen City	40.92			Defective tie cluster - new tie
1620	Queen City	40.93			Defective tie cluster - spike
1621	Queen City	40.93			Defective tie cluster - spike
1622	Queen City	40.94	E		Joint tie defect - down tie
1623	Queen City	40.94			Defective tie cluster - spike
1624	Queen City	40.95			Defective tie cluster - new tie
1625	Queen City	40.95	E	G & F	joint bar break
1626	Queen City	40.96	W	G	Broken base rail
1627	Queen City	40.96	W	G	Bent rail
1628	Queen City	40.97	W		Joint tie defect - spike
1629	Queen City	40.97	W		Fastener defect at joint - washer
1630	Queen City	40.98	E		Fastener defect at joint - washer
1631	Queen City	40.99	W		Joint tie defect - spike
1632	Queen City	41.00			Vertical sag profile - north approach to Bridge 41.00
1633	NLA	41.00			Replace 59 of 64 bridge ties
1634	NLA	41.00			Replace rail section - south end of bridge
1635	Queen City	41.01			Defective tie cluster - spike
1636	Queen City	41.01	E		Joint tie defect - new tie
1637	Queen City	41.01			Defective tie cluster - spike
1638	Queen City	41.02			Defective tie cluster - spike
1639	Queen City	41.02	W	G & F	joint bar break - bolt hole
1640	Queen City	41.02			Defective tie cluster - spike
1641	Queen City	41.03	E		Joint tie defect - spike
1642	Queen City	41.03	W		Joint tie defect - spike
1643	Queen City	41.03			Defective tie cluster - spike
1644	Queen City	41.04			Defective tie cluster - spike
1645	Queen City	41.04	E		3/16" Gage Mismatch
1646	Queen City	41.04			Defective tie cluster - new tie
1647	Queen City	41.05	E	F	joint bar break
1648	Queen City	41.05	W		Joint tie defect - spike
1649	Queen City	41.05	W		Joint tie defect - spike
1650	Queen City	41.06			Defective tie cluster - spike
1651	Queen City	41.06			Defective tie cluster - new tie
1652	Queen City	41.06			Defective tie cluster - new tie
1653	Queen City	41.07	E		Joint tie defect - spike
1654	Queen City	41.07	E	G	joint bar break

1655	Queen City	41.07			Defective tie cluster - spike
1656	Queen City	41.08			Defective tie cluster - new tie
1657	Queen City	41.08			Insufficient ballast
1658	Queen City	41.08	W		Joint tie defect - spike
1659	Queen City	41.09			Defective tie cluster - new tie
1660	Queen City	41.09	E	F	joint bar break
1661	Queen City	41.09	W		Joint tie defect - spike
1662	Queen City	41.10			Defective tie cluster - new tie
1663	Queen City	41.10			Defective tie cluster - spike
1664	Queen City	41.10	E		3/16" Gage Mismatch
1665	Queen City	41.11	W		Fastener defect at joint - washer
1666	Queen City	41.11	W		Joint tie defect - spike
1667	Queen City	41.11			Defective tie cluster - spike
1668	Queen City	41.12	E		3/16" Gage Mismatch
1669	Queen City	41.12			Defective tie cluster - down tie
1670	Queen City	41.12	W		Fastener defect at joint - tighten bolts
1671	Queen City	41.13	E		Joint tie defect - spike
1672	Queen City	41.13	W		Joint tie defect - spike
1673	Queen City	41.13	E		Joint tie defect - spike
1674	Queen City	41.14	W		Joint tie defect - new tie
1675	Queen City	41.14	W	G	joint bar break
1676	Queen City	41.14			Defective tie cluster - spike
1677	Queen City	41.15			Defective tie cluster - new tie (3)
1678	Queen City	41.15			Defective tie cluster - spike
1679	Queen City	41.15	W		Joint tie defect - spike
1680	Queen City	41.16	W		Fastener defect at joint - washer
1681	Queen City	41.16			Defective tie cluster - new tie
1682	Queen City	41.16			Defective tie cluster - spike
1683	Queen City	41.17			Defective tie cluster - new tie
1684	Queen City	41.17			Defective tie cluster - spike
1685	Queen City	41.17			Defective tie cluster - spike
1686	Queen City	41.18			Defective tie cluster - spike
1687	Queen City	41.18			Defective tie cluster - spike
1688	Queen City	41.18			Defective tie cluster - spike
1689	Queen City	41.19			Defective tie cluster - new tie
1690	Queen City	41.19			Defective tie cluster - spike
1691	Queen City	41.19			Defective tie cluster - spike
1692	Queen City	41.20			Defective tie cluster - new tie
1693	Queen City	41.20	E		Fastener defect at joint - washer
1694	Queen City	41.20	W		Joint tie defect - spike
1695	Queen City	41.21			Defective tie cluster - spike
1696	Queen City	41.21			Defective tie cluster - spike
1697	Queen City	41.21			Defective tie cluster - new tie
1698	Queen City	41.22	W		Joint tie defect - new tie
1699	Queen City	41.22	W		Joint tie defect - new tie
1700	Queen City	41.22	W	F	joint bar break
1701	Queen City	41.23			Insufficient ballast
1702	Queen City	41.23			Defective tie cluster - new tie
1703	Queen City	41.23			Defective tie cluster - new tie (2)
1704	Queen City	41.24			Defective tie cluster - spike
1705	Queen City	41.24			Defective tie cluster - spike
1706	Queen City	41.24			Defective tie cluster - new tie
1707	Queen City	41.25	W		Joint tie defect - spike
1708	Queen City	41.25			Defective tie cluster - spike
1709	Queen City	41.25	W	G & F	joint bar break
1710	Queen City	41.26			Defective tie cluster - new tie
1711	Queen City	41.26	W		Joint tie defect - new tie
1712	Queen City	41.26	E		Joint tie defect - new tie
1713	Queen City	41.27	E		Joint tie defect - spike
1714	Queen City	41.27			Defective tie cluster - new tie
1715	Queen City	41.27			55 3/4" Tight gage

1716	Queen City	41.28	E		Joint tie defect - spike
1717	Queen City	41.28	E		Joint tie defect - spike
1718	Queen City	41.28	W	G	Broken base rail
1719	Queen City	41.29	W		Joint tie defect - spike
1720	Queen City	41.29			Defective tie cluster - spike
1721	Queen City	41.29	W		Joint tie defect - spike
1722	Queen City	41.30	E		Joint tie defect - spike
1723	Queen City	41.30			Defective tie cluster - spike
1724	Queen City	41.30			Insufficient ballast
1725	Queen City	41.31	E		Joint tie defect - spike
1726	Queen City	41.31			Defective tie cluster - new tie
1727	Queen City	41.31	E		Fastener defect at joint - washer
1728	Queen City	41.32			Insufficient ballast
1729	Queen City	41.32	E		Fastener defect at joint - washer
1730	Queen City	41.32	W		Joint tie defect - down tie
1731	Queen City	41.33			Defective tie cluster - spike
1732	Queen City	41.33	W		Joint tie defect - new tie
1733	Queen City	41.33	E		Joint tie defect - spike
1734	Queen City	41.34	E		Fastener defect at joint - washer
1735	Queen City	41.34	E	F	joint bar break
1736	Queen City	41.35			Defective tie cluster - down tie
1737	Queen City	41.35			Defective tie cluster - new tie
1738	Queen City	41.35	W	G & F	joint bar break
1739	Queen City	41.35			Defective tie cluster - spike
1740	Queen City	41.36			Defective tie cluster - down tie
1741	Queen City	41.36			Defective tie cluster - new tie
1742	Queen City	41.36			Defective tie cluster - move tie
1743	Queen City	41.36	W		Joint tie defect - spike
1744	Queen City	41.37	E		Joint tie defect - spike
1745	Queen City	41.37			Defective tie cluster - spike
1746	Queen City	41.37			Defective tie cluster - spike
1747	Queen City	41.37	E		Joint tie defect - new tie
1748	Queen City	41.38	W		Joint tie defect - spike
1749	Queen City	41.38			Defective tie cluster - spike
1750	Queen City	41.38			Defective tie cluster - spike
1751	Queen City	41.38			Joint tie defect - down tie
1752	Queen City	41.39			Defective tie cluster - new tie
1753	Queen City	41.39			Defective tie cluster - new tie
1754	Queen City	41.39			Defective tie cluster - new tie
1755	Queen City	41.39	W		Joint tie defect - spike
1756	Queen City	41.40			Defective tie cluster - new tie
1757	Queen City	41.40			Defective tie cluster - new tie
1758	Queen City	41.40			Insufficient ballast
1759	Queen City	41.40			Vertical hump profile defect
1760	Queen City	41.40			Defective tie cluster - move tie
1761	Queen City	41.40			Defective tie cluster - new tie
1762	Queen City	41.40	E	F	joint bar break
1763	Queen City	41.40	E		Joint tie defect - spike
1764	Queen City	41.41			Defective tie cluster - spike
1765	Queen City	41.41			Defective tie cluster - spike
1766	Queen City	41.42	E	F	joint bar break
1767	Queen City	41.43	E		Joint tie defect - new tie
1768	Queen City	41.43	W		Joint tie defect - spike
1769	Queen City	41.44			Defective tie cluster - new tie
1770	Queen City	41.45	W		Joint tie defect - spike
1771	Queen City	41.47			Insufficient ballast
1772	Queen City	41.47			Joint tie defect - down tie
1773	Queen City	41.49	E		Joint tie defect - spike
1774	NLA	41.50			Bobbie Harper Road Crossing - missing ENS and crossing signs
1775	NLA	41.50			57 3/4" Wide gage
1776	Queen City	41.52			Defective tie cluster - spike

1777	Queen City	41.55	E		Fastener defect at joint - washer
1778	Queen City	41.57	E		Joint tie defect - spike
1779	Queen City	41.60	E	G	joint bar break
1780	Queen City	41.62	E		Fastener defect at joint - washer
1781	Queen City	41.65	E		Fastener defect at joint - tighten bolts
1782	Queen City	41.67	W		Fastener defect at joint - washer
1783	Queen City	41.70	E		Fastener defect at joint - washer
1784	Queen City	41.72			Defective tie cluster - spike
1785	Queen City	41.75	E	G	joint bar break
1786	Queen City	41.77			Defective tie cluster - spike
1787	Queen City	41.80			Defective tie cluster - spike
1788	Queen City	41.82	E		3/16" Gage Mismatch
1789	Queen City	41.85	W		Joint tie defect - spike
1790	Queen City	41.87	W		Joint tie defect - spike
1791	Queen City	41.90			Defective tie cluster - spike
1792	Queen City	41.92	E		Fastener defect at joint - washer
1793	Queen City	41.95	W		Joint tie defect - spike
1794	Queen City	41.97	E		Joint tie defect - spike
1795	Queen City	42.00			Defective tie cluster - spike
1796	Queen City	42.02	E		Joint tie defect - spike
1797	Queen City	42.05	E		3/16" Gage Mismatch
1798	Queen City	42.06			Defective tie cluster - spike
1799	Queen City	42.08			Defective tie cluster - spike
1800	Queen City	42.09			Defective tie cluster - spike
1801	Queen City	42.10			Defective tie cluster - spike
1802	Queen City	42.11	W		Joint tie defect - spike
1803	Queen City	42.12			Defective tie cluster - spike
1804	Queen City	42.14	W		Joint tie defect - spike
1805	Queen City	42.15	E		Joint tie defect - spike
1806	Queen City	42.15			Defective tie cluster - spike
1807	Queen City	42.15	W		Joint tie defect - spike
1808	Queen City	42.17			Defective tie cluster - spike
1809	Queen City	42.19			Defective tie cluster - spike
1810	Queen City	42.21	W		Joint tie defect - spike
1811	Queen City	42.22	W		Joint tie defect - spike
1812	Queen City	42.24			Vertical sag profile defect
1813	Queen City	42.26	W		Joint tie defect - spike
1814	Queen City	42.28			Defective tie cluster - spike
1815	Queen City	42.29	E		Joint tie defect - spike
1816	Queen City	42.31			Defective tie cluster - spike
1817	Queen City	42.33			Defective tie cluster - new tie
1818	Queen City	42.35	W		Joint tie defect - spike
1819	Queen City	42.37	W		Joint tie defect - spike
1820	Queen City	42.39			Defective tie cluster - spike
1821	Queen City	42.40	E		Joint tie defect - spike
1822	Queen City	42.41			Defective tie cluster - spike
1823	Queen City	42.42	W		Joint tie defect - spike
1824	Queen City	42.43			Defective tie cluster - new tie
1825	NLA	42.45			Private Crossing - missing ENS and private crossing signs
1826	Queen City	42.46	E		3/16" Gage Mismatch
1827	Queen City	42.47	E		Joint tie defect - spike
1828	Queen City	42.48	E		Joint tie defect - spike
1829	Queen City	42.49			55 3/4 Tight gage
1830	Queen City	42.50	W		Joint tie defect - spike
1831	Queen City	42.51	E		3/16" Gage Mismatch
1832	Queen City	42.52	W	F	joint bar break
1833	Queen City	42.53	E		3/16" Gage Mismatch
1834	Queen City	42.54	W		Joint tie defect - spike
1835	Queen City	42.55	E		Joint tie defect - spike
1836	Queen City	42.56	W		Joint tie defect - spike
1837	Queen City	42.57	W		Joint tie defect - spike

1838	Queen City	42.58	E		Fastener defect at joint - washer
1839	Queen City	42.59			Defective tie cluster - spike
1840	Queen City	42.59	W		Joint tie defect - spike
1841	NLA	42.60			Private Crossing - missing ENS and private crossing signs
1842	Queen City	42.61	E	G & F	joint bar break
1843	Queen City	42.62	E		Joint tie defect - spike
1844	Queen City	42.64	W		Joint tie defect - spike
1845	Queen City	42.68			Defective tie cluster - spike
1846	Queen City	42.70			Insufficient ballast
1847	Queen City	42.73	W		Joint tie defect - spike
1848	Queen City	42.75	W		Joint tie defect - spike
1849	Queen City	42.76	E		Joint tie defect - spike
1850	Queen City	42.77			Defective tie cluster - spike
1851	Queen City	42.77	E		Joint tie defect - spike
1852	Queen City	42.77	W		Joint tie defect - spike
1853	Queen City	42.78	W		Joint tie defect - spike
1854	Queen City	42.79	E	F	joint bar break
1855	Queen City	42.79	E		Joint tie defect - spike
1856	Queen City	42.79	W		Joint tie defect - spike
1857	Queen City	42.79			Defective tie cluster - spike
1858	Queen City	42.80	E		Joint tie defect - spike
1859	NLA	42.80			Private Crossing - missing ENS and private crossing signs
1860	Queen City	42.81			Defective tie cluster - spike
1861	Queen City	42.82	W		Joint tie defect - spike
1862	Queen City	42.82			Defective tie cluster - spike
1863	Queen City	42.82			Defective tie cluster - spike
1864	Queen City	42.90	E		Joint tie defect - spike
1865	Queen City	43.01	E		Fastener defect at joint - tighten bolts
1866	Queen City	43.01	W		Joint tie defect - spike
1867	Queen City	43.01			Defective tie cluster - spike
1868	Queen City	43.02			Defective tie cluster - spike
1869	Queen City	43.03	E	G & F	joint bar break
1870	Queen City	43.03	W	G & F	joint bar break
1871	Queen City	43.05	E		Fastener defect at joint - washer
1872	Queen City	43.05			Defective tie cluster - spike
1873	Queen City	43.05	W		Joint tie defect - spike
1874	Queen City	43.06	E	G & F	joint bar break
1875	Queen City	43.06			Defective tie cluster - spike
1876	Queen City	43.07			Defective tie cluster - spike
1877	Queen City	43.08	E		Joint tie defect - spike
1878	Queen City	43.09	W		Joint tie defect - spike
1879	Queen City	43.10			Insufficient ballast
1880	Queen City	43.12	E	F	joint bar break
1881	Queen City	43.14	W		Joint tie defect - spike
1882	Queen City	43.16	E		Fastener defect at joint - washer
1883	Queen City	43.17	E		Fastener defect at joint - tighten bolts
1884	Queen City	43.20	W		Fastener defect at joint - washer
1885	Queen City	43.25	W		Fastener defect at joint - washer
1886	Queen City	43.27			Defective tie cluster - spike
1887	Queen City	43.27			Defective tie cluster - spike
1888	Queen City	43.27	W		Joint tie defect - spike
1889	Queen City	43.28	E		Joint tie defect - spike
1890	Queen City	43.28			Insufficient ballast
1891	Queen City	43.30	W	G & F	joint bar break
1892	Queen City	43.31	W		Joint tie defect - spike
1893	Queen City	43.32	W	G & F	joint bar break
1894	Queen City	43.35	E	G & F	joint bar break
1895	Queen City	43.37	E		Joint tie defect - spike
1896	Queen City	43.38	W		Fastener defect at joint - tighten bolts
1897	Queen City	43.39			Defective tie cluster - spike
1898	Queen City	43.40	W		Fastener defect at joint - tighten bolts & washer

1899	Queen City	43.42	E		Joint tie defect - spike
1900	Queen City	43.42			Insufficient ballast
1901	Queen City	43.43			Defective tie cluster - spike
1902	Queen City	43.44			Defective tie cluster - spike
1903	Queen City	43.44	W		Joint tie defect - spike
1904	Queen City	43.45	W		Joint tie defect - spike
1905	Queen City	43.46	E	G & F	joint bar break
1906	Queen City	43.47			Insufficient ballast
1907	Queen City	43.50	E		Joint tie defect - spike
1908	NLA	43.50			Cleanout 3-36" CMP
1909	Queen City	43.51			Defective tie cluster - spike
1910	Queen City	43.51			Defective tie cluster - spike - 10 ties in a row
1911	Queen City	43.52			Defective tie cluster - spike
1912	Queen City	43.53	W		Joint tie defect - spike
1913	Queen City	43.54	E	G	joint bar break
1914	Queen City	43.55	W		Joint tie defect - spike
1915	Queen City	43.57	E	G & F	joint bar break
1916	Queen City	43.58	E	G & F	joint bar break
1917	Queen City	43.62	E	G	joint bar break
1918	Queen City	43.64	W		Joint tie defect - spike
1919	Queen City	43.65	E		Joint tie defect - spike
1920	Queen City	43.65	E	G	joint bar break
1921	Queen City	43.66	E	F	joint bar break
1922	Queen City	43.68			Insufficient ballast
1923	Queen City	43.70	W		Fastener defect at joint - tighten bolts & washer
1924	Queen City	43.70	E		Joint tie defect - spike
1925	Queen City	43.72	E	G & F	joint bar break
1926	Queen City	43.73	W		Joint tie defect - spike
1927	Queen City	43.73			Defective tie cluster - spike
1928	Queen City	43.74			Defective tie cluster - spike
1929	Queen City	43.75	E		Joint tie defect - spike
1930	Queen City	43.75			Insufficient ballast
1931	Queen City	43.76	E		Joint tie defect - spike
1932	Queen City	43.78	E		Fastener defect at joint - washer
1933	NLA	43.78			3'x2' RCB Filled In
1934	Queen City	43.80	W		Fastener defect at joint - washer
1935	Queen City	43.82			Defective tie cluster - spike
1936	Queen City	43.85	W		Fastener defect at joint - washer
1937	Queen City	43.86	W	F	joint bar break
1938	Queen City	43.90	E	F	joint bar break
1939	Queen City	43.90			Defective tie cluster - spike
1940	Queen City	43.92	E	F	joint bar break
1941	Queen City	43.95	E		Joint tie defect - spike
1942	Queen City	43.96	E		Joint tie defect - spike
1943	Queen City	43.96			Defective tie cluster - spike
1944	Queen City	44.00	E		Joint tie defect - spike
1945	Queen City	44.00			Defective tie cluster - spike
1946	Queen City	44.00	E		Fastener defect at joint - tighten bolts
1947	Queen City	44.01	W		Joint tie defect - spike
1948	Queen City	44.02	W		Joint tie defect - new tie
1949	Queen City	44.02			Defective tie cluster - spike
1950	Queen City	44.04			Defective tie cluster - spike
1951	NLA	44.10			Cleanout 2 - 7'x3' RCB
1952	Queen City	44.10			Insufficient ballast
1953	Queen City	44.10	E	G & F	joint bar break
1954	Queen City	44.12			Defective tie cluster - spike
1955	Queen City	44.15	W		Fastener defect at joint - washer
1956	Queen City	44.16			Insufficient ballast
1957	Queen City	44.17	W		Fastener defect at joint - washer
1958	Queen City	44.18	E	G & F	joint bar break
1959	Queen City	44.18	W		Joint tie defect - spike

1960	Queen City	44.19	E	F	joint bar break
1961	Queen City	44.19	W		Joint tie defect - spike
1962	Queen City	44.19	W		Fastener defect at joint - washer
1963	Queen City	44.20	E	F	joint bar break
1964	Queen City	44.21	E		Joint tie defect - spike
1965	Queen City	44.22	E	F	joint bar break
1966	Queen City	44.23	W		Fastener defect at joint - washer
1967	Queen City	44.25	E		1/4" Gage Mismatch
1968	Queen City	44.26	E	F	joint bar break
1969	NLA	44.28			Private Crossing - missing ENS and private crossing signs
1970	Queen City	44.28	W		1/4" Gage Mismatch
1971	Queen City	44.29			Insufficient ballast
1972	Queen City	44.32	E		Joint tie defect - spike
1973	Queen City	44.34	E		Fastener defect at joint - washer
1974	Queen City	44.35	E	G & F	joint bar break
1975	Queen City	44.36	E	F	joint bar break
1976	Queen City	44.37	E		Joint tie defect - spike
1977	Queen City	44.38	W		Joint tie defect - spike
1978	Queen City	44.40			Vertical profile defect - at culvert
1979	Queen City	44.42	E		Joint tie defect - move tie
1980	Queen City	44.48			Defective tie cluster - spike
1981	Queen City	44.49			Defective tie cluster - spike
1982	Queen City	44.49	W		3/16" Gage Mismatch
1983	Queen City	44.50			Defective tie cluster - spike
1984	Queen City	44.51			Defective tie cluster - spike
1985	Queen City	44.51			Defective tie cluster - spike
1986	Queen City	44.52	W		Fastener defect at joint - washer
1987	Queen City	44.53			Insufficient ballast
1988	Queen City	44.54			Defective tie cluster - spike
1989	Queen City	44.56			Defective tie cluster - spike
1990	Queen City	44.60	W	G & F	joint bar break
1991	Queen City	44.60			55 3/4" Wide gage
1992	NLA	44.60			Private Crossing - missing ENS and private crossing signs
1993	Queen City	44.60	W		Joint tie defect - spike
1994	Queen City	44.61			Insufficient ballast
1995	Queen City	44.65	W		Joint tie defect - spike
1996	Queen City	44.70	W		Fastener defect at joint - washer
1997	Queen City	44.72			Insufficient ballast
1998	Queen City	44.75	E		Fastener defect at joint - washer
1999	Queen City	44.80	W		Joint tie defect - spike
2000	Queen City	44.82	E	G	joint bar break
2001	Queen City	44.83			Insufficient ballast
2002	Queen City	45.00	E		1/4" Gage Mismatch - 100-8550 Comp Bar - start 100# rail
2003	Queen City	45.08	E		Joint tie defect - new tie
2004	Queen City	45.09	E		Joint tie defect - new tie
2005	NLA	45.10			Cleanout 2 - 22" SSP
2006	NLA	45.40			Cleanout 2 - 36" RCP
2007	NLA	45.60			Private Crossing - missing ENS and private crossing signs
2008	Queen City	45.80	E		Fastener defect at joint - washer & nut
2009	Queen City	45.80	E		Joint tie defect - new tie
2010	Queen City	45.80	E		Joint tie defect - spike
2011	Queen City	45.90	E		Joint tie defect - new tie
2012	Queen City	45.91			Defective tie cluster - new tie
2013	Queen City	45.92	E		Joint tie defect - new tie
2014	Queen City	45.95			Insufficient Ballast
2015	Queen City	46.00	E		1/4" Gage Mismatch - 100-90 Comp Bar

Southeast Arkansas Economic Development District (SEAEDD)
Southeast Arkansas & Northeast Louisiana Multimodal Freight Corridor Improvement Project – Track Rehab Segment A & B

Project Status Meeting Agenda/Minutes
January 19, 2023

1. Introductions

   - Owner – Southeast Arkansas Economic Development District (SEAEDD)
   - Railroad Operator – North Louisiana & Arkansas Railroad
   - Engineer - HDR
   - Contractor – Queen City Railroad Construction
   - Brush/Tree Cutting Contractor - Asplundh
   - Grantor – Federal Railroad Administration (FRA)
   - Local Officials and Jurisdictions

Attending: Shane Knight, SEAEDD, Eric Frostestad, HDR, Terry Murphy, Madison Parish Port, Mark Edmands, Queen City, Kenny Gunn, Buchart Horn, Justin Carney, HDR, Danny Robbins, NLA, Jeff Westbrook, SEAEDD, Adam Zajac, HDR

2. Safety
   - Safety Moment – Safe Winter Driving
   - Contractor RWP Logs
   - Safety Related Discussion Items

3. Construction Schedule and Status Update
   - Brush/Tree Cutting Update – mobilized, currently between MP , working within derail limits
   - Construction Update
     - Line is open – coordinating with train movements
     - Ballast – ***areas of additional ballast – will be addressed in January***
     - Surfacing – status – ***areas with deficient profile – will be addressed in January***
     - Broken rail and shorts – ***QC entire project and make corrections***
     - ***Queen City currently has two crews correcting track defects and completing rail replacements. They are currently at MP 19 McMillen Corner working south. They plan on everything done this weekend in Segment A and then start working on Segment B next week.***
     - ***Queen City is waiting on replacement frog by the end of the month.***
     - ***Tamper should be onsite by next week, regulator is there – surfacing crew to start by January 31st and complete the surfacing and regulating in a week.***
     - ***NLA has delivered misc. turnout material this week.***
     - ***NLA will be providing 9020 rail to install near Macon Lake.***
     - ***Livingston switch will be removed today and straight lined – material will be used for other locations.***
     - Turnout changeout status – address deficiencies of the turnouts - Macon Lake south turnout installed
     - EDA energy plant mid-August – status – permitting, working on engineering, AEDC track grant pending

- Project Schedule – Completion date mid-February – *Punch list site review completed* – substantially complete after ballast, surfacing, broken tie replacements, shorts/broken replacements, Macon Lake, Tripp Jct., QC and final corrections
- Remove construction related trash – strappings, spike kegs, etc –
- Tripp Jct setout track – needed to be bolted up and straightened
- Macon Lake Siding – ballast & surfacing under separate contract with NLA, the 85-60 comp bars are being fabricated due to be in March.
- Queen City is going to develop an itemization of the costs to bring the private at-grade crossings and turnouts to Class 2 standards. SEAEDD, NLA, and HDR will review the costs and the contract scope of work.
- Queen City completed public grade crossing items at Lewis Road and South Roark Loop Road directly with NLA. Next week Railworks will be doing 3 crossings – 2 days at each crossing – Ginny, Chicot Jct, Peoples St – all in Segment B.
- Asplundh continues to cut trees and brush. Asplundh is currently about 4.5 miles north of Eudora. They are completing about 2 miles per day
- Railworks bridge rehab contract documents have been sent to them for their review and signatures. Shane Knight and Eric Frostestad are following up with them.

Project Schedule Milestones.

- Calendar Days start September 1, 2021
- Project completion March 1, 2022 (180 Days) extended to September 1, 2022
- Current schedule completion date – February 15, 2023

4. Submittals
    - Review Status – None remaining

5. Change Orders
    - Status
        - No current change orders

6. Project Reporting
    - Weekly Project Reports
        - Queen City will submit on Mondays for 7 day week – HDR to send summary by noon Tuesday
        - Invoices by end of the month – check on invoice status
    - Quarterly Report – by end of January - ***submitted***

7. Issues Update/Progress
    - Property owner notifications for crossings and encroachments – status – Board has approved final lease agreement draft to present to the owners today, January 19th at Lake Village City Hall. The property owners will have 30 days to sign and return, otherwise the private crossing process will begin.

8. Other items/comments/action items
    - Segment C New Track Construction Design is in progress – addressing LADOTD review comments – then bid once the CE is approved
    - NLA to replace ties at Lake Providence Port – 200 ties
    - New Construction CE – CE Worksheet comment were received from FRA – currently going through and addressing

- Segment B Bridge Rehab – Railworks to sign contract – NLA has possible additional bridge repair items
- Proposed industry tracks (Co-op, Waste-Energy)
- Additional funding opportunities are being investigated –
- Crossing Signs – NLA ordering/installing – currently installing and replacing – 75% complete in Segment A – 4x4 posts, standard signs, yield in Desha Co and stop in Chicot Co $1,000/crossing, will be doing public crossings first in Segment B

9. Next Meetings

February 2, 2023	Project Status Call
February 16, 2023	Project Status Call

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:11 PM
To: 'Richard Streeter'
Subject: FW: LPPC customer survey
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 2:49 PM
To: 'bradams@scottpetroleuminc.com'
Subject: LPPC customer survey

Could you take a moment to fill this out?

Thank you

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com

PENGAD 800-631-6989
EXHIBIT
11
Robbins

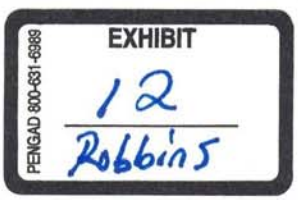
From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:12 PM
To: 'Richard Streeter'
Subject: FW: Shipper survey
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 2:56 PM
To: 'scrap2@att.net'
Subject: Shipper survey

Can you fill this out please.

Thank you

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com



From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:11 PM
To: 'Richard Streeter'
Subject: FW: Shipper survey
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 2:54 PM
To: 'charles.sears@clearwaterpaper.com'
Subject: Shipper survey

The Lake Providence Port has asked me to send to current and potential customers of the McGehee to Tallulah corridor. We have meet in the past about shipments to KCS now CPKC
. Could you take a moment to look at this and return it to the Lake Providence Port commission.

Thank you

Daniel B. Robbins
Vice President Marketing
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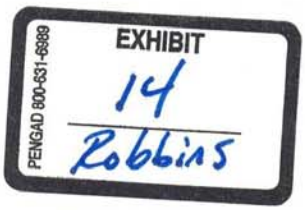
PENGAD 800-631-6989
EXHIBIT
13
Robbins

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:10 PM
To: 'Richard Streeter'
Subject: FW: LPPC
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 1:05 PM
To: 'Sam Angel'
Subject: LPPC

Please see attached from Wyly

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
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dan@drrailroad.com



From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:12 PM
To: 'Richard Streeter'
Subject: FW: shipper survey
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 3:04 PM
To: 'Matt Miles'
Subject: shipper survey

Matt,

I know you guys are working on the Co Op in McGehee. I was wondering if you could fill this out for the Lake Providence Port Commission.

Thank you

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
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From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:10 PM
To: 'Richard Streeter'
Subject: FW: LPPC
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 1:07 PM
To: 'Chris Whallon'
Subject: LPPC

The Lake Providence port has a shipper survey they are asking to be filled out. I have attached it. This is for NLA and your transload there.

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
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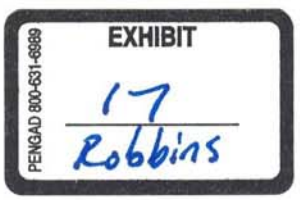


From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 1:47 PM
To: 'Richard Streeter'
Subject: FW: ARKLAMEC
Attachments: ARLAMEC CRISI.docx

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Tuesday, November 14, 2023 4:44 PM
To: 'Shane Knight'
Cc: 'Frostestad, Eric'
Subject: ARKLAMEC

Please see attached

Daniel B. Robbins
Vice President Marketing
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dan@drrailroad.com



From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:13 PM
To: 'Richard Streeter'
Subject: FW: Survey
Attachments: IMG_2376.jpg; ATT00654.txt; IMG_2377.jpg; ATT00657.txt; IMG_2378.jpg; ATT00660.txt

-----Original Message-----
From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, November 03, 2022 11:21 AM
To: 'Wyly Gilfoil'
Subject: FW: Survey

-----Original Message-----
From: Blake Livingston [mailto:blake_livingston@sbcglobal.net]
Sent: Thursday, November 03, 2022 7:53 AM
To: dan@drrailroad.com
Subject: Survey



From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:12 PM
To: 'Richard Streeter'
Subject: FW: Shpeer survey LPPC

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 4:31 PM
To: 'Ryan Wimble'
Cc: 'Wyly Gilfoil'
Subject: RE: Shpeer survey LPPC

Best answer to that question would come from Wyly Gilfoil. I will cc him so you can talk to him.

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com

From: Ryan Wimble [mailto:ryanw@fwcobs.com]
Sent: Wednesday, November 02, 2022 3:16 PM
To: Danny Robbins
Subject: RE: Shpeer survey LPPC

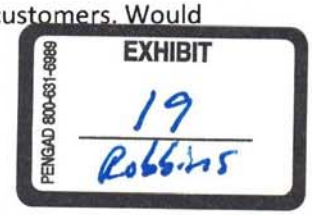
Hey Danny – any reason why they are asking all this information? We haven't shipped out of there in close to two years and not sure when the business opportunity will come up.

Ryan

From: Danny Robbins <dan@drrailroad.com>
Sent: Wednesday, November 2, 2022 3:50 PM
To: Ryan Wimble <ryanw@fwcobs.com>
Subject: Shpeer survey LPPC

The Lake Providence Port who is a owner in the NLA has asked me to get this to current and recent customers. Would you mind looking at this and filling it out.

Thank you



Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
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479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:14 PM
To: 'Richard Streeter'
Subject: FW: LPPC
Attachments: Scan_2022_11_03_12_16_53_797.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Thursday, November 03, 2022 2:35 PM
To: 'Wyly Gilfoil'
Subject: FW: LPPC

From: Sam Angel [mailto:sameangel@sbcglobal.net]
Sent: Thursday, November 03, 2022 12:25 PM
To: Danny Robbins
Subject: Re: LPPC

On Wednesday, November 2, 2022 at 01:04:59 PM CDT, Danny Robbins <dan@drrailroad.com> wrote:

Please see attached from Wyly

Daniel B. Robbins

Vice President Marketing

Arkansas Short Line Railroads

Dardanelle & Russellville Railroad

Ouachita Railroad

Camden & Southern Railroad

North Louisiana & Arkansas Railroad

479-968-6455 Office

479-857-6103 Cell

dan@drrailroad.com



NLA_000409

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, January 12, 2024 12:11 PM
To: 'Richard Streeter'
Subject: FW:
Attachments: Att 1 - Shipper Survey.pdf

From: Danny Robbins [mailto:dan@drrailroad.com]
Sent: Wednesday, November 02, 2022 2:51 PM
To: 'Sam Angel'
Subject:

I don't have an email address for Richard Livingston. Could you forward this to him if you do.

Thanks

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
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Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com



From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:03 AM
To: Richard Streeter
Subject: Fw: Update

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Thursday, October 26, 2023 2:31 PM
To: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; Danny Robbins <dan@drrailroad.com>; noah.b.robbins@outlook.com <noah.b.robbins@outlook.com>
Cc: Nicholas Mazzi <NMazzi@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>; Frank Muggia <Fmuggia@apexllc.net>
Subject: RE: Update

Anything we can do to get a switch before next Tuesday? Were completely full and cars sitting again....

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Tuesday, October 24, 2023 3:59 PM
To: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; Danny Robbins <dan@drrailroad.com>; noah.b.robbins@outlook.com
Cc: Nicholas Mazzi <NMazzi@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>; Frank Muggia <Fmuggia@apexllc.net>
Subject: Update

All,

Looks like we can't move any more than 5 cars a week through the lake providence facility with the lack of rail service. Currently we're averaging 20 days from time NLA gets car until they are loaded and back to the UP which isn't acceptable... when will this improve? Almost in November and now we are full in both houses with seed due to lack of service.

PENGAD 800-631-6989
EXHIBIT
22
Robbins
LPPC_000876

We have 6 empty cars at interchange and 7 loaded cars in LP to be pulled, we are being told the delay is due to bridge work and employee vacations. Our Lake Providence railcar fleet is trending towards having more loaded cars than empty in it (Month Start: 20 empty, 13 loaded - Current: 11 empty, 23 loaded) due to the lack of rail service, which is making it impossible to keep up with the inbound flow of seed; at this current trend we are going to end up at a standstill due to dwelling cars.

We would like to add more railcars to the loop but can't afford to as they will only dwell only being serviced so little.

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:04 AM
To: Richard Streeter
Subject: Fw: Lake providence trace 10/31

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Tuesday, October 31, 2023 10:52 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com <clerk@drrailroad.com>
Cc: noah.b.robbins@outlook.com <noah.b.robbins@outlook.com>; danielf@terralriverservice.com <danielf@terralriverservice.com>; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>; 'Wyly Gilfoil' <wyly_gilfoil@msn.com>
Subject: RE: Lake providence trace 10/31

Track work today delaying the 2 empties from being spotted, Noah to advise when he knows more.

The other 4 empties in Mcgehee, AR I am battling the UP and AKMD on, as they are both claiming neither has possession to get them to the NLA. But would need to wait on the NLA to get up there to grab them anyway.

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Tuesday, October 31, 2023 11:50 AM
To: James Patterson <JPatterson@apexllc.net>; Nicholas Mazzi <NMazzi@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>; 'Wyly Gilfoil' <wyly_gilfoil@msn.com>
Subject: RE: Lake providence trace 10/31

Track work?

Thanks,

Jon Lewandowski

Hamburg, NY Office

PENGAD 800-631-6989
EXHIBIT
23
Robbins

Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: James Patterson <JPatterson@apexllc.net>
Sent: Tuesday, October 31, 2023 11:47 AM
To: Nicholas Mazzi <NMazzi@apexllc.net>; Jonathan Lewandowski <JLewandowski@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: RE: Lake providence trace 10/31

No empties in Lake Prov to load and being told not sure when we will see more empties. What's the deal?

Thanks,

James W. Patterson
APEX
York, SC
803-684-5288 Office

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Tuesday, October 31, 2023 9:29 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; James Patterson <JPatterson@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; 'Missy Courtwright' <billing@drrailroad.com>; clerk@drrailroad.com
Cc: noah.b.robbins@outlook.com; danielf@terralriverservice.com; Neil Martin - Terral River Service <nmartin@terralriverservice.com>; Danny Robbins <dan@drrailroad.com>
Subject: Lake providence trace 10/31

Equipment Init Number	Location Train/	St	Pr Date MM DD	Time(EST) HHMM	E	RR Event	BO/HLD		St SCAC
ITFX 009879	NORTH PLATTE E	NE	10 31	0037	E	Arrive In-Transit	MHKNP2	EUDORA	AR UP
ITFX 009885	DOLES	ID	10 28	1749	E	Release from Cust	BVRR		
ITFX 009870	PINE BLUFF SSW	AR	10 29	0910	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009899	PINE BLUFF SSW	AR	10 29	0910	E	Arrive In-Transit	MNLPBB	EUDORA	AR UP
ITFX 009892	GRADY	AR	10 30	2227	E	Departure	LWB713	EUDORA	AR UP
ITFX 009829	MCGEHEE	AR	10 24	1921	E	Junction Delivery	AKMD	EUDORA	AR UP
ITFX 009894	MCGEHEE	AR	10 28	1804	E	Junction Delivery	AKMD	EUDORA	AR UP

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ITFX 009825 MCGEHEE          AR 10 19 2011 E Junction Delivery    AKMD    EUDORA          AR
UP
ITFX 009883 MCGEHEE          AR 10 19 2011 E Junction Delivery    AKMD    EUDORA          AR
UP
ITFX 009819 MCGEHEE          AR 10 27 1400 E Junction Received    AKMD    EUDORA          AR
NLA
ITFX 009871 MCGEHEE          AR 10 27 0821 E Junction Received    AKMD    EUDORA          AR
NLA
ITFX 009850 PASCO            WA 10 12 1013 L Bad Order            H 000   GRANGER         WA
UP
ITFX 009882 NAMPA            ID 10 23 1335 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009810 NAMPA            ID 10 23 1335 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009887 DOLES            ID 10 27 1430 L Placed Actual                DOLES           ID
BVRR
ITFX 009875 Not authorized to view shipment
ITFX 009845 NAMPA            ID 10 27 1245 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009855 CASA GRANDE      AZ 10 26 2004 L Arrive In-Transit    LKL702  CASA GRANDE     AZ
UP
ITFX 009813 NAMPA            ID 10 27 1245 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009833 NAMPA            ID 10 27 1245 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009865 NAMPA            ID 10 27 1245 L Junction Received    UP      DOLES           ID
BVRR
ITFX 009853 NAMPA            ID 10 30 2354 L Junction Delivery    BVRR    DOLES           ID
UP
ITFX 009826 NAMPA            ID 10 30 2354 L Junction Delivery    BVRR    DOLES           ID
UP
ITFX 009824 CASA GRANDE      AZ 10 30 1907 L Arrive In-Transit    LKL703  CASA GRANDE     AZ
UP
ITFX 009849 NAMPA            ID 10 30 2354 L Junction Delivery    BVRR    DOLES           ID
UP
ITFX 009866 BROADWAY         MO 10 31 0608 L Departure            MNLNPB  DOLES           ID
UP
ITFX 009806 BROADWAY         MO 10 31 0608 L Departure            MNLNPB  MOUNTAIN HOME   ID
UP
ITFX 009851 BROADWAY         MO 10 31 0608 L Departure            MNLNPB  DOLES           ID
UP
ITFX 009803 BROADWAY         MO 10 31 0608 L Departure            MNLNPB  DOLES           ID
UP
ITFX 009831 EUDORA           AR 10 27 1353 L Placed Actual        PACT43  EUDORA          AR
NLA
ITFX 009857 EUDORA           AR 10 27 1354 L Placed Actual        PACT43  EUDORA          AR
NLA
ITFX 009854 BROADWAY         MO 10 31 0608 L Departure            MNLNPB  GRANGER         WA
UP
ITFX 009890 EUDORA           AR 10 27 1354 L Placed Actual        PACT43  EUDORA          AR
NLA
ITFX 009823 Not authorized to view shipment
```

From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 9:53 AM
To: Richard Streeter
Subject: Fw: NLA Derailment on DSRR Mainline Recap

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Wednesday, July 19, 2023 2:02 PM
To: Danny Robbins <dan@drrailroad.com>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>; Nicholas Mazzi <NMazzi@apexllc.net>; Jerry.Coleman@patriotrail.com <Jerry.Coleman@patriotrail.com>
Subject: RE: NLA Derailment on DSRR Mainline Recap

Being told cars are derailed again??? Also that all the loaded cars have yet to be picked up? And we still have no empties to load back at LP....

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Danny Robbins <dan@drrailroad.com>
Sent: Tuesday, July 11, 2023 2:57 PM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>
Subject: RE: NLA Derailment on DSRR Mainline Recap

The DSRR did not return the track to us today. We have our power in place as soon as they give us the track. I am anticipating sometime tomorrow.

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads



Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@drrailroad.com

From: Jonathan Lewandowski [mailto:JLewandowski@apexllc.net]
Sent: Monday, July 10, 2023 8:54 AM
To: Danny Robbins
Cc: 'Wyly Gilfoil'; James Patterson; 'Noah B Robbins'; 'Michael Robbins'
Subject: RE: NLA Derailment on DSRR Mainline Recap

Thanks please keep me posted.

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Danny Robbins <dan@drrailroad.com>
Sent: Monday, July 10, 2023 9:52 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>
Subject: RE: NLA Derailment on DSRR Mainline Recap

Noah just called DSRR to check on the progress of their contractor. They said they hope to be done this evening. If the track is open tomorrow we will begin moving all the cars out of Lake Providence.

Danny

From: Jonathan Lewandowski [mailto:JLewandowski@apexllc.net]
Sent: Monday, July 10, 2023 8:16 AM
To: Danny Robbins
Cc: 'Wyly Gilfoil'; James Patterson; 'Noah B Robbins'; 'Michael Robbins'
Subject: RE: NLA Derailment on DSRR Mainline Recap

Good morning,

Please advise if track work is on schedule per below.

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
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www.apexllc.net

From: Jonathan Lewandowski
Sent: Friday, July 7, 2023 4:54 PM
To: Danny Robbins <dan@drrailroad.com>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>
Subject: RE: NLA Derailment on DSRR Mainline Recap

Any update?

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Friday, July 7, 2023 11:35 AM
To: Danny Robbins <dan@drrailroad.com>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>
Subject: RE: NLA Derailment on DSRR Mainline Recap

Good Morning,

Wanted to see if you are still on track with moving cars on the 12th?

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, June 30, 2023 5:12 PM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>; James Patterson <JPatterson@apexllc.net>; 'Noah B Robbins' <noah.b.robbins@outlook.com>; 'Michael Robbins' <ouachitarailroad@sbcglobal.net>
Subject: RE: NLA Derailment on DSRR Mainline Recap

We have had locomotives and 2 crews awaiting DSRR to release the track to use all week. When DSRR returns the track to our use we will leave LP with all cars using NLA 21, 22, and 1658. They have promised us the track the next day all week. We did not receive this until this afternoon and I sent it to you right away.

Danny

From: Jonathan Lewandowski [mailto:JLewandowski@apexllc.net]
Sent: Friday, June 30, 2023 4:03 PM
To: Danny Robbins
Cc: 'Wyly Gilfoil'; James Patterson
Subject: RE: NLA Derailment on DSRR Mainline Recap

Adding James.

The lack of rail service has made the facility in Lake Providence un useable. All it does is cost us money, with cars sitting at times over a month and now another delay. All we've gotten is bad information, lied to about what service you can provide. Cars will be stuck and we cannot get customers products.

Thanks,

Jon Lewandowski

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

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Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Danny Robbins <dan@drrailroad.com>
Sent: Friday, June 30, 2023 4:37 PM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Cc: 'Wyly Gilfoil' <wyly_gilfoil@msn.com>
Subject: FW: NLA Derailment on DSRR Mainline Recap

Gentlemen,

Please see below. DSRR is preventing NLA from going into the Port until July 12th.

Danny

From: Jerry Coleman [mailto:Jerry.Coleman@patriotrail.com]
Sent: Friday, June 30, 2023 2:55 PM
To: dan@drrailroad.com; Noah B Robbins
Cc: Christopher Crockett; Scott Gray
Subject: Fwd: NLA Derailment on DSRR Mainline Recap

NLA,

Considering the two recent derailments last week. We have adjusted our planned capital work and have sent extra resources and our contractors have adjusted their schedule to complete this work. The ties have already been delivered , and the earliest our contractors can start the work is 7/5/23 with expectations of work being completed by 7/12/23. We recommend that any movements you need to make over our track could wait until this work is completed. However, if the NLA must make a move over the area, then the NLA assumes all risk for making any movement. If a move needs to happen before the work is completed, then the move would have to be completed by the start of our planned work scheduled to start on 7/5/23.

Thank you

Get Outlook for iOS

From: Jerry Coleman <Jerry.Coleman@patriotrail.com>
Sent: Wednesday, June 28, 2023 6:41 AM
To: dan@drrailroad.com <dan@drrailroad.com>; 'noah.b.robbins@outlook.com' <noah.b.robbins@outlook.com>
Cc: Scott Gray <Scott.Gray@patriotrail.com>; Derrick Ford <Derrick.Ford@patriotrail.com>; Christopher Crockett <Christopher.Crockett@patriotrail.com>
Subject: NLA Derailment on DSRR Mainline Recap

Good Morning
I just wanted to recap with you guys regarding the derailments NLA had on the DSRR mainline and our plans to inspect and make repairs to the DSRR mainline from MP 471 to 472. We were notified at 9:45 am on 6-26-23 that the NLA had derailed two loaded cars of cotton seed at MP 471.04. Upon our arrival we spoke with Noah and discovered the cars

were derailed on 6-23-23 at approximately 2:45 pm. I asked why we were not notified on Friday of the derailment and was told it was Friday and did not plan on rerailing until Monday 6-26-23. I asked if the crew had a verified copy of the DSRR DOB which they did not. I discussed the importance of verifying the DOB and carrying a copy in the crew's possession. I asked for notification once the cars are rerailed so we could come down and inspect and make repairs. I was notified via text at approximately 11 am on 6-27-23 that the cars were rerailed. I traveled to the derailment site at 2:00pm on 6-27-23 and noticed the cars and locomotive had departed the area. I contacted Noah and he said that they brought another locomotive up to grab some cars off the lead at Lake Providence Port and derailed the locomotive trailing set of wheels at MP 471.4. We were not aware of plans to go back in and pull more cars. We discussed again the importance of verifying and carrying a copy of the DSRR DOB and making the 24-hour notification prior to occupying the joint track on DSRR. I also asked that once the locomotive is rerailed to clear the POD and to not make any more movements on the track until we can get there this morning 6-28-23 to inspect and make repairs to the track. At 4:21 pm I was notified that the locomotive was rerailed and tied down. My Regional Roadmaster Derrick Ford will be on site this morning to inspect and make the needed repairs so you guys can get back to work.

Process for NLA to occupy DSRR Mainline

- 24-hour notification should be made to Christopher Crockett at 318-780-4597 prior to occupying the mainline at DSRR MP 471 to MP 472.5. When making notification please advise on how many days you will be occupying the track.
- Current Verified copy of the DSRR DOB must be in the crew's possession.

As a side note we have ordered 500 new ties for MP 471 to MP 472.5 and have contractors on standby waiting for the word go. As soon as I have the timeline, I will let you guys know.

Thank You

Jerry Coleman Regional Operations Manager
Louisiana and North West Railroad/ Delta Southern Railroad
O: 318-927-2031 | M: 318-423-5725
jerry.coleman@patriotrail.com

Patriot Rail

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From: Michael Robbins <ouachitarr@gmail.com>
Sent: Friday, May 24, 2024 2:18 PM
To: rhstreeter@gmail.com
Subject: Fwd: APEX Lake Providence Service Issues

email from NOV3 to NOV 6 addressing service issues for APEX
w/r,
MR

---------- Forwarded message ---------
From: **Nicholas Mazzi** <NMazzi@apexllc.net>
Date: Mon, Nov 6, 2023 at 11:22 AM
Subject: RE: APEX Lake Providence Service Issues
To: Michael Robbins <ouachitarr@gmail.com>
Cc: Jonathan Lewandowski <JLewandowski@apexllc.net>, noah.b.robbins@outlook.com <noah.b.robbins@outlook.com>, Dan Robbins (dan@drrailroad.com) <dan@drrailroad.com>

If ITFX 9819 & ITFX 9871 are already heading north, then there are no loaded cars left in LPP.

Nick Mazzi

Logistics Manager

6220 McKinley Pkwy

Hamburg, NY 14075

Phone: 716-829-9630

Email: nmazzi@apexllc.net

APEX
AGRICULTURAL PRODUCTS EXTENSION, LLC

PENGAD 800-631-6989
EXHIBIT
25
Robbins

From: Michael Robbins <ouachitarr@gmail.com>
Sent: Monday, November 6, 2023 12:20 PM
To: Nicholas Mazzi <NMazzi@apexllc.net>
Cc: Jonathan Lewandowski <JLewandowski@apexllc.net>; noah.b.robbins@outlook.com; Dan Robbins (dan@drrailroad.com) <dan@drrailroad.com>
Subject: Re: APEX Lake Providence Service Issues

The 6 loads total are being set out into McGhee yard at 1200 CST. (ITFX series, 9857,9831,9823,9890,9819,9871) The crew will be directly pulling the empties from the yard without AKMD and heading south today. You should receive the empties in LPP Tuesday. Noah will contact you on the number of empties being brought south if different from the 10 listed. Are there loads waiting in LPP for north bound?

w/r,

MR

On Mon, Nov 6, 2023 at 10:55 AM Nicholas Mazzi <NMazzi@apexllc.net> wrote:

> Hi Michael,
>
> Are you able to provide the service plan for this week?
>
> The 4 cars that have been loaded since 10/24 & 10/25 (picked up on 11/1) still have not made interchange in McGehee, AR and the 2 empty cars spotted to us on 11/1 have been loaded since 11/2. Many of the empties in McGehee, AR (10 total currently at interchange) have been sitting for over 2 weeks now. This is not indicative of the daily turns outlined below, as it has now almost been a full week since we've seen our last switch at LP.
>
> It is very difficult to plan cars in and out of LP when we are only receiving 1 switch/week and turn times to our destinations are averaging 60+ days; the NLA is accounting for 40% of the transit/dwell time, while only performing 3% of the trip.
>
> Nick Mazzi

Logistics Manager

6220 McKinley Pkwy

Hamburg, NY 14075

Phone: 716-829-9630

Email: nmazzi@apexllc.net

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Friday, November 3, 2023 3:12 PM
To: Michael Robbins <ouachitarr@gmail.com>; Nicholas Mazzi <NMazzi@apexllc.net>
Subject: RE: APEX Lake Providence Service Issues

Please copy Nick on all rail emails.

Thanks Micheal, not sure how much they informed you on the situation. Our frustration comes from cars that sat for months and constant issues on NLA. We've worked with Noah and Daniel on the issues, but nothing seems to get fixed. Be happy to have a call and go over / through all the pain points just let us know.

Thanks,

Jon Lewandowski

Hamburg, NY Office

Mobile: 716-982-8947

Email: jlewandowski@apexllc.net

P.O. Box 565

Hamburg, NY 14075

Main Office: 716-926-1000

Fax: 716-926-1010

www.apexllc.net

From: Michael Robbins <ouachitarr@gmail.com>
Sent: Friday, November 3, 2023 3:06 PM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>
Subject: Fwd: APEX Lake Providence Service Issues

corrected email address for JL

w/r,

MR

---------- Forwarded message ---------
From: **Michael Robbins** <ouachitarr@gmail.com>
Date: Fri, Nov 3, 2023 at 2:00 PM
Subject: APEX Lake Providence Service Issues
To: <jlewandowsai@apexllc.net>
Cc: Dan Robbins (dan@drrailroad.com) <dan@drrailroad.com>, <noah.b.robbins@outlook.com>, <wyly_gilfoil@msn.com>, <bryantkillen@gmail.com>, <nmartin@terralriverservice.com>

Afternoon ALL,

My name is Michael A Robbins and I am the VP-Operations for ASL which manages the NLA, providing service to Lake Providence Port (LPP) and APEX. I am writing this email to address the three issues raised concerning railcars for APEX to/from the port. I will describe the issue, explain the cause, and then state how we will/have addressed the issue moving forward.

1) Delay in receiving railcars in McGhee for APEX- I understand there is an issue with railcars remaining in the MeGhee yard once interchanged from the UPRR to the NLA, via the AKMD. When the rail cars arrive in McGhee yard, they are automatically interchange from UPRR to NLA. In actuality, there is a delay in receiving the railcars by 4-7 days, depending on arrival date. This is due to when the UPRR arrives at McGhee, and when the AKMD crew goes to work and receives the switch list. The delay times are longer if the UPRR setout occurs on the weekends due to AKMN and NLA crew times. In order to

reduce the delay of receiving railcars for APEX, NLA has coordinated with AKMD to get our own rail cars off the UPRR interchange when the AKMD crew hasn't set them out or is unavailable. This will improve the interchange process for both inbound and outbound railcars.

2) Delivery of railcars once on NLA to LPP- The NLA has been averaging approximately 1 turn (down and back a week) from McGhee to LLP and back. This was the operations plan for the railroad due to crew manning. Going forward, the NLA will operate a daily turn from McGhee to Eudora, and a daily turn from Eudora to LPP. This will improve railcar delivery. On days when there are no empty or loaded rail cars available, the NLA will not run light engines just to run. (example: North job does not have rail cars for LLP, so the north job will not go to Eudora UNLESS there are loaded railcars for McGhee interchange. Likewise, unless there are loaded railcars in LPP needing to be pulled back to Eudora, the south job will not run light engine) Each job has the ability to "tie up" at the turn point if it facilitates railcar movement for the next day. Additionally, the NLA manager will coordinate with the other ASL properties in south Arkansas to provide crew coverage if needed. As the next stage of railroad line improvements begin, we will readdress the NLA call times to maximize the maintenance window while maintaining service levels.

3) Service interruptions- There have been service interruptions due to track repair along the line. Some of the repair is on the NLA controlled trackage and some is on the DSRR controlled trackage near the LPP lead. For the NLA trackage, the railroad has/will continue to coordinate with the track and bridge contractors to reduce or eliminate the maintenance delays. There are instances where this may occur that may close the railroad for a day (ie: major bridge repair). On these days we will notify all in advance to minimize service disruptions. As for maintenance repair on the DSRR owned trackage, we will continue to coordinate with the DSRR in an attempt to minimize the downtime. Same statement as above concerning call times during the next stage of railroad line improvements.

I believe this should address the service issues and delays for APEX. I will keep in contact with Noah to monitor these changes and to modify them to improve the service. Communication is key in developing the service plan that makes all parties involved satisfied. If an issue arises, please bring it to my attention so we can address it. My direct number is (870)310-1281 CELL or email me at this address.

with regards,

Michael A Robbins

GM-Ouachita RR

VP-Operation ASL

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From: Wyly Gilfoil <wyly_gilfoil@msn.com>
Sent: Monday, May 20, 2024 10:15 AM
To: Richard Streeter
Subject: Fw: Lake Providence - Transit Time Issues

From: Jonathan Lewandowski <JLewandowski@apexllc.net>
Sent: Wednesday, April 24, 2024 7:45 AM
To: ouachitarr@gmail.com <ouachitarr@gmail.com>; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: RE: Lake Providence - Transit Time Issues

What's the hold up? Cars loaded for 20 days still not to the UP? We can't keep doing this.... With the lack of response from NLA going to assume that I'm wasting my time with the emails but wanted to keep everyone in the loop and have to try....

```
ITFX 009810 EUDORA          AR 04 04 0842 L Release from Cust   RLOD23 MOUNTAIN HOME  ID
NLA
ITFX 009879 EUDORA          AR 04 09 1307 L Release from Cust   RLOD68 MOUNTAIN HOME  ID
NLA
ITFX 009803 EUDORA          AR 04 09 1307 L Release from Cust   RLOD68 MOUNTAIN HOME  ID
NLA
```

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Thursday, April 18, 2024 4:49 PM
To: ouachitarr@gmail.com; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: RE: Lake Providence - Transit Time Issues

Not sure if my last email went through or not, thought I would re send.

PENGAD 800-631-6989
EXHIBIT
26
Robbins

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Jonathan Lewandowski
Sent: Wednesday, April 17, 2024 8:40 AM
To: ouachitarr@gmail.com; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: RE: Lake Providence - Transit Time Issues

Morning,

Any update? Hearing delays again and cars not moving?

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: ouachitarr@gmail.com <ouachitarr@gmail.com>
Sent: Thursday, April 11, 2024 11:24 AM
To: Jonathan Lewandowski <JLewandowski@apexllc.net>; Nicholas Mazzi <NMazzi@apexllc.net>; Danny Robbins <dan@drrailroad.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: Re: Lake Providence - Transit Time Issues

It's being addressed and will update all.

w/r,
MR

Sent from Yahoo Mail for iPhone

On Thursday, April 11, 2024, 10:20 AM, Jonathan Lewandowski <JLewandowski@apexllc.net> wrote:

Good Morning,

Did I miss the response on this? I know its only hurting Apex so not really a concern for NLA.

Thanks,

Jon Lewandowski

APEX

Hamburg, NY Office
Mobile: 716-982-8947
Email: jlewandowski@apexllc.net

P.O. Box 565
Hamburg, NY 14075
Main Office: 716-926-1000
Fax: 716-926-1010
www.apexllc.net

From: Nicholas Mazzi <NMazzi@apexllc.net>
Sent: Monday, April 8, 2024 11:22 AM
To: Danny Robbins <dan@drrailroad.com>; Michael Robbins <ouachitarr@gmail.com>; Wyly Gilfoil <wyly_gilfoil@msn.com>
Cc: Jonathan Lewandowski <JLewandowski@apexllc.net>; Brad Chapman <BChapman@apexllc.net>; Michael Schwartz <MSchwartz@apexllc.net>
Subject: Lake Providence - Transit Time Issues

Good morning,

Since the attached items were addressed, we have not seen an improvement in loaded car transit times from LP to McGehee. Average transit times from LP to McGehee in JAN/FEB was 25 days; MAR/APR approximately 20 days. Once again, we do understand that when a derail occurs and the tracks need repair, or the DSRR is holding up shipments due to maintenance, that those are unavoidable delays that we all must limp through. But when the tracks are in service, and when we are told there are daily trips from LP to Eudora and Eudora to McGehee occurring, there is no acceptable reason it should take more than a few days for loaded cars to make interchange. Apex has been patient in how we've managed our shipments out of Eudora from the start, but we are at a point where we can no longer ignore the inventory we are sitting on and the

railcars we need to move. To put this blatantly, 25 days is an unacceptable transit time for loaded cars to interchange, 10 days is unacceptable, 5 days is pushing it.

This is an all-hands-on-deck situation, we have 10 cars currently loaded on the NLA; 4 of which were loaded on 3/27 (12 days ago). The other 6 were loaded between 4/3 – 4/5. I was told the 3/27 cars will make interchange late this week, the others maybe next week. Please advise a better plan/outline to move these cars outbound.

ITFX 009883 EUDORA	AR 03 27 1505 L Release from Cust	RLOD56	DOLES	ID	NLA
ITFX 009813 EUDORA	AR 03 27 1510 L Release from Cust	RLOD56	DOLES	ID	NLA
ITFX 009854 EUDORA	AR 03 27 1508 L Release from Cust	RLOD56	HYDRA	ID	NLA
ITFX 009885 EUDORA	AR 03 27 1508 L Release from Cust	RLOD56	HYDRA	ID	NLA
ITFX 009810 EUDORA	AR 04 04 0842 L Release from Cust	RLOD23	MOUNTAIN HOME	ID	NLA
ITFX 009855 EUDORA	AR 04 05 1212 L Release from Cust	RLOD33	MOUNTAIN HOME	ID	NLA
ITFX 009820 EUDORA	AR 04 05 1212 L Release from Cust	RLOD33	MOUNTAIN HOME	ID	NLA
ITFX 009850 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP
ITFX 009845 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP
ITFX 009887 MCGEHEE	AR 03 26 0054 E Junction Delivery	AKMD	EUDORA	AR	UP

Thank you,

Nick Mazzi
Logistics Manager
6220 McKinley Pkwy
Hamburg, NY 14075
Phone: 716-829-9630
Email: nmazzi@apexllc.net

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Before the
SURFACE TRANSPORTATION BOARD

STB Docket FD No. 36447

Lake Providence Port Commission—Feeder Line Application--LINE OF DELTA SOUTHERN RAILROAD LOCATED IN EAST CARROLL AND MADISON PARISHES, LOUISIANA

VERIFIED STATEMENT OF DANIEL B. ROBBINS

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1. My name is Daniel B. Robbins. I am the President, and head of Marketing of the North Louisiana & Arkansas Railroad ("NLA"). My address is 4416 S. Arkansas Ave., Russellville, AR 72802. I have personal knowledge of the facts stated herein and am duly authorized to present the Verified Statement on behalf of NLA. By way of personal background, I have been engaged in the railroad industry for 31 years and have 30 years of experience as a railroad engineer. During my career, I have worked as a conductor for the Union Pacific Railroad Company ("UP") and in various positions, including engineer for the several short line railroads that are owned by Arkansas Short Line Railroad, Inc. ("ASL"), which is NLA's parent corporation. In addition, I am a designated supervisor of locomotive engineers and a qualified track inspector.

2. NLA is one of the two (2) private short line railroads that partnered with the Southeast Arkansas Economic Development District ("SEAEDD") and the Lake Providence Port Commission ("LPPC") and the Madison Parish Port Commission (MPPC) in the public-private partnership ("PPP") that is known as

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the Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement Project. Delta Southern Railroad, Inc. ("DSRR") is the other short line railroad. In 2019, the PPP successfully obtained a FY 19-20 INFRA Grant from the U.S. Department of Transportation. The Grant funds are intended to be used to re-develop the entire McGehee-Tallulah Railroad Corridor ("the Corridor"), including the trackage between MP 408.9 and the point of interchange with the Kansas City Southern Railroad Company ("KCS").

3. NLA currently owns, or by lease, operates sections of the Corridor between MP 408.9 and MP 471.0. If LPPC is authorized to acquire the track between MP 471 and the point of interchange with the KCS in Tallulah, Louisiana, NLA will enter into an extended lease with LPPC and, following the Board's authorization, will operate over the entire Line, which has long been known as the Lake Providence Branch Line. NLA Railroad will operate the line from a point located in the middle of the line to be determined and provide tri weekly service to all stations on the line. This service will commence on the rehabilitation of Segment D, i.e., the DSRR line from Lake Providence, LA to the interchange location with KCS in Tallulah, LA. Until that time, NLA will provide tri weekly service from McGehee, AR to Lake Providence, LA and on demand service from Lake Providence, LA to Tallulah, LA.

4. The receipt of the Grant funds has enabled the owners to rehabilitate the track between McGehee and Lake Providence. Although work on the track continues, it is now possible to safely operate over it. By way of

background, in 2011, NLA began operating on the segment of the Corridor that LPPC and ASL had acquired from DSRR through an offer of financial assistance. The track was in a deplorable condition. As DSRR had admitted in its Petition for Exemption,[1] because of defective cross ties, and track alignment being out of compliance with FRA Class 1 standards at numerous locations, it had to embargo rail operations due to track conditions. DSRR also claimed that "operation of the Rail Line is unprofitable ... [and] there is no reasonable prospect for profitable operations".[2] By that time, the shippers that had previously relied on rail service had disappeared and had, out of necessity, turned to trucks to move their traffic to UP in McGehee and KCS in Tallulah. Shippers located in the Madison Parish Port had no option but to use DSRR's services if they were to continue shipping by rail.

5. To rehabilitate the tracks, NLA and its parent company invested over $2.0 million of corporate funds. In addition, NLA, working with SEAEDD and LPPC, obtained funding for a portion of the needed repairs from the Arkansas Economic Developmental Commission GIF Funds. The Economic Development Department of the U.S. Department of Commerce also granted

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[1] STB Docket No. AB-384 (Sub-No. 3X), *Delta Southern Railroad, Inc. – Abandonment Exemption – In Desha and Chicot Counties, Ark,* filed December 6, 2010, at p. 4 ("Petition"). *See* Exhibit D, V.S. Gilfoil at Attachment 6.

[2] Petition at p. 3. DSRR's actions mirror Wainwright's earlier comments in FD 34479, *Arkansas Midland Railroad Company-Emergency Service Order-Line of Delta Southern Railroad, Inc.*, dated February 27, 2004, that blamed DSRR's inability to provide service and maintain and upgrade the Warren Line at the appropriate level for reliable service on the inadequacy of per car revenues. As he also acknowledged, this led to an excessive number of derailments. *See* Item 4 in Attachment 1 hereto.

SEAEDD and LPPC $3.5 million to upgrade the track between Lake Village, Arkansas (MP 433.0) and Lake Providence, Louisiana (MP 471.0). NLA also sought Railroad Rehabilitation & Improvement Financing ("RRIF") funding to rehabilitate portions of the line from McGehee Arkansas to the Arkansas/Louisiana State line. The RRIF loan was denied. Despite those efforts, there was much that remained to be done when the decision was made to establish the PPP and apply for a Grant from the United States Department of Transportation ("DOT"), which administers the Infrastructure for Rebuilding America ("INFRA") Grants. As the photographs in the INFRA Grant Application demonstrate, in January and February 2019, NLA suffered major derailments due to track conditions that were exacerbated by DSRR's previous owner and continue to impact safety and reliable rail service.[3]

6. In the Spring of 2015, I met with William Wainwright, who previously owned DSRR. I was aware at the time of an unmistakable decline in DSRR's operations and facilities and was interested in acquiring DSRR's tracks to be able to restore single-line service between McGehee and Tallulah that would link all shippers that are located on the corridor to UP and KCS. During our conversation, he told me that he had recently received an offer of $3.5

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[3] *See* Feeder Line Application, Exhibit B, FY 19-20 INFRA Grant Application, Appendix A at A6 – A10. Prior to the filing with DOT, NLA sought an emergency loan guarantee from the Small Business Administration following these incidents, SBA declined that request. NLA's inability to fully address the underlying track conditions has impacted multiple customers as NLA has had to embargo the use of the type of gondolas, which average 17 feet in height, that are normally used to transport cotton seeds and similar items.

million but would sell to me if I could match that offer within thirty days. Before I could arrange my financing, Mr. Wainwright consummated the sale. Even though I was disappointed, I was later delighted to learn that J.D. Ventrcek was involved in the sale and would manage DSRR's operations. I first met Mr. Ventrcek when he was President and Chief Operating Officer of Weyerhaeuser's Arkansas and Oklahoma railroad operations. He later became Senior Vice President Corporate Development with Patriot Rail. In addition, he served as President of the Arkansas Short Line Association and the Chairman of the Rail Advisory Committee for the State of Louisiana.

7. On August 12, 2015, I was invited to meet with DSRR's officers to discuss future joint efforts to expand and coordinate our rail operations. Mr. Ventreck and I were joined in the meeting by John Marino. They told me that John Marino and his father had recently set up Continental Rail, LLC ("Continental Rail"). They also implied that Continental Rail's acquisition of DSRR's operations had been financed by a California-based private equity firm.[4] They assured me that they were fully committed to the task of rebuilding DSRR and were going to improve DSRR's facilities and operations.

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[4] I did not learn that Continental Rail was not DSRR's owner until July 15, 2016. That was the date that Golden Gate reached out to me to acquire all four (4) short line railroads that are owned by ASL. During those negotiations, I learned that Golden Gate had insisted that Mr. Marino was not to reveal Golden Gate's involvement in West Bank Intermediate Holdings, LLC, which had been formed by Golden Gate to acquire DSRR's stock. After several sessions of negotiations with Golden Gate, its offer was declined.

Furthermore, they intended to expand the business by reestablishing DSRR's links to UP at McGehee.[5]

8. This was great news for NLA, which could look forward to substantially increased operations and revenues to be earned from interchange operations with DSRR. I assumed that Mr. Ventrcek would quickly act to reduce DSRR's inventory of stored cars to enable DSRR to reach NLA and satisfy its rail common-carrier obligations that were not served by the storage of railcars on DSRR's mainline, especially when car storage interfered with interchange operations. As a veteran short line operator, Mr. Ventrcek knew that if DSRR were to provide any interchange operations, it would first be necessary for DSRR to clear the entire corridor between MP 471 and MP 491 on every trip before dispatching its locomotive to MP 472.25 to pick up any cars that had been placed in interchange by NLA. As I can attest, the constant need to move several hundred stored railcars every time a single car was placed in interchange would raise logistical nightmares when DSRR does not have any tracks of its own where it can momentarily place the cars that will have to be pushed back into storage after interchanged cars have moved past the line of stored cars.[6]

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[5] As the record reflects, the Lake Providence Branch Line was owned by Missouri Pacific Railroad Company ("MP") until 1989. At that time, UP, which controlled MP, was in the process of selling numerous branch lines that were owned by MP to short line operators in the State of Arkansas.

[6] It is my understanding that Terry Murphy, the Executive Director of the Madison Parish Port, has detailed the adverse impact on the Port and its

9. To illustrate the severity of the situation, on April 23, 2021, I counted at least 471 cars that DSRR had in storage on the mainline between MP 491.0 and 480.6. Assuming an average car length of 60 feet, the stored cars would create a train that is 28,260 feet (over 5.3 miles) long. That in itself raises questions as to where the cars would be temporarily stored while DSRR's locomotive travels to MP 472.5, where it would pick up cars that NLA would have placed in interchange. If the interchanged cars are to be interchanged with KCS, a further question is raised as to how DSRR expects to pass the stored cars that are temporarily stored on the mainline. Plainly, the storage of railcars on DSRR's mainline is not compatible with efficient interchange operations, which is why Wainwright disabled the track north of MP 471.0.

10. During the meeting, Mr. Ventrcek asked if I would do joint marketing initiatives with Craig Huff, who had worked with him at Patriot Rail. I quickly agreed to do so. Craig Huff and I immediately started looking for new business, which included joint marketing efforts that took us to Overland Park, Kansas, Kansas City, Missouri, Vicksburg, Mississippi, and other places. In fact, when Mr. Huff was asked by Mr. Marino to prepare estimates of shippers and revenues that he and I had identified for inclusion in DSRR's 2016 Budget, Mr. Huff, who was not familiar with NLA's contacts, called me to prepare an estimate of potential revenues that would be earned during the first six (6) months of operations that would follow the reopening of the entire Lake

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tenants that is caused by DSRR's switching activities that regularly block road crossings leading to the Port and the Port's private tracks.

Providence Branch Line. As I recall, the estimated revenues exceeded $600,000. It is my understanding that the estimate was used in DSRR's 2016 budget. A list of customers that indicated they would ship by rail once the tracks were restored is attached hereto as Attachment 4.

11. Consistent with the comments that were made in our June 2015 meeting, the needed repairs were begun. Initial repairs were concentrated on DSRR's bridges, and the track located between the Madison Parish Port (where they had relocated DSRR's headquarters) and the interchange with KCS. For a while, DSRR reduced the miles of stored cars that Wainwright had welcomed. Everything began to change when Mr. Ventrcek left Continental Rail.

12. Before he left, DSRR and NLA began interchange operations for Complex Chemical, which was and still is the largest rail shipper on DSRR's system. While some of Complex Chemical's cars were moved without incident, problems developed that are solely attributed to UP's EDI computer system's failure to recognize that Arkansas Midland Railroad ("AKMD") and NLA needed notification of car movements for DSRR interchange in Lake Providence, Louisiana. That caused UP to fail to alert AKMD and NLA when Complex Chemical's cars arrived in McGehee. That caused cars to be lost in AKMD's yard in McGehee and severely impacted NLA's ability to timely deliver cars to Complex Chemical. I will admit that this generated a series of irate emails from Complex Chemical and Jerry Melton, who is its CEO. Although those problems were finally resolved in early 2017, DSRR, without prior notice, abruptly closed

interchange on August 24, 2017. As I explained in an email that I sent to Gene Higginbotham at SEAEDD:[7]

> The NLA interchanged cars on 8/23/17 to the DSRR at Lake Providence. We received word today from Inteletrans that the DSRR said the interchange was closed. After a call to DSRR (Craig Huff and Matt Prince) they confirmed the interchange was closed based upon track issues on the DSRR side. They are suppose[d] to be taking the steps to embargo the interchange. We notified DSRR on Tuesday we had cars for them but they made no mention of a closed interchange. The cars in question will have to be rerouted to DSRR via UP at someone's expense. We are awaiting the rebilling now. The 8 cars in question came in while the State of Louisiana had the NLA removed at Lake Providence for the flood mitigation project. Of the 8 cars in question 3 are Complex chemical cars that arrived on NLA on 4/20, 4/27 and 5/12. The other cars are assigned to Top Rail Solutions as storage cars.

I ended up having to take the Complex Chemical cars back to McGehee to interchange them with UP, which then took them to Monroe and interchanged them with KCS which, in turn, interchanged them with DSRR. After I reached an agreement with Mr. Huff, he drove to the point of interchange and hitched a ride on NLA's locomotive which slowly pushed the Top Rail Solutions' cars to a point on DSRR's track for storage. Most importantly, the fact that Complex Chemical was able to use the track to reach NLA as late as August 2017 belies DSRR's repeated arguments that it was not aware of any prospective customer that sought to make use of its "long-out-of service" Line. Because Complex Chemical was, and still is, DSRR's largest

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[7] In August of 2017, NLA was working with SEAEDD and sharing information for use in the initial INFRA Application.

customer, how was it possible for Jon Ryan, DSRR's current CEO, to overlook it?

13. In Mr. Melton's Verified Statement, which is filed herewith as Exhibit L, he has provided the Board with estimates that reflect Complex Chemical's need to reach UP directly and avoid having to interchange with KCS and UP to be able to reach customers that are captive UP customers. In addition, he has faulted DSRR's refusal to maintain its rail that has imposed a penalty on Complex Chemical.

14. In addition, Mr. Melton has confirmed Mr. Murphy's testimony, as well as mine, that DSRR's storage activities create problems at the crossing as the entrance of the Port is blocked excessively when DSRR is switching storage cars. Given the above, Complex Chemical supports LPPC's acquisition and restoration of the entire Lake Providence Branch.[8] Based on the adverse impact of DSRR's multi-year refusal to restore the track between MP 491.0 and MP 471.0, Complex Chemical views "DSRR's owner's self-imposed refusal to bear the cost of maintaining its own line as a restraint on trade and contrary to the public convenience and necessity and the public interest."[9]

15. Apart from the interchange movement, in September 2022, of the specialized Schnable car, no interchange occurred even though Mr. Huff and I unquestionably discovered a current need for service over the entire Lake

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[8] It is noted that Complex Chemical, recognizing the need to preserve rail service, protested MP's abandonment of the Line in 1988.
[9] Exhibit L, V.S. Melton at p. 3, ¶6.

Providence Branch Line. This, of course, is proved by DSRR's very recent steps to improve the track so that it could showcase its new-found ability to move the Schnable car over the tracks that it finally worked on this past summer. NLA, pursuant to the Trackage Rights Agreement that NLA assumed from LPPC, NLA is permitted to inspect the interchange track between MP 471.0 and MP 472.25. In Section 4 of that Agreement, entitled "Maintenance" DSRR agreed that it shall "at its sole cost and expense, commence all work necessary to rehabilitate the Joint Trackage into FRA Class 1 track conditions. Thereafter, DSRR shall maintain the Joint Trackage in FRA Class 1 track condition for the term of this TRA, subject to the provisions of Section 3 above concerning allocation of such costs." The term "Joint Trackage," was defined in the TRA as "DSRR's tracks entitled between Milepost Nos. 471 and 472.25." Because Mr. Wainwright never bothered to rehabilitate that little segment to FRA Class 1 status, the provisions of Section 3 have never been applied.[10]

16. On March 22, 2022, the day before I announced that the Line between McGehee and MP 471.0 was reopened for full service, I informed Jerry Melton, the CEO of Complex Chemical, that I had one of his cars and would place it in interchange with DSRR. In response, Mr. Melton told me that he had "no confidence that DSR can get to and from Lake Providence over their bad track no matter what they were saying." I have been authorized by Mr. Melton to state that he told me not to place the car in interchange at MP 471, but to

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[10] *See* Attachment 2 hereto, Relevant provisions of the Trackage Rights Agreement.

take it back to McGehee from Lake Providence. I thanked Mr. Melton and told him we would await billing instructions for his car to send it back to UP in McGehee, where it would be forwarded to Monroe, and then moved over KCS, then DSRR to his facility.

17. After my conversation with Mr. Melton, I instructed NLA's track inspector, who is duly qualified consistent with FRA regulations, to inspect the Joint Trackage track between MP 471.0 and 472.25. On March 29, 2022, NLA's track inspector spent most of the day inspecting the track.[11] As he discovered, DSRR has recently taken some steps to address the tracks condition, however, he still identified 45 defects between MP 471.0 and 472.2 that include tie defects, gauge defects, cross level defects, broken rail defects, joint bar defects and even a vegetation defect involving a tree down across the track. Given his findings, I must question whether all such defects could be cured in a couple of weeks. If the Joint Tracks had been classified as FRA Class 1, DSRR would potentially face several thousand dollars of fines following an FRA Track Inspector's visit. In fact, the potential of incurring huge fines is preventing NLA from upgrading its track to FRA Class 2 status until all work is completed. Until that is done, all operations will move at the highest speed possible. To the best of my knowledge, the DSRR track, also somewhat improved, will require further rehabilitation after it is acquired by LPPC.

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[11] *See* Attachment 3, Track Inspection Report.

18. I, and NLA's other locomotive engineers, have now operated for more than eleven (11) years over the track that is located between MP 408.9 in McGehee and MP 472.25, including time before they were rebuilt with the INFRA Grant funds, there is no excuse for DSRR's prior refusal to take "baby steps" to address the track issues. Because I am aware that Mr. Ventrcek was trying to take those steps from the moment that he was placed in charge of new business development over the track, the failure to continue to take those steps must be attributed to DSRR's San Francisco-based owners who have no apparent railroad experience. Instead of focusing on the needs of shippers and their railroad's common carrier obligations, it is obvious that DSRR's owners did not want rail storage revenues to be diminished. Nor did they want to attract new interchange business that would require them to invest in upgrading their railroad's tracks. As I first learned from Craig Huff in 2021, after Mr. Ventrcek resigned, he was instructed by John Marino and Jon Ryan to stop working with me to develop new business that would require interchange with NLA and to focus on revenues earned from railcar storage.

19. Having spent several millions of dollars to repair the track between 2011 and 2017 when the first INFRA Grant was filed, I do not question DSRR's claim that it would require several million dollars to rehabilitate its track to FRA Class 2 status. However, if DSRR had continued Mr. Ventrcek's efforts to take a series of small steps to make the track passable, similar to the efforts that NLA, SEAEDD and LPPC took, the cost to DSRR's owners of bringing the track to FRA Class 2 status in one giant step would have been far less than the

$11,448,000 that DSRR originally sought for Rail Infrastructure Rehabilitation to FRA Class 2 status.[12] Based on my long experience in the rail industry, if the track that NLA acquired is used as the basis of comparison, it is readily apparent to me that DSRR's track between MP 471.0 and MP 491.0 continued to deteriorate further after West Branch acquired DSRR in June 2015. As a result, it does not surprise me that if DSRR only spent $2,300,00 between 2015 and November 2017 to upgrade the entire track between MP 471.0 and the KCS interchange that it might require more than double the amount that NLA needed to rehabilitate the 24.1 miles of track between MP 408.9 and MP 433.0.

20. In the attempt to scale down the project to meet DOT's offer, Jon Ryan, in December 2019, proposed spending $2,503,596 to rehabilitate the ten (10) miles of track between MP 500 and MP 491 that he referred to as DSRR's "Priority Miles." In her letter, dated March 17, 2020, that requested FRA's approval of scope changes, Patrecia Hargrove requested an allocation of $3,207,789 to rehabilitate the 20-mile segment to FRA Class 2 status. That proposal, which was accepted by DOT and FRA, would leave only $704,193 to be spent on the segment between MP 471.0 and MP 491.0 if $2,503,596 were to be spent to rehabilitate Ryan's "Priority Miles." Using DSRR's cost estimate, DSRR (or its successor) would need an additional $8,200,211 to cover the cost

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[12] *See* Feeder Line Application, Exhibit B, INFRA Application at Table 4: Future Eligible Costs by Segment.

of bringing the segment of track between MP 471.0 and MP 491.0 to FRA Class 2 status.

21. By way of comparison, the section of track that NLA acquired from DSRR is 24.1 miles in length as compared with DSRR's section, which is 27.6 miles in length. The highest bid to reconstruct NLA's track was $5,308,297, while the lowest bid was $4,163,507. DSRR's estimate, which covers 27.6 miles of track, is more than double the bids that NLA received for similar mileage. Either DSRR is exaggerating the costs required to rehabilitate its track or DSRR has done very little to repair its share of the Lake Providence Branch other than rehabilitate Mr. Ryan's 10 priority miles.

22. Because Matt Prince, Continental Rail's Director of Operations, in an email dated September 21, 2017, told me that "We bowed out of the grant application for the time being as we simply cannot afford to spend the cash right now," I was aware that DSRR was struggling. However, having worked with Craig Huff to develop new business that reflected several hundred thousand dollars of potential income in the first six (6) months after the track between MP 471.0 and MP 491.0 was repaired, I could not understand why none of our joint efforts had produced any new revenues. Nor could I understand the reasons for Mr. Huff's seeming indifference to look for other business development opportunities prior to his resignation from DSRR. In any event, no one at DSRR reached out to me to renew such activities after Mr. Huff resigned as DSRR's General Manager.

23. It was months after LPPC filed its original Feeder Line Application (November 12, 2020) that I finally learned what had happened. In March of 2021, I received a call from Mr. Huff who told me that he had been reading the pleadings in the proceeding and was troubled by comments in some of DSRR' pleadings. He suggested that we should try to contact Donald Bush who had been the manager of a small company named Bayou Bioenergy ("Bayou") He also provided Mr. Bush's cell phone number.

24. Mr. Huff's call caused me to recall that in December 2016, I had been contacted by Mr. Bush who advised me that Bayou had recently opened a facility in Lake Providence and was currently moving all of its product by truck. However, he was attempting to expand Bayou's business to include shipments by rail of glycerin product and wet methanol to some new customers. He also wanted to know whether his company could use a NLA spur line located in Lake Providence for purposes of transloading product from Bayou's facility that was located within a mile of the spur. We had several conversations about potential movements and the need to work jointly with DSRR to move product over the KCS, which offered lower rates to certain locations than UP, which could be reached directly from Lake Providence.

25. I explained that to reach KCS, NLA would spot tank cars on the spur at MP 469.0 for loading and then move them to the point of interchange that had been established with DSRR between MP 472.2 and 472.5 just to the south of Lake Providence, a distance of only 3.5 miles. DSRR would then move

the loaded tank cars directly to KCS at Tallulah. At that time, we were interchanging freight with one another at the above-mentioned location.

26. Mr. Bush and I then contacted Mr. Huff who, at the time, was DSRR's General Manager. During our conversations, Huff expressed a willingness to work with NLA and Bayou to handle the shipments consistent with the reestablished interchange between DSRR and NLA. After the initial conversations with Mr. Bush, I did not hear further from Bayou and assumed, based on occasional sightings of trucks entering and leaving Bayou's facility in Lake Providence, that it had not yet reached the point where rail service was needed.

27. As Mr. Huff explained in our conversation in March 2021, after we spoke about the Bayou project in 2016, he had been directed to refuse interchange with NLA and to tell Bayou that it would only work if it trucked its product to the Madison Parish Port. Thereafter, without speaking further with me, he had refused to interchange with NLA in Lake Providence and forced Bayou to truck its product to DSRR's transload facility at Madison Parish Port for placement in tank cars.[13]

28. A bit later in 2021, Mr. Huff further explained that after Mr. Ventrcek resigned from Continental Rail in late 2016, he had been informed by John Marino and Jon Ryan that because new business did not fit DSRR's

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[13] Mr. Bush's Verified Statement that confirms the foregoing is attached as Exhibit K.

strategic objectives, he was to stop working with me to develop new business and inform shippers that due to conditions beyond his control, it would not be possible to move traffic that involved an interchange with NLA.

29. The bottom line is that there are multiple customers on the NLA track that for several years could not receive any rail service over two thirds of the Lake Providence Branch Line because of Wainwright's attempts to abandon various segments of the Line. After the sale to West Branch, DSRR's repeated refusal to upgrade its track so that it could accept interchange at Lake Providence also interfered with shippers' efforts to receive adequate rail service. Such shippers include PotlatchDeltic, Clearwater Paper, as well as Livingston Pecan and Metal, Inc. Although they have repeatedly expressed an interest in gaining access to KCS, this has proved to be impossible due to DSRR's refusal to open its track between MP 471 and MP 491. As a result, these companies, and several other shippers in the area are still "waiting to see what happens" while continuing, in some instances to ship via truck at a greater expense to themselves, and to the detriment of the local community.

30. Since 2017, there have been several instances when DSRR, under its new ownership, declined to interchange traffic with NLA at MP 471. In addition to the incident that was previously discussed which involved Complex Chemical's cars, in 2019, Epstein Gin and Transload Co. tried to ship cottonseed out on NLA to be interchanged with KCS. DSRR refused to accept the cottonseed. In 2020, Complex Chemical had both loaded and empty cars on

the UP interchange in McGehee Arkansas bound for Madison Parish, Louisiana. Because DSRR advised UP and NLA that it would not come to Lake Providence to retrieve the cars, the cars had to be re-routed to the UP at McGehee, and then to the KCS at either Shreveport or Monroe, Louisiana and then to DSRR for delivery to the customer. This resulted in increased costs and delay to all parties.

31. The foregoing actions not only harmed the shippers, but they also harmed and interfered with the joint efforts of LPPC, SEAEDD, MPPC and NLA to improve rail operations and thereby benefit the rural region and help catalyze greater opportunities for economic development. That, of course, was recognized by the DOT when it provided financial assistance to the unique public-private partnership. In addition, the foregoing actions, which are contrary to the public convenience and necessity, have financially harmed NLA and adversely impacted its ongoing efforts to rehabilitate the entire Lake Providence Branch Line that DSRR's owners allowed to deteriorate and refused to rehabilitate so that they could collect the "easy money" earned from car storage and switching fees. As they recognized, storage of several hundred cars at a time, did not require them to upgrade the track between MP 471.0 and 491.0.

32. The prior owners, Wainwright and Golden Gate Financial and the holding company, West Branch Intermediate Holdings, LLC, that Golden Gate established in 2015 to acquire the DSRR stock, must be held accountable for

the condition of the track and the failure to take action to repair and provide their common carrier obligations. Because Wainwright is deceased, he cannot be held accountable. The same is not true of the current owners. After terminating Continental Rail in January 2021, they caused DSRR, which had previously recognized the need to rehabilitate the *entire* Line to reverse course and announce that it has "concluded that the desired track renovations as to the long-dormant Line are unjustified and unwarranted."

33. Because DSRR did not provide any evidence to explain what it meant for "long-dormant," I was asked to respond to that claim. As I explained at length in my Supplemental Response to Delta Southern Railroad Inc.'s First Set of Interrogatories Nos. 1 through 6:

> In 2019, Richard Livingston, of Livingston Pecan & Metal Inc., which is located in Lake Village, Arkansas, requested me to run rates via KCS to Columbus, MS and Jackson, MS for scrap metal. I provided the rates but could not pursue the traffic because of the inactive interchange with DSR.
>
> Epstein Gin and Transloading Company have had customers ask for rates over KCS to BNSF destinations. In May 2017, Morgan Wells with US Commodities (now "Ag Motion") requested rates. Rates were supplied but again we did not pursue the business because of the inactive interchange with DSR. In 2019, Paul Scruggs with Lansing Trade Group, LLC attempted to send its 2019 crop south over DSR but Dino Trevino, a DSR employee, said in a phone call that DSR could not take the cars. The same information was also given to Epstein and Paul with Lansing Trade Group (now the Anderson group).
>
> Lansing also expressed interest to both myself and Craig Huff, who was employed by DSR, when we were at the offices of Lansing in Overland Park, Kansas in 2016 about moving corn from the Lake Providence facility over KCS to southern Mississippi feeder markets. This meeting led to the inclusion of

funds in the INFRA Grant to partially cover the cost of rehabilitation of 700 feet of track and the planned installation of 1,000 feet of new track to the Lansing Grain facility in Lake Providence. *See* Statement of Work Segment C (MP 454.8 to MP 471.0) at p. 7.

Complex Chemical shipped until March 2017 cars in and out on NLA from DSRR. Some of these shipments are still going on but would be more cost effective if routed over DSR to NLA instead of UP, KCS and DSR for pricing and transit time concerns.

Additionally, in 2019 Complex had cars arrive in McGehee bound for Madison Parish Port. Lauren Sullivan with UP asked NLA to take the cars to Lake Providence and we agreed to do so. However, she had to call the move off and reroute the cars after DSR informed her they were unwilling or unable to come and receive the traffic in Lake Providence.

Rail Vehicle Services (RVS) is a railcar shop that is in the process of locating in the Madison Parish Port. During personal meetings with DSR and a joint telephonic meeting with DSR and NLA in August 2017, RVS management informed me and Matt Prince, DSR's former Director of Operations, that RVS will have an absolute need for both a UP and a KCS connection.

In 2020, Neil Martin with Terral River Services inquired about resuming shipments of cottonseed from the Madison Parish port to UP for PNW destinations when the grant is complete and the track in good condition. Additionally, they have looked at inbound aggregate originating on UP points that would move to the port of Madison Parish.

In March 2019, Chris Whallon with PotlatchDeltic expressed a desire to use the Corridor for loading lumber at Epstein for shipment to KCS when the corridor is open. These moves would be primarily to markets located in Mexico.

Clearwater Paper, which has a major facility in Cyprus Bend, Arkansas, expressed an interest in making paper movements to certain KCS destination and has had a joint meeting with KCS, AKMD, NLA and DSR representatives regarding such movements.

Almost all of this information is in the INFRA grant application which DSR is privy to or was in emails between NLA and DSR employees Craig Huff, Matt Prince, and J D Ventrcek.

> During the course of preparing the INFRA Grant Application, I prepared information for HDR regarding NLA's anticipated movements following completion of the reconstruction of the entire line. At that time, I anticipated that NLA would move approximately 1000 cars over UP and 1000 cars of local traffic on NLA. These figures were joined with figures submitted by DSR to produce Table 4, which HDR included in in Table 4 of Appendix C, at p. 18, Section 5.3, Table 4: Demand Projections, Build case. Because DSR projected that it would move approximately 1200 railcars in 2024 following rehabilitation over KCS, this allowed me to realize that approximately 3048 railcars would likely move in interchange between DSR and NLA over the segment. Given DSR's active participation in preparing the projections, its employees were aware of these projections as far back as 2019.

34. Because DSRR could not contest any of the above, DSRR moved to strike my evidence. In the Board's Decision, dated June 1, 2021, the Board denied DSRR's motion to strike. Furthermore, I will note that DSRR has never produced a single sworn statement from anyone that has rebutted or disproved any of the foregoing remarks. Although Jon Ryan presented a Verified Statement earlier this year, it is noted that Mr. Ryan, who was based in Florida, was never, to best of my knowledge, extensively involved with shippers and prospective shippers while the INFRA Grant Applications were being prepared. In fact, as is discussed elsewhere in this Application, he freely admitted in an email, dated December 4, 2019, addressed to Doree Magiera, HDR's person who put together the statistics that appear in the INFRA Grant Application, that he was not privy to what was discussed during the past two years.

35. In closing, I respectfully note that everything that I have testified about in this Verified Statement that relates to actual and potential movements

of freight in interchange traffic between NLA and DSRR, can be and is corroborated by Craig Huff, who was DSRR's General Manager in Tallulah between 2015 and 2018, when he resigned.[14]

36. Consistent with the requirements of 49 CFR § 1151.3(a)(8), a copy of NLA's current liability insurance is attached hereto as Attachment 5.

I, Daniel B. Robbins, declare under penalty of perjury that the foregoing statement is true and correct. Further, I certify that I am qualified and authorized to file this statement. Executed this 28th day of December 2022.

Daniel B. Robbins

[14] *See* Exhibit H.