

MILK HAULING CHARGES IN THE UPPER MIDWEST MARKETING AREA

MAY 2026



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MILK HAULING CHARGES IN THE UPPER MIDWEST MARKETING AREA

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Areerat Kichkha¹

Introduction

This study categorizes and analyzes hauling charges based on state, county, and producer size groups for May 2026. The payroll data for 7,526 dairy producers who were associated with the Upper Midwest Federal Milk Order were examined². The Federal Order 30 Market Administrator's producer database allows options for handlers to report a line-item fee for hauling that can include, but is not limited to, stop charges, fuel charges, or a flat fee. Some handlers will do a combination of charges necessitating some calculations to arrive at a total hauling charge from the database.

Table 1

Average Hauling Charges for the Marketing Area for May

Statistic	2026	2025
Producer Deliveries (pounds)	4,730,947,982	4,637,343,232
Total Hauling Charges	\$24,884,377.72	\$23,591,329.54
Weighted Average Charges (per cwt.)	\$0.5260	\$0.5087

A flat fee structure possibly leads to a decreasing average hauling charge as viewed on a per hundredweight basis. The possibility also exists that the hauling charge relationship for large producers may differ on a handler-by-handler basis. This relationship may mean the producer pays all charges external to the handler's payroll or may haul their own milk. Previous analysis has indicated that hauling charges are a function of producer pounds, the farm's distance to plants, the farm's distance to population centers, competition among handlers, and the concentration of dairy farms in the local market.

¹ The author, Dr. Areerat Kichkha, is an Agricultural Economist with the Market Administrator's Office, Minneapolis, Minnesota.

² Changes were made in the methodology of this paper in 2011. The method used prior to 2011 would have resulted in an average hauling charge for 2026 of \$0.7924 per cwt., compared to \$0.7902 for 2025. These values are possible to calculate using data from Table 3. Data from 2011 to present are aggregated at the farm level and restricted to States within Federal Order 30 resulting in lower farm counts compared to earlier analysis. The hauling charges in Table 1 are weighted by the producer milk pounds delivered.

Analysis by Size Group

Table 2 presents the May 2026 data for each of ten size groups. Skewness dominates the results in Table 2, with 65.2% of the milk produced by 9.5% of the farms. In addition, these largest categories of farms pay 57.0% of the total hauling charges. Chart 3, on Page 6, shows the inverse relationship between average pounds of production and average hauling charges for each size category.

Table 2
Average Producer Delivery, by Size Range, for May 2026

Size Range	Simple Average Hauling Charges	Total Hauling Charges	Production	Number of Farms	Producer Average Monthly Delivery	Weighted Average Hauling Charge
(pounds)	(\$ per cwt.)	(\$)	(pounds)		(pounds)	(\$ per cwt.)
Up to 49,999	1.2642	425,572.95	36,718,941	1,330	27,608	1.1590
50,000 to 99,999	0.7400	777,295.36	105,806,595	1,427	74,146	0.7346
100,000 to 249,999	0.6388	2,171,069.94	338,661,432	2,149	157,590	0.6411
250,000 to 399,999	0.6839	1,462,796.72	213,559,812	683	312,679	0.6850
400,000 to 599,999	0.6536	1,460,181.31	223,585,797	455	491,397	0.6531
600,000 to 999,999	0.6409	2,366,437.79	366,846,854	474	773,939	0.6451
1,000,000 to 1,499,999	0.5735	2,046,595.97	361,160,908	293	1,232,631	0.5667
1,500,000 to 2,499,999	0.5850	3,366,124.78	572,564,285	296	1,934,339	0.5879
2,500,000 to 4,999,999	0.4826	4,140,134.95	861,359,953	243	3,544,691	0.4807
5,000,000 or more	0.4354	6,668,167.95	1,650,683,404	176	9,378,883	0.4040
Total or Average	0.7592	24,884,377.72	4,730,947,982	7,526	628,614	0.5260

Analysis by State

Table 3 represents the May 2026 data for each state comprising the Order. Analyzing hauling charges by state has previously led Federal Order 30 staff to hypothesize that non-scale factors affect hauling charges. These include distance to plants and population centers, competition among handlers, along with the predominance of dairying in a market. These factors have been tested and their relevance supported in earlier papers available here: https://www.fmma30.com/Staff_Papers.html.

Table 3
Average Producer Delivery, by State, for May 2026

State	Simple Average Hauling Charges	Total Hauling Charges	Production	Number of Farms	Producer Average Monthly Deliver	Weighted Average Hauling Charge
	(\$ per cwt.)	(\$)	(pounds)		(pounds)	(\$ per cwt.)
Illinois	1.1113	1,077,218.40	128,695,713	320	402,174	0.8370
Iowa	1.2845	3,213,274.94	425,497,812	477	892,029	0.7552
Michigan UP	1.1617	101,038.49	13,396,315	29	461,942	0.7542
Minnesota	0.6394	3,985,782.53	925,624,868	1,698	545,127	0.4306
North Dakota	2.1582	67,590.61	17,855,202	20	892,760	0.3785
South Dakota	0.9893	2,589,411.37	429,833,014	117	3,673,786	0.6024
Wisconsin	0.7126	13,850,061.38	2,790,045,058	4,865	573,493	0.4964
Total or Average	0.7592	24,884,377.72	4,730,947,982	7,526	628,614	0.5260

As seen in Table 3, North Dakota has the highest simple average hauling charge. The state producers have fewer plants and less handler competition. Minnesota and Wisconsin in contrast have low average hauling charges with a high number of farms generally in close proximity to high demand areas. The average pounds in this table, however, do not correlate as well as Table 2 with average hauling charges, implying additional factors determine a farmer's hauling charge.

On the following page, Table 4 shows the May diesel fuel price in relation to the May average hauling charges. Additionally, the table shows the percentage change from the previous year for both the price of fuel and average hauling charges. The hauling charges show less fluctuation when compared to the more volatile fuel price. That volatility is evident in the large positive and negative percentage changes in fuel prices from year to year. In contrast, the percentage changes in the average hauling charge are much smaller. Given the handlers' tendency to subsidize hauling charges, this smaller volatility indicates a strong tendency to resist passing through the increased hauling costs. For example, as recently shown in May 2026 when the fuel price surged 66.68% above last year, the hauling charge remained stable with a small increase of 0.28%.

Table 4
Midwest Retail Fuel Price and Average Hauling Charges ³

Year	May Fuel Price	Change from Previous Year	May Average Hauling Charges	Change from Previous Year
	(\$ per gallon)	(%)	(\$ per cwt)	(%)
2016	2.282	-17.44	0.3263	1.44
2017	2.494	9.29	0.3409	4.48
2018	3.179	27.47	0.4793	40.59
2019	3.049	-4.09	0.5015	4.63
2020	2.237	-26.53	0.4985	-4.74
2021	3.162	41.07	0.5087	2.04
2022	5.32	68.35	0.6177	21.43
2023	3.832	-27.97	0.6137	-0.66
2024	3.725	-2.79	0.7969	29.85
2025	3.439	-7.68	0.7902	-0.84
2026	5.732	66.68	0.7924	0.28

Chart 1 on the next page shows that over 78.6% of the milk delivered on Federal Order 30 was from Wisconsin and Minnesota. The other states on the order each had 9.1% or less of the milk delivered. This predominance for Wisconsin and Minnesota indicates that their weighted averages will pull the overall average for the order down relative to North Dakota. Wisconsin and Minnesota not only have most of the milk production but also have close proximity to the majority of the population centers and processing plants.

Chart 2 on Page 6 shows the milk production percentage for each size class and also the percentage of total hauling charges paid by each size class. For the eight smaller size classes, the percentage of hauling charges is greater than the percentage of total production. For the latter two classes, their percentage of hauling charges is smaller than their percentage of production. The most common explanation for this distribution of charges is that hauling costs are higher for smaller farms, given the increased number of stops in order to fill out a load. Chart 3, on Page 6, builds on Chart 2's size range distribution to show that average hauling charges and average milk production are inversely related.

³ The hauling charges presented are a simple average by state weighted by the state milk production to generate a weighted average for the Federal order. Being based on a state simple average increases the likelihood that it approximates a typical dairy farmer's average hauling charge over an average weighted by every producer's production. See https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=p&s=emd_epd2d_pte_r20_dpg&f=m for the Midwest retail fuel prices data, .

Percentage of Milk Deliveries by State

In May 2026, dairy producers from three states delivered the majority of the milk associated with the Upper Midwest Order. Wisconsin producers delivered the largest volume of any of the states by supplying 59.0% of the total milk volume associated with the market. Producers from Minnesota, South Dakota and Iowa were second, third and fourth, respectively, in milk volume supplied to the order.

Chart 1

Percentage of Delivery Volume, by State, for May 2026

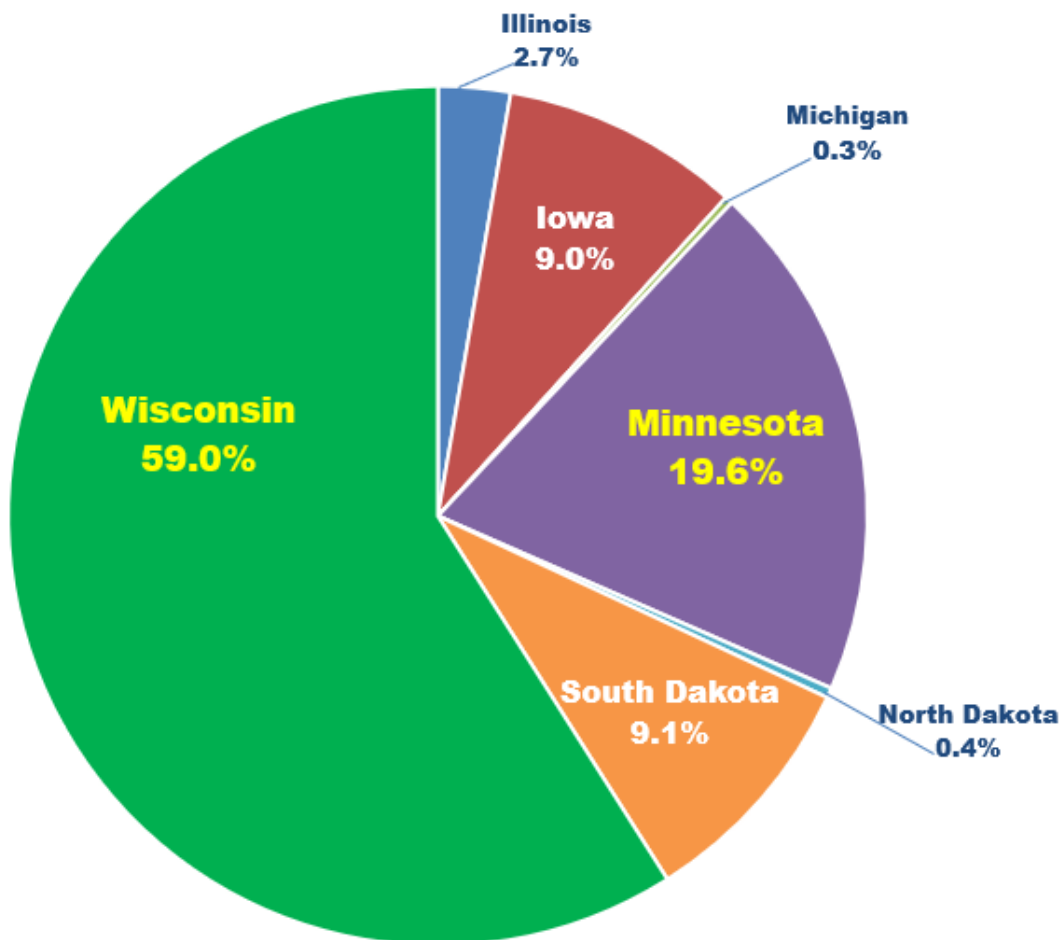


Chart 2

Percentage of Hauling Charges and Producer Deliveries, for May 2026

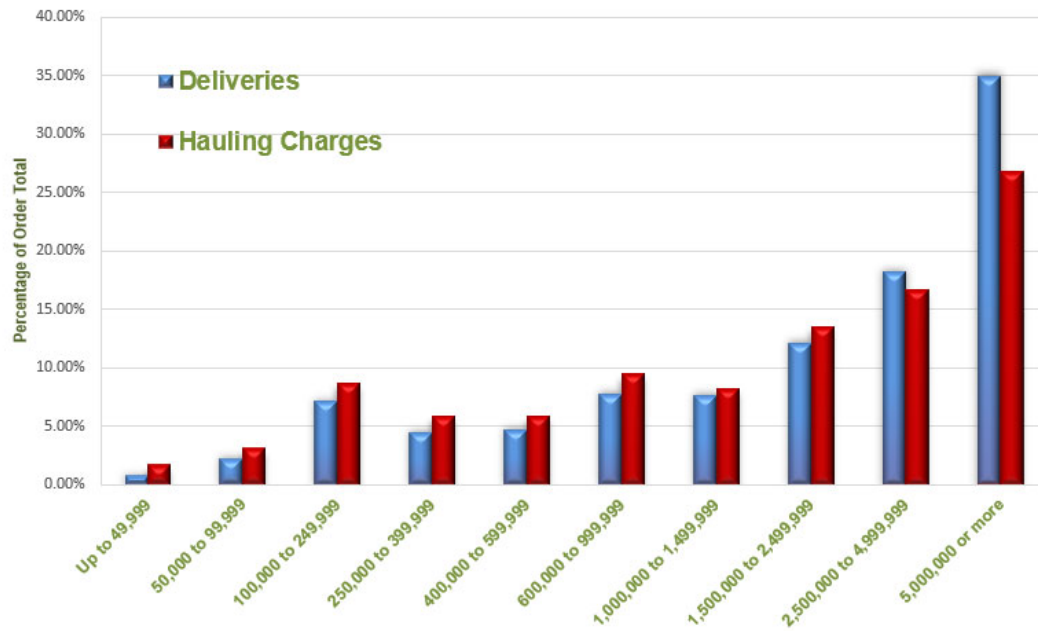
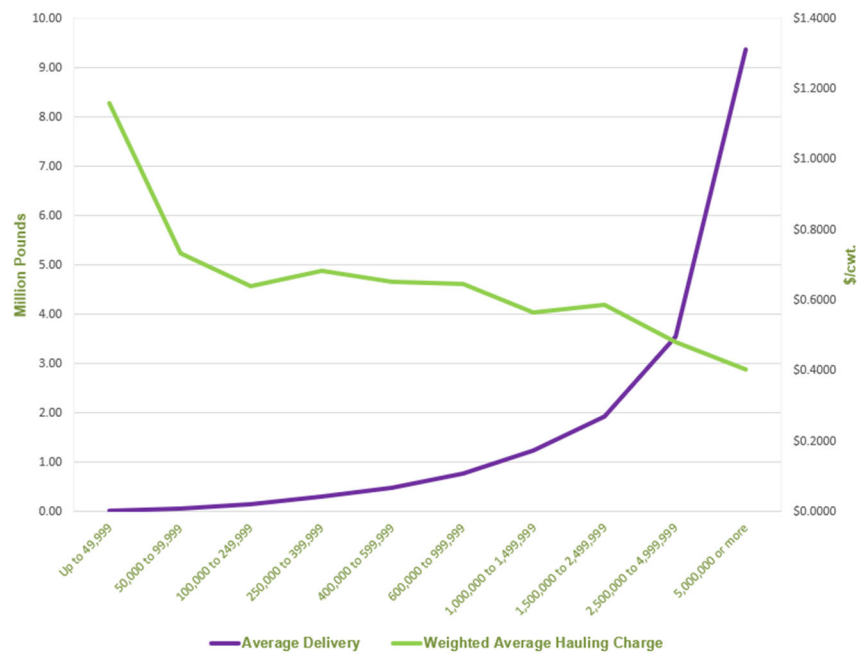


Chart 3

Producer Delivery versus Average Hauling Charges for May 2026



Average Milk Hauling Charges by Size Range of Producer Delivery

The data shown in Table 5 indicates that there are several other factors that contribute to fluctuating hauling charges. The aforementioned relationship between farm location and distances to competing dairy plant manufacturing operations does not explain all of the variation in average hauling charges. This study found that even though a specific dairy producer may be located a very long distance from the Upper Midwest market's largest fluid milk disposition area, it does not necessarily mean that this producer will pay the market's highest rate per hundredweight for hauling. This study recognizes that other factors exist; including the fact that a dairy producer's milk volume influences the producer's cost of hauling.

Table 5 displays the market's dairy producers in ten size ranges, or producer milk volume categories. The numbers presented in Table 5 show a strong indication that as a producer's milk volume increases, the average hauling charge per hundredweight decreases, though there were slight fluctuations of a few cents in the fourth through eighth size groups.

Table 5

Average Hauling Charges, by Size Range and State, for May 2026

(Dollars per cwt.)

Size Range	Illinois	Iowa	Michigan	Minnesota	North Dakota	South Dakota	Wisconsin	Weighted Average Hauling Charge
Up to 49,999	1.7731	1.8439	1.2892	1.0720	4.8372	2.7292	1.0556	1.1590
50,000 to 99,999	1.2295	1.4863	1.2247	0.5893	1.9573	1.2789	0.6853	0.7346
100,000 to 249,999	0.9879	1.2490	1.1439	0.4086	1.2955	1.0871	0.6137	0.6411
250,000 to 399,999	1.0363	1.0125	1.4602	0.5089	R	0.8643	0.6697	0.6850
400,000 to 599,999	1.1113	0.9709	1.4602	0.4728	R	0.6906	0.6154	0.6531
600,000 to 999,999	0.8735	1.0518	0.6950	0.5663	--	0.8886	0.6021	0.6451
1,000,000 to 1,499,999	0.8104	0.7501	1.1334	0.5342	R	0.9002	0.5259	0.5667
1,500,000 to 2,499,999	0.9356	0.8087	--	0.5815	--	0.7671	0.5392	0.5879
2,500,000 to 4,999,999	R	0.9370	R	0.4892	0.1563	0.8292	0.4218	0.4807
5,000,000 or more	R	0.5481	--	0.2449	--	0.5381	0.3727	0.4040
Weighted Average Hauling Charge	0.8370	0.7552	0.7542	0.4306	0.3785	0.6024	0.4964	0.5260

R = Restricted, fewer than three producers.

-- No producers.

The study identifies several factors contributing to differences in hauling charges across producer size groups. A primary factor is that many Upper Midwest handlers assess a fixed hauling charge regardless of milk volume. Therefore, as a producer's milk production increases, the hauling charge per hundredweight decreases. This relationship is evident in Table 5, although slight fluctuations occur among the fourth through eighth size groups in some states. As shown in Table 6, these fluctuations partly reflect the smaller number of farms reporting zero hauling charges in these groups in May 2026, which raises the weighted average hauling charges. The effect of zero hauling charges is examined further in the next two sections.

Further, this study finds that 78.6% of the producer milk is procured from Minnesota and Wisconsin. The study also finds that these two states have more small dairy producers. Many of these producers are located near multiple milk processors. Therefore, these producers may pay for shorter hauling distances, and their hauling charges on a per hundredweight basis, therefore, are going to be less than similar size producers located in other parts of the market's procurement area. Chart 3 shows the average hauling charges, by size range, for all producer milk associated with the market for May 2026.

As mentioned above, one factor that contributes to varying hauling rate charges is the dairy producer's location in the market, or those areas possessing strong procurement competition among fluid dairy processors and/or cheese manufacturing plants. This factor is quite noticeable in the milkshed areas found in Minnesota and Wisconsin. The study finds that lower hauling charges in these areas reflect strong procurement competition accompanied by shorter hauling distances between dairy farm operations and dairy manufacturing plants.

Analysis of Producers with Zero Milk Hauling Charges

A small percentage of producers on Federal Order 30 have zero hauling charges listed in handlers' payroll records. Reasons for this lack of deduction include use of waiving the hauling charge as a milk procurement tool, hauling for the producer may be self-funded separate from the handler, or the handler may pay for the hauling via a third-party hauler that is not reflected in the payroll records submitted to this office. Substantial anecdotal evidence indicates that the two latter situations account for nearly all the zero hauling deductions.

Tables 6 and 7 indicate that the producers with zero hauling charges are spread among all the size categories with more producers not paying hauling in the more plentiful small size categories.

The tables also indicate that more farms are charged no hauling in states with more dairy farms such as in Minnesota and Wisconsin. The overall average producer delivery for zero hauling charge producers greatly exceeds that of the larger dataset as shown in Table 3.

Table 6**Producers with Zero Hauling Charges, by Size Range, for May 2026**

Size Range	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Up to 49,999	2,698,958	107	25,224
50,000 to 99,999	7,511,757	104	72,228
100,000 to 249,999	13,920,463	92	151,309
250,000 to 399,999	8,466,048	27	313,557
400,000 to 599,999	9,754,641	20	487,732
600,000 to 999,999	16,118,196	22	732,645
1,000,000 to 1,499,999	29,743,985	24	1,239,333
1,500,000 to 2,499,999	58,421,322	29	2,014,528
2,500,000 to 4,999,999	189,007,171	51	3,706,023
5,000,000 or more	623,698,417	56	11,137,472
Total	951,340,958	532	1,803,272

Table 7**Producers with Zero Hauling Charges, by State, for May 2026**

State	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Illinois	22,008,535	5	4,401,707
Iowa	73,843,606	12	6,153,634
Minnesota	210,603,717	86	2,448,880
South Dakota	83,484,595	12	6,957,050
Wisconsin, Michigan UP, and North Dakota	569,400,505	417	5,940,656
Total	959,340,958	532	1,803,272

Effects of Zero Hauling Charges on Order-Wide Data

The dairy farms producing milk for which there is no deduction on the producer payroll accounted for 959,340,958 pounds in 2026. Recalculating the weighted average hauling charges, for the order as a whole, entails dividing the total hauling charges by the production on the order, less the production of the dairy farms with zero hauling charge. This recalculation is $(\$24,884,378 / 4,730,947,982) * 100 = \0.6598 . The weighted average hauling charge per hundredweight increases from \$0.5260 to \$0.6598.

This procedure is repeated in Table 8 and Table 9 for the weighted average hauling charges, by scale and by state, using data from Tables 2, 3, 6 and 7.

Table 8
**Average Hauling Charges, by Size Range,
with Zero Charges Removed, for May 2026**

Size Range	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	(%)	(pounds)	(pounds)	(\$ per cwt.)
Up to 49,999	425,573	36,718,941	34,019,983	1.2509
50,000 to 99,999	777,295	105,806,595	98,294,838	0.7908
100,000 to 249,999	2,171,070	338,661,432	324,740,969	0.6686
250,000 to 399,999	1,462,797	213,559,812	205,093,764	0.7132
400,000 to 599,999	1,460,181	223,585,797	213,831,156	0.6829
600,000 to 999,999	2,366,438	366,846,854	350,728,658	0.6747
1,000,000 to 1,499,999	2,046,596	361,160,908	331,416,923	0.6175
1,500,000 to 2,499,999	3,366,125	572,564,285	514,142,963	0.6547
2,500,000 to 4,999,999	4,140,135	861,359,953	672,352,782	0.6158
5,000,000 or more	6,668,168	1,650,683,404	1,026,984,987	0.6493
Total	24,884,378	4,730,947,982	3,771,607,024	0.6598

Table 9

**Average Hauling Charges, by State, with
Zero Charges Removed, for May 2026**

State	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	(\$)	(pounds)	(pounds)	(\$ per cwt.)
Illinois	1,077,218	128,695,713	106,687,178	1.0097
Iowa	3,213,275	425,497,812	351,654,206	0.9138
Michigan	101,038	13,396,315	8,232,582	1.2273
Minnesota	3,985,783	925,624,868	715,021,151	0.5574
North Dakota	67,591	17,855,202	13,850,611	0.4880
South Dakota	2,589,411	429,833,014	346,348,419	0.7476
Wisconsin	13,850,061	2,790,045,058	2,229,812,877	0.6211
Total	24,884,378	4,730,947,982	3,771,607,024	0.6598

Average Milk Hauling Charges by State and County

In the Appendix is a list of average hauling charges by State and County. The counties with the highest average hauling charges of \$2 or more in May 2026 are mainly located in Iowa and North Dakota and also distant counties in Illinois, Minnesota and South Dakota. The study acknowledges that many of these counties lack multiple dairy plant operators and/or ample local competition for milk procurement. The dairy producers and plant operations found in these areas are geographically more scattered compared to many dairy producers and plant operations in other counties within the marketing area. The added distance between these farms and plants raises the actual transportation cost for moving their milk to market.

As mentioned above, the vast majority of handlers on this market charge producers a flat hauling value, regardless of the size or volume of milk being marketed. Therefore, the less

the producer's milk production, the higher the average hauling charge on a per hundredweight basis. This study finds that many of these semi-remote counties in fact lacked a couple of "large dairy farm" operations that would otherwise have decreased the county's average hauling rate considerably. Many of these smaller farms were also located in more remote counties possessing lower populations.

Many of the counties that had the lowest average hauling charges are geographically located in close proximity to large Class I fluid markets. Most of the counties with the lowest average hauling charges were found in areas with large numbers of dairy farm operations and/or within close proximity to multiple competing dairy manufacturers. Most of the counties with the lowest average hauling charges had several large dairy farm operations that helped to reduce the county's average hauling rate considerably.

Summary

The average hauling distance to the point of delivery is normally highest in perimeter, remote and/or isolated counties. In many instances, the added cost required for hauling milk in these areas, combined with a lack of competition among milk procuring handlers, results in an increase in the average hauling charges. On the other hand, counties with the lowest average hauling charges tend to be located in areas with relatively high concentrations of dairy farms, combined with an adequate supply of milk procuring handlers.

This study revealed that a majority of handlers participating in the Upper Midwest Marketing Order charge their producers a flat hauling value, regardless of the producer's size or volume of milk being marketed. In each of these cases where the handler charges a flat rate, the hauling charge per hundredweight declines as the producer's milk volume increases. A specific county's average hauling charge can be greatly influenced by the county's composition of farm sizes.

Weighted average hauling charges are lowest for larger producers in states with a high concentration of milk processors and population centers. Hauling charges are highest for small producers at increased distances to processors and the effect is amplified if the concentration of farms is lower. These effects lead to larger charges for farmers in Iowa, North Dakota, and the distant counties in Illinois, Minnesota and South Dakota. Lastly, the weighted average hauling charges for Federal Order 30 show handlers passed on little of the recent changes in fuel costs to farmers.

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2026

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Illinois	Adams	1.9697	0.8124
	Bond	1.1417	1.1715
	Boone	0.7810	1.0967
	Carroll	0.7342	0.3673
	Champaign	R	R
	Clay	R	R
	Clinton	1.0360	1.1215
	Cumberland	0.8334	0.8184
	De Kalb	1.1081	1.0074
	Douglas	1.2129	1.2111
	Effingham	0.8333	0.8437
	Fayette	1.6574	1.1241
	Franklin	R	R
	Fulton	R	R
	Hancock	R	R
	Iroquois	R	R
	Jackson	1.8500	1.8500
	Jasper	0.7849	0.7838
	Jo Daviess	0.5219	0.4275
	Kane	2.1228	1.7771
	Kendall	R	R
	La Salle	R	R
	Lake	R	R
	Livingston	1.2320	1.1827
	Logan	R	R
	McHenry	1.5443	0.9059
	McLean	R	R
	Madison	0.9673	0.9879
	Marion	R	R
	Marshall	R	R
	Monroe	1.6983	1.6946
	Montgomery	1.1317	1.0759
	Moultrie	1.4906	1.5403
	Ogle	0.7300	0.6732
	Perry	R	R
	Piatt	R	R
	Pike	R	R
	Randolph	1.8774	1.8887
	Richland	0.9440	0.8462
	Rock Island	1.0686	0.8135
	St. Clair	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2026

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Illinois <i>(continued)</i>	Shelby	R	R
	Stephenson	0.8606	0.5306
	Tazewell	R	R
	Washington	1.3970	1.5353
	Wayne	R	R
	Whiteside	1.2734	1.0217
	Will	R	R
	Winnebago	0.7684	0.6635
Iowa	Allamakee	1.0082	0.8594
	Appanoose	R	R
	Benton	R	R
	Black Hawk	R	R
	Bremer	2.5338	1.1433
	Buchanan	1.3560	1.1068
	Butler	R	R
	Carroll	R	R
	Cedar	R	R
	Cerro Gordo	R	R
	Cherokee	R	R
	Chickasaw	1.7698	1.5488
	Clarke	R	R
	Clay	R	R
	Clayton	1.0634	0.9027
	Clinton	1.1988	0.6753
	Davis	0.6422	0.8594
	Decatur	R	R
	Delaware	1.4733	1.1733
	Des Moines	R	R
	Dubuque	1.0531	0.8342
	Fayette	1.6490	1.1059
	Floyd	1.5206	1.5219
	Franklin	R	R
	Hamilton	R	R
	Hancock	R	R
	Hardin	1.4392	1.3763
	Howard	R	R
	Humboldt	R	R
	Ida	R	R
	Iowa	1.0082	0.8594

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2026

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Iowa <i>(continued)</i>	Jackson	1.1464	0.8041
	Jasper	2.3870	2.1483
	Johnson	R	R
	Jones	0.9958	0.7419
	Kossuth	R	R
	Lee	R	R
	Lyon	0.8377	0.3002
	Mahaska	2.3527	1.8873
	Marshall	R	R
	Mitchell	1.3825	1.3278
	Muscatine	R	R
	O'Brien	1.5065	0.8346
	Osceola	2.5478	1.1476
	Plymouth	R	R
	Pocahontas	R	R
	Pottawattamie	1.7580	1.6219
	Sac	R	R
	Scott	R	R
	Shelby	R	R
	Sioux	0.7024	0.5128
	Story	R	R
	Van Buren	1.2209	1.1146
	Wapello	R	R
	Washington	0.8954	0.9696
	Wayne	R	R
	Winnebago	R	R
	Winneshiek	1.1743	1.0732
	Woodbury	R	R
	Worth	1.9921	1.9851
Michigan	Delta	R	R
	Dickinson	1.4602	1.4602
	Menominee	1.1193	0.6608
Minnesota	Aitkin	R	R
	Becker	0.0115	0.0812
	Beltrami	R	R
	Benton	0.5283	0.6850

Appendix

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State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Minnesota <i>(continued)</i>	Blue Earth	1.3476	0.8298
	Brown	0.6842	0.4477
	Carlton	2.3434	0.9186
	Carver	0.2715	0.1419
	Cass	1.3937	0.7304
	Chippewa	0.4177	0.0149
	Chisago	1.3422	0.7266
	Clay	-0.0778	-0.0443
	Cottonwood	R	R
	Crow Wing	0.3235	0.2674
	Dakota	0.6695	0.5898
	Dodge	0.8859	0.3286
	Douglas	0.2810	0.2007
	Faribault	0.6518	0.9468
	Fillmore	1.3195	1.2194
	Freeborn	1.8427	0.8001
	Goodhue	0.7128	0.4254
	Grant	0.2040	0.0110
	Hennepin	0.4397	0.2781
	Houston	1.2470	1.2479
	Hubbard	R	R
	Isanti	0.4564	0.2005
	Jackson	R	R
	Kanabec	2.6882	1.8889
	Kandiyohi	0.2576	0.1067
	Lac qui Parle	R	R
	Le Sueur	0.9347	0.5871
	Lincoln	0.5995	0.2663
	Lyon	0.7588	0.7259
	McLeod	0.4600	0.1826
	Mahnomen	0.0219	0.1303
	Marshall	R	R
	Martin	R	R
	Meeker	0.3819	0.3635
	Mille Lacs	0.7926	0.7464
	Morrison	0.5442	0.3904
	Mower	1.4830	1.3897
	Murray	1.0532	0.8278
	Nicollet	0.2095	0.2705
	Nobles	1.2599	1.2774

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State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Minnesota <i>(continued)</i>	Norman	1.2465	0.3063
	Olmsted	0.9548	0.9883
	Otter Tail	0.4022	0.1557
	Pennington	R	R
	Pine	2.0072	0.5384
	Pipestone	1.1619	1.1322
	Polk	1.9062	1.5598
	Pope	0.9483	0.4777
	Ramsey	R	R
	Red Lake	R	R
	Redwood	0.5998	0.4895
	Renville	0.5582	0.2056
	Rice	0.7846	1.0764
	Rock	2.3662	1.1389
	Roseau	R	R
	St. Louis	0.5286	0.4091
	Scott	0.3611	0.3763
	Sherburne	0.8526	0.2152
	Sibley	0.2381	0.1211
	Stearns	0.4909	0.3553
	Steele	0.5819	0.6858
	Stevens	0.3878	0.0087
	Swift	0.1804	0.1006
	Todd	0.7195	0.2094
	Traverse	0.4340	0.5141
	Wabasha	0.5066	0.5381
	Wadena	0.5753	0.6563
	Waseca	0.7376	0.2457
	Washington	R	R
	Watsonwan	0.5976	0.7023
	Winona	0.3474	0.3561
	Wright	1.3451	0.4402
	Yellow Medicine	1.2465	0.3063
North Dakota	Barnes	R	R
	Cass	R	R
	Foster	R	R
	Grant	R	R
	Hettinger	R	R
	La Moure	R	R

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Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2026

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
North Dakota <i>(continued)</i>	Logan	R	R
	McHenry	R	R
	McIntosh	R	R
	Morton	5.3113	2.9086
	Ransom	R	R
	Richland	R	R
	Sargent	R	R
	Stutsman	R	R
South Dakota	Beadle	R	R
	Bon Homme	1.3553	1.3384
	Brookings	0.8931	0.6253
	Brown	R	R
	Campbell	R	R
	Charles Mix	R	R
	Clark	0.3632	0.1329
	Codington	1.2636	0.6314
	Davison	R	R
	Deuel	1.5574	0.5373
	Edmunds	R	R
	Faulk	R	R
	Grant	0.4385	0.5129
	Gregory	R	R
	Hamlin	0.5591	0.4240
	Hand	R	R
	Hanson	R	R
	Hutchinson	R	R
	Kingsbury	1.1724	0.9694
	Lake	0.6438	0.7864
	Lincoln	R	R
	McCook	0.9736	1.1478
	Marshall	R	R
	Minnehaha	1.0769	0.6325
	Moody	0.4667	0.2506
	Roberts	R	R
	Spink	R	R
	Turner	1.1298	1.1018
	Union	R	R
	Yankton	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2026

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Wisconsin	Adams	0.7826	0.0956
	Ashland	1.3386	0.6145
	Barron	0.7566	0.3937
	Bayfield	1.2980	1.3356
	Brown	0.7227	0.4730
	Buffalo	0.7463	0.4760
	Burnett	0.7155	0.1729
	Calumet	0.6890	0.5674
	Chippewa	0.7972	0.4290
	Clark	0.4089	0.3006
	Columbia	0.8334	0.5447
	Crawford	0.8102	0.6703
	Dane	0.7949	0.6358
	Dodge	0.8228	0.6326
	Door	0.9456	0.4332
	Douglas	0.2901	0.5326
	Dunn	0.8543	0.5282
	Eau Claire	0.9755	0.7115
	Florence	R	R
	Fond du Lac	0.5681	0.4917
	Grant	0.6236	0.5607
	Green	0.5339	0.3282
	Green Lake	0.7321	0.2726
	Iowa	0.6347	0.5318
	Iron	1.1000	0.0669
	Jackson	0.5227	0.4373
	Jefferson	1.0117	0.6929
	Juneau	1.2966	0.9528
	Kenosha	1.2364	1.0817
	Kewaunee	0.7228	0.3693
	La Crosse	1.1949	0.7691
	LaFayette	0.5261	0.4571
	Langlade	0.7244	0.6279
	Lincoln	0.5813	0.6639
	Manitowoc	0.6660	0.5293
	Marathon	0.4566	0.3158
	Marinette	0.9200	0.6171
	Marquette	0.7042	0.8188
	Monroe	0.9419	1.0332
	Oconto	1.1553	0.4359

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State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		----- (Dollars Per Cwt.) -----	
Wisconsin <i>(continued)</i>	Outagamie	0.7154	0.3270
	Ozaukee	0.7007	0.2386
	Pepin	0.9037	0.5604
	Pierce	0.6943	0.4399
	Polk	1.0317	0.3930
	Portage	0.5079	0.3103
	Price	1.5985	0.5218
	Racine	0.6865	0.5754
	Richland	0.7174	0.7093
	Rock	0.7507	0.6222
	Rusk	1.3795	0.8540
	St. Croix	0.5220	0.4926
	Sauk	0.9299	0.7145
	Sawyer	0.9332	1.0024
	Shawano	0.8991	0.5910
	Sheboygan	0.5285	0.4468
	Taylor	0.7128	0.4128
	Trempealeau	1.2407	0.5477
	Vernon	0.9045	0.8448
	Walworth	0.8853	0.5628
	Washburn	2.3774	0.3834
	Washington	0.8574	0.5990
	Waukesha	1.0147	0.5599
	Waupaca	0.8725	0.5296
	Waushara	0.7063	0.4529
	Winnebago	1.0088	0.4343
	Wood	0.1020	0.0818

R = Restricted data, counties with fewer than 3 producers delivering to the market.