

MRC Line Data Summary

The MRC Line was constructed in 1881 by the Chicago Milwaukee and St. Paul Railway Company, a predecessor of the Milwaukee Road. The line from Chamberlain to Rapid City was constructed by the White River Valley Railway Company, incorporated January 19, 1905, and deeded on April 18, 1910, to Chicago Milwaukee and St. Paul Railway Company. The line was completed west of Chamberlain to Presho in 1905; to Murdo in 1906; and to Rapid City in 1907. The total length of the line between Mitchell and Rapid City is 285.1 miles between milepost 374.9 and milepost 660.0. Two major rehabilitation projects were completed on the MRC Line in FY2012 (TIGER II) and FY2015 (TIGER VI) from Mitchell to Presho, SD.

The MRC Line is currently leased to the MRC Regional Railroad Authority (MRCRRA). The MRCRRA is an organization comprised of community leaders within the counties the MRC Line is located. The MRCRRA has taxing authority over its citizens within these counties and have been used in the past as co-signatories for line improvement loans. The MRCRRA leases the MRC Line from Mitchell, SD to Kadoka, SD. The MRCRRA subleases the operating rights for this segment to Dakota Southern Railway Company (DSRC). The MRC Line from Kadoka, SD to Rapid City SD is in rail banked status. The Department leases the Maple Street Yard in Rapid City to American Colloid Company for car storage.

Utility Leases and Permits:

- There are approximately 114 property leases on the line with an annual revenue of \$46,602.00. The property leases are used for access and usage of industrial buildings, private driveways, and haying in the railroad right of way.
- There are approximately 543 permits on the line with an annual income of \$3,737.50. These permits are used for overhead utilities, underground utilities, and crossings.

History on car counts and annual revenue for the last 10 years is as follows:

Year	Car Counts	Annual lease Amount	Annual Surcharge \$50 per car
2008	854	\$ 1,010.00	
2009	1747	\$ 3,242.50	
2010	1788	\$ 3,345.00	
2011	677	\$ 677.00	
2012	1441	\$ 7,753.10	
2013	2265	\$ 13,039.01	
2014	7014	\$ 20,083.27	
2015	6935	\$ 21,409.96	\$ 255,800.00
2016	4852	\$ 24,404.08	\$ 242,600.00
2017	8366	\$ 49,894.52	\$ 418,300.00
2018	9445	\$ 34,691.89	\$ 473,850.00

Mitchell to Kadoka (MP 374.9 to MP 562.53) Rail Components:

Rail	Length of Miles	Approx. Installation
136# jointed	39.5	2012 and 2015
132# jointed	30	2012 and 2015
132 HF jointed	14	2012 and 2015
115# jointed	24	2012 and 2015
65# jointed	79.5	various
<u>60# jointed</u>	<u>1</u>	various
Total	188	

Turnouts	Quantity
#9	22
#10	23
<u>#11</u>	<u>2</u>
Total	47

Bridges	Quantity
Various 1-12 span, 5 pile, trestle	78
Missouri River Bridge 4,000 ft various component (Rehab in FY2016)	1
Total	79

Culverts / Pipes	Quantity
Various type and sizes (Timber, cast iron, concrete, corrugated) (Approximately 95 have been recently lined)	422
Total	422

Kadoka (MP 562.53) to Rapid City (MP 659.6) (Railbanked)

Rail, ties and OTM Removed	Miles
Right of way	97
Total	97

Bridges	Quantity
Various spans	78
Cheyenne River Bridge	1
Total	79

Culverts / Pipes

Various type and sizes (Timber, cast iron, concrete, corrugated)

Quantity

238

Total**238****Maple Street Yard in Rapid City (MP 652.53 to MP 660.0)**

Rail	Length of Miles	Approx. Install
Various 65# & 90# rail	0.6	Various
Total	0.6	

Turnouts	Quantity
#9	6
Total	6

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MRC Rail Investments

YEAR	FEDERAL FUNDS	STATE LOAN	STATE GRANT	GOED Funds	HB1042	MRC RRA	Dakota Southern	SHIPPERS	TOTAL PROJECT COST	DESCRIPTION OF PROJECT
1989			\$ 7,850.00						\$ 7,850.00	Removal of 2 sidings in Maple Street Yard, Rapid City
1993			\$ 10,000.00			\$ 120,000.00			\$ 130,000.00	Repair Bridge ends from Oacoma to Kadoka
1994		\$ 471,932.00	\$ 454,308.00			\$ 86,551.00			\$ 1,012,791.00	Rehab between MP439.5 to MP 471.5 (32 miles)
1995		\$ 129,000.00							\$ 129,000.00	Loan - MRC RRA _ Universal Packaging 1500 ft siding
1995		\$ 129,000.00							\$ 129,000.00	Universal Packaging 1500 ft industrial siding
1997	\$ 387,571.00								\$ 387,571.00	1997 Flood - MP49-534 Rail Reconstruction
1998	\$ 66,000.00								\$ 66,000.00	1997 Flood - MP49-534 Rail Reconstruction
2008			\$ 39,714.62						\$ 39,714.62	Creston Bridge rehab - CDI Design & Constr Adm
2008			\$ 786,754.47						\$ 786,754.47	Creston Bridge rehab - E80 Plus Construction
2011	\$ 16,000,000.00		\$ 9,239,381.96			\$ 500,000.00	\$ 2,938,184.00		\$ 28,677,565.96	TIGER II - Mitchell to Chamberlain
2014			\$ 31,285.00						\$ 31,285.00	W286 - Headwall & bank stabilization
2015	\$ 12,686,089.00		\$ 10,608,112.32	\$ 5,000,000.00	\$ 7,200,000.00		\$ 1,000,000.00	\$ 1,045,600.00	\$ 37,539,801.32	TIGER VI - Chamberlain to Persho
Totals	\$ 29,139,660.00	\$ 729,932.00	\$ 21,177,406.37	\$ 5,000,000.00	\$ 7,200,000.00	\$ 706,551.00	\$ 3,938,184.00	\$ 1,045,600.00	\$ 68,937,333.37	