

Sioux Valley Line Data Summary

The Sioux Valley Line is currently leased to the Sioux Valley Regional Railroad Authority (SVRRA). The SVRRA is an organization comprised of community leaders within the counties where the Sioux Valley Line is located. The SVRRA has taxing authority over its citizens within these counties and have been used in the past as co-signatories for line improvement loans. The SVRRA subleases the operating rights to the D & I Railroad Co.(D&I). This sublease is for the Sioux Valley Line located from milepost 0 (Elk Point, SD) to milepost 49.4 (Canton, SD), approximately 49.4 miles and a spur line from Hawarden to Beresford for approximately 18.6 miles for a total of 68.0.

Utility Leases and Permits:

- There are approximately 27 property leases on the line with an annual revenue of \$9,561.00. 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 167 crossing permits on the line with an annual income of \$28,237.38. These permits are used for the occupancy of different types of utility lines.
- The right of way for the line varies from 100 to 700 feet.
- This Sioux Valley Line experienced numerous areas impacted by flooding during the fiscal year 2019 which required significant repair to put the Sioux Valley Line back in operation. Those repairs have been made and the Sioux Valley Line was placed back into operation in August 2019. Reimbursement of the repairs are under consideration with FEMA with expected dollar amounts yet to be determined. Approximate repair costs were \$7.7 Million (see agreement in Attachment K).

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

<i>Year</i>	<i>Car Count</i>	<i>Annual Lease Revenue</i>
2009	12,315	\$ 16,769.28
2010	16,072	\$ 29,858.52
2011	17,719	\$ 32,585.25
2012	16,401	\$ 32,584.35
2013	17,840	\$ 32,895.73
2014	21,442	\$ 42,664.19
2015	20,689	\$ 41,832.94
2016	19,008	\$ 35,877.41
2017	17,586	\$ 34,065.04
2018	16,529	\$ 33,197.18
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		\$ 332,329.89

Railroad Components:

Canton to Elk Point

Rail	Length of Miles	Approx. Installation
115# CWR	47.3	2007
100# jointed	2.1	Various
Total	49.4	

Bridges	Quantity
Various sizes and spans	42
Total	42

Culverts / Pipes	Quantity	<u>Turnouts</u>	Quantity
Various type and sizes (Timber, cast iron, concrete, corrugated)	78	#8	2
Total culverts / pipes	78	#10	<u>20</u>
		Total	22

Hawarden to Beresford

Rail	Length of Miles	Approx. Installation
110# jointed	13.8	1995
112# jointed	3.5	Various
80# jointed	1.3	Various
Total	18.6	

Bridges	Quantity
Various sizes and spans	11
Total	11

Culverts / Pipes	Quantity	<u>Turnouts</u>	Quantity
Various type and sizes (Timber, cast iron, concrete, corrugated)	33	#9	9
Total culvert / pipes	33	#10	<u>1</u>
		Total	10

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Sioux Valley Rail Investments

Year	Federal Funds	FEMA Recovery Funds	State Loan	State Grant	State Highway	SV RRA	D&I Railroad	State Disaster Funds	Shippers	Project Cost	Project Description
1982			\$ 27,000.00							\$ 27,000.00	Resolution 81B-53
1982				\$ 481,300.00						\$ 481,300.00	Rehab between MP 0 MP 49.9 (Canton)
1983			\$ 273,000.00	\$ 212,136.00			\$ 200,000.00		\$ 127,000.00	\$ 812,136.00	Rehab project was completed
1987	\$ 447,318.00						\$ 255,918.00			\$ 703,236.00	18 miles of rehab from Hawarden to Westfield
1988	\$ 132,245.00			\$ 17,815.00			\$ 64,312.00			\$ 214,372.00	7 miles rehab from Westfield to Wye Switch
1989			\$ 300,000.00				\$ 128,571.00			\$ 428,571.00	13.3 miles of ties, ballast & surfacing Canton to Hudson
1989				\$ 265,560.00			\$ 113,811.00			\$ 379,371.00	11.6 miles of ties, ballast & surfacing Hudson to Hawarden (MP 25.0 to 36.6)
1990			\$ 300,000.00	\$ 1,000,000.00		\$ 283,500.00	\$ 194,500.00			\$ 1,778,000.00	18.5 miles of ties , ballast & bridge repair between Beresford & Hawarden
1991	\$ 41,588.51				\$ 4,620.95					\$ 46,209.46	SD46 RR crossing rehab
1995	\$ 449,434.66						\$ 344,385.61			\$ 793,820.27	LRFA-SD-95(1) - Replace 8 miles of rail (17.0 MP to 25.0 MP)
2001				\$ 215,021.65			\$ 215,021.64			\$ 430,043.29	Rehab burned Bridge T-599 (37.5 MP)
2001				\$ 1,000,000.00						\$ 1,000,000.00	14.5 miles - replace smaller rail with heavier rail mp 2.5 & mp 17.0
2004			\$ 1,300,000.00	\$ 1,000,000.00						\$ 2,300,000.00	Upgrade bridges between Elk Point to Canton and Hawarden to Beresford
2007			\$ 7,073,100.08							\$ 7,073,100.08	32.5 miles of replace jointed rail with welded rail between E.Wye to Hudson
2009			\$ 5,396,622.42							\$ 5,396,622.42	8000' siding near Chatsworth & 12.5 miles of rail relay with CWR.
2010	\$ 42,282.00				\$ 4,698.00					\$ 46,980.00	2 track highway-rail grade crossings located on SD11 in Alcester
2014		\$ 3,180,568.58						\$ 1,060,189.53		\$ 4,240,758.11	2014 Flood restoration
2014			\$ 2,530,905.42	\$ 1,950,888.50						\$ 4,481,793.92	Rehab of 12 bridges
2014	\$ 1,803,801.00		\$ 1,199,956.00	\$ 100,000.00			\$ 300,000.00			\$ 3,403,757.00	Relocation of 2,450' of mainline track south of Hawarden
2010	\$ 79,738.20				\$ 13,293.66					\$ 93,031.86	SD 11 crossing rehab
2015	\$ 53,818.20				\$ 5,381.80					\$ 59,200.00	SD46 Crossing rehab in Beresford
2015	\$ 141,497.50				\$ 15,721.94					\$ 157,219.44	SD46 Crossing rehab in Beresford
2016							\$ 300,000.00			\$ 300,000.00	SV Relocation Project
Totals	\$ 3,191,723.07	\$ 3,180,568.58	\$ 18,400,583.92	\$ 6,242,721.15	\$ 43,716.35	\$ 283,500.00	\$ 2,116,519.25	\$ 1,060,189.53	\$ 127,000.00	\$ 34,646,521.85	