

SOUTH DAKOTA RAIL INVESTMENT PROGRAM – INTAKE FORM

Please fill out this form then attach it to an email to jack.dokken@state.sd.us

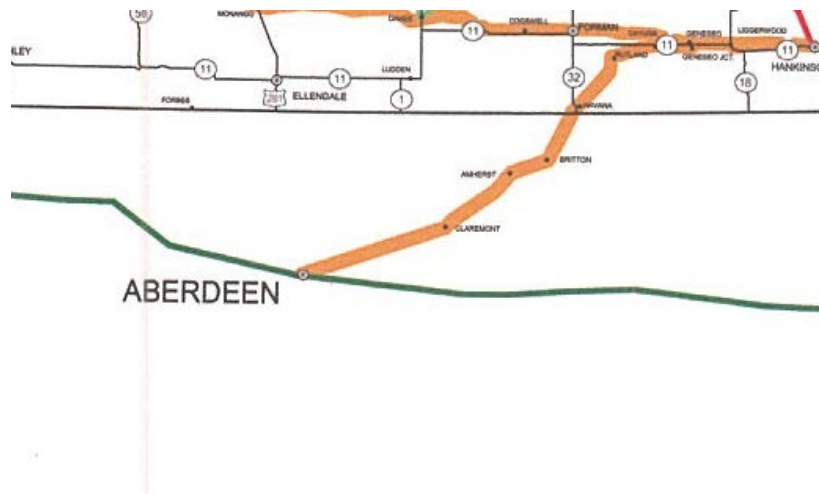
APPLICANT INFORMATION

- a. Entity: Dakota, Missouri Valley & Western Railroad Inc.
- b. Point of Contact: Mark Trottier
- c. Address Line 1: 3501 E Rosser Ave
- d. Address Line 2: Click or tap here to enter text.
- e. City: Bismarck
- f. State: North Dakota
- g. Zip Code: 58501
- h. Phone Number: 701-223-9282
- i. Email: mtrottier@dmvrr.com

PROJECT LOCATION

- a. Please describe the geographic location of the project. If the project covers one or more-line segment(s), describe the geographic or mile post limits of the project in relation to these line segment(s).

The project location will be on the Aberdeen Subdivision of the DMVW Railroad that runs between Geneseo, ND and Aberdeen SD. The specific mile post of the project will be MP 115.4-74.2 and the line segment between Jarret Junction & Britton, SD (4.4 Miles). DMVW Railroad Inc. is the operator of the line subleased by Marshal County Rail Authority who leases from the State of South Dakota.



- b. Is the project located on the state-owned rail network? Yes ☒ No ☐

PROJECT DESCRIPTION

- a. Please describe, in general terms, the purpose and need of the project and summarize the work to be performed.

The purpose and need of the project are to upgrade the line to better serve customers and keep the leased line in the best possible condition.

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By improving the railroad with this project, the railroad will become more resilient and more likely to remain open for traffic during wet times of the year.

The railroad is plagued with soft subgrade and poor tie condition. The soft subgrade has resulted in derailments in May 2018 and April 2020. The benefit of this project is to reduce the chances of derailments and eliminate slow orders on the railroad. The project will allow the railroad to be more resilient in the face of possible climate change related weather changes. If this project is not completed, the railroad will continue to have derailments and costs associated.

The process used to identify the specific needs for this project has come from many years of experience with reoccurring soft subgrade issues. The needs identified by the experience of DMVW management knowing what will help solve the challenges the railroad faces.

This project would entail replacing 4 switches at MP 27.52, MP 28.40, MP 28.45, and MP28.25. It would include installing 22,800 ties, 45,600 tons of ballast, skew tie correction and surfacing between MP 115.4-74.2 and between Jarret Junction to Britton, SD. It would also include replacing anchors between MP 115.4-83.5 and Jarret Junction to Britton, SD.

PROJECT FUNDING

- a. Is the Applicant seeking a loan from the State Railroad Trust Fund? Yes ☐ No ☒
- i. Is Applicant seeking a grant or a loan? Grant ☒ Loan ☐
- b. Requested Funding

| Funding Partner | Funding Program | Amount (in US Dollars) | Proposed Share Percentage |
|---------------------------|----------------------------------|----------------------------------|----------------------------------|
| Federal | STC Grant | 9,007,855.40 | 80% |
| State | State Funds | 1,688,972.89 | 15% |
| Applicant | DMVW Railroad Inc. | 562,990.96 | 5% |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| | | | |
| Total Project Cost | | 11,259,819.25 | 100% |

- c. Percentage share of private funding contributing to project:
5% would be covered by the Dakota Missouri Valley & Western Railroad Inc.

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ANTICIPATED BENEFITS

- a. Is this project intended to create or support new economic development opportunities? Yes ☒ No ☐
- i. If yes, please describe
DMVW is constantly looking for new development opportunities and if awarded this project it will create safer and more reliable track condition allowing us to more aggressively pursue new opportunities.
- b. Will this project generate additional freight carloads on the affected segment? Yes ☒ No ☐
- ii. If yes, please describe
Long term it will increase carloads because of the line being in in better condition with the addition of new ties, ballast, and anchors. DMVW is currently working with several businesses on products that will have destinations on the Britton Line and other locations that DMVW serves. This could easily equal 250-500 additional carloads.
- c. Is this project intended to reduce slow order miles? Yes ☒ No ☐
- iii. If yes, please describe
By improving the railroad with this project, the railroad will become more resilient and more likely to remain open for traffic during wet times of the year.
- There are currently no slow orders in effect but all of the line is reduced to 10 MPH. During the Spring there are multiple areas throughout the line that slow orders occur.
- This project should help reduce the amount of slow orders in the spring.
- d. Is this project intended to upgrade track to a higher FRA track classification? (i.e. Class 1 to Class 2) Yes ☐ No ☒
- iv. If yes, please describe
N/A
- e. Is this project intended to upgrade track or structures to allow 286,000-lb maximum gross weight carloads? Yes ☐ No ☒
- v. If yes, please describe
N/A
- f. Is this project intended to divert freight from truck to rail? Yes ☒ No ☐
- vi. If yes, please describe
The project would greatly reduce the amount of truck traffic by allowing DMVW to move more carloads, especially in the spring. In a very wet spring we have had to reduce the amount of trains because of the overall track conditions, and a project would help alleviate the problem. Our joint project with AGP has taken 3,983 trucks off the road YTD 2023 and the project upgrades would grow that business even further.

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- g. Is this project intended to yield highway-rail grade crossing or pedestrian safety benefits? Yes ☐ No ☒

vii. If yes, please describe
N/A

- h. Is this project intended to support an ongoing state-of-good-repair or preserve an existing rail corridor for continued or future use? Yes ☒ No ☐

viii. If yes, please describe

The state acquired the 4.4 Jarrett Jct. to Britton with the rest of the assets of the Milwaukee Road in the early 1980's. In the early 2000's the BNSF had embargoed the line due to flooding and poor subsurface conditions. Portions of the line were very soft due to high surface water and burrowing animals. The state purchased the line in 2002. Over the years the state and the regional railroad authority improved bridges, raised track in low areas, placed rip rap, placed ballast, replaced ties, reconfigured Jarrett Jct., and replaced rail in an effort to bring the rail up to modern standards for weight, speed and reliability. The railroad still needs additional work. To operate trains over the soft subgrade good ties and additional ballast are needed.

Maintaining and upgrading infrastructure is vital to keeping this valuable shipping lane open. There has been a lot of private investments made by companies and individuals that rely on efficient and safe rail service.

PROJECT READINESS

- a. If seeking federal funding for construction, what is the status of Preliminary Engineering (PE) for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- b. If seeking federal funding for construction, what is the status of National Environmental Policy Act (NEPA) documentation for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- c. Please indicate if this project has been documented in any of the following planning documents:

- i. South Dakota State Rail Plan Yes ☒ No ☐
- ii. South Dakota State Freight Plan Yes ☒ No ☐
- iii. South Dakota Long Range Transportation Plan Yes ☒ No ☐
- iv. Local/Regional Planning Documents (Please Describe) Yes ☐ No ☒
The project is listed in the 2022 South Dakota State Rail Plan, Chapter 4, 4.3.2.3 on Page 133.

**2022-199 DMVW STC Grant
Britton Line - Project A
Preliminary Opinion of Probable Cost**

9/21/2023

| Track Material Procurement | | | | | |
|----------------------------|-----------------------------|------|----------|---------------|---------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| A-1 | No. 11 Turnout | Each | 4 | \$ 125,000.00 | \$ 500,000.00 |
| A-2 | Transition Bar | Each | 24 | \$ 1,500.00 | \$ 36,000.00 |
| A-3 | 7"x9"x8'6" Timber Tie | Each | 22,800 | \$ 85.00 | \$ 1,938,000.00 |
| A-4 | Spikes - 5/8" x 6" - 59/keg | Keg | 1,800 | \$ 50.00 | \$ 90,000.00 |
| A-5 | Ballast | Tons | 45,600 | \$ 60.00 | \$ 2,736,000.00 |
| A-6 | Anchors | Each | 155,000 | \$ 2.50 | \$ 387,500.00 |
| Track Materials Subtotal: | | | | \$ | 5,687,500.00 |
| Sales Tax: | | | | \$ | 284,375.00 |
| Track Materials Total: | | | | \$ | <u>5,971,875.00</u> |

| Track Upgrades - Labor | | | | | |
|------------------------|-------------------------------|---------|----------|---------------|-----------------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| B-1 | Mobilization | LS | 1 | \$ 200,000.00 | \$ 200,000.00 |
| B-2 | Install No. 11 Turnout | Each | 4 | \$ 25,000.00 | \$ 100,000.00 |
| B-3 | Tie Replacement | Each | 22,800 | \$ 60.00 | \$ 1,368,000.00 |
| B-4 | Tie Disposal | Each | 22,800 | \$ 5.00 | \$ 114,000.00 |
| B-5 | Anchor Installation | Tr-Mile | 45.6 | \$ 12,000.00 | \$ 547,200.00 |
| B-6 | Skew Tie Correction | Tr-Mile | 45.6 | \$ 13,200.00 | \$ 601,920.00 |
| B-7 | Surfacing | Tr-Mile | 45.6 | \$ 15,000.00 | \$ 684,000.00 |
| B-8 | Railroad Protective Insurance | LS | 1 | \$ 7,500.00 | \$ 7,500.00 |
| B-9 | Right of Entry | LS | 1 | \$ 1,000.00 | \$ 1,000.00 |
| Labor Subtotal: | | | | \$ | <u>3,623,620.00</u> |
| Project A Subtotal: | | | | \$ | 9,595,495.00 |
| Contingency (15%): | | | | \$ | 1,439,324.25 |
| Design Engineering: | | | | \$ | 75,000.00 |
| Enviromental: | | | | \$ | 50,000.00 |
| Construction Admin: | | | | \$ | <u>100,000.00</u> |
| Project A Total: | | | | \$ | <u><u>11,259,819.25</u></u> |



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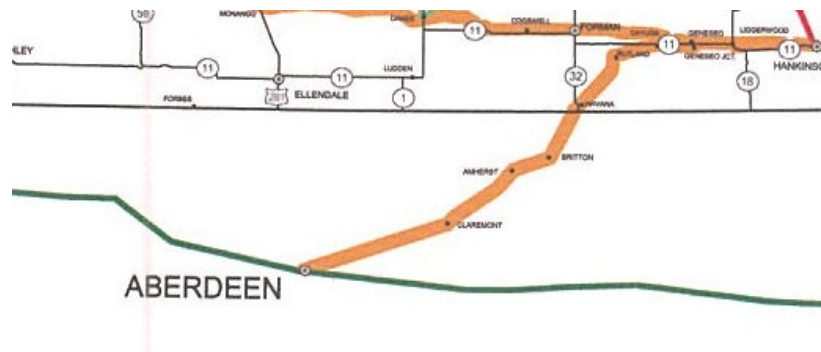
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PROJECT LOCATION

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- b. Please describe the geographic location of the project. If the project covers one or more-line segment(s), describe the geographic or mile post limits of the project in relation to these line segment(s).

The project location will be on the Aberdeen Subdivision of the DMVW Railroad that runs between Geneseo and Aberdeen. The specific mile post of the project will be MP 115.4-42.81 & the line segment between Jarret Junction & Britton, SD (4.4 Miles). DMVW Railroad Inc. is the operator of the line that is owned by the State of South Dakota.



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By improving the railroad with this project, the railroad will become more resilient and more likely to remain open for traffic during wet times of the year.

The railroad is plagued with soft subgrade and poor tie condition. The soft subgrade has resulted in derailments in May 2018 and April 2020. The benefit of this project is to reduce the chances of derailments and eliminate slow orders on the railroad. The project will allow the railroad to be more resilient in the face of possible climate change related weather changes. If this project is not completed, the railroad will continue to have derailments and costs associated.

The process used to identify the specific needs for this project has come from many years of experience with reoccurring soft subgrade issues. The needs identified by the experience of DMVW management knowing what will help solve the challenges the railroad faces.

This project would entail replacing 4 switches at MP 27.52, MP 28.40, MP 28.45, and MP28.25 and installing 4 new concrete crossings. It would include installing 38,500 ties, 77,000 tons of ballast, skew tie correction and surfacing between MP 115.4-42.81 and between Jarret Junction to Britton, SD. It would also include replacing anchors between MP 115.4-83.5, MP74.6 & MP42.81 and Jarret Junction to Britton, SD.

PROJECT FUNDING

- a. Is the Applicant seeking a loan from the State Railroad Trust Fund? Yes ☐ No ☒
- i. Is Applicant seeking a grant or a loan? Grant ☒ Loan ☐
- b. Requested Funding

| Funding Partner | Funding Program | Amount (in US Dollars) | Proposed Share Percentage |
|---------------------------|----------------------------------|----------------------------------|----------------------------------|
| Federal | STC Grant | 14,526,728.40 | 80% |
| State | State Funds | 2,542,177.47 | 14% |
| Applicant | DMVW Railroad Inc. | 1,089,504.63 | 6% |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| | | | |
| Total Project Cost | | 18,158,410.50 | 100% |

- c. Percentage share of private funding contributing to project:
6% would be covered by the Dakota Missouri Valley & Western Railroad Inc.

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ANTICIPATED BENEFITS

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- i. If yes, please describe
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- b. Will this project generate additional freight carloads on the affected segment? Yes ☒ No ☐
- ii. If yes, please describe
Long term it will increase carloads because of the line being in in better condition with the addition of new ties, ballast, and anchors. DMVW is currently working with several businesses on products that will have destinations on the Britton Line and other locations that DMVW serves. This could easily equal 250-500 additional carloads.
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- iii. If yes, please describe
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- This project should help reduce the amount of slow orders in the spring.
- d. Is this project intended to upgrade track to a higher FRA track classification? (i.e. Class 1 to Class 2) Yes ☐ No ☒
- iv. If yes, please describe
N/A
- e. Is this project intended to upgrade track or structures to allow 286,000-lb maximum gross weight carloads? Yes ☐ No ☒
- v. If yes, please describe
N/A
- f. Is this project intended to divert freight from truck to rail? Yes ☒ No ☐
- vi. If yes, please describe
The project would greatly reduce the amount of truck traffic by allowing DMVW to move more carloads, especially in the spring. In a very wet spring we have had to reduce the amount of trains because of the overall track conditions, and a project would help alleviate the problem. Our joint project with AGP has taken 3,983 trucks off the road YTD 2023 and the project upgrades would grow that business even further.

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- g. Is this project intended to yield highway-rail grade crossing or pedestrian safety benefits? Yes ☐ No ☒

vii. If yes, please describe
N/A

- h. Is this project intended to support an ongoing state-of-good-repair or preserve an existing rail corridor for continued or future use? Yes ☒ No ☐

viii. If yes, please describe

The state acquired the 4.4 Jarrett Jct. to Britton with the rest of the assets of the Milwaukee Road in the early 1980's. In the early 2000's the BNSF had embargoed the line due to flooding and poor subsurface conditions. Portions of the line were very soft due to high surface water and burrowing animals. The state purchased the line in 2002. Over the years the state and the regional railroad authority improved bridges, raised track in low areas, placed rip rap, placed ballast, replaced ties, reconfigured Jarrett Jct., and replaced rail in an effort to bring the rail up to modern standards for weight, speed and reliability. The railroad still needs additional work. To operate trains over the soft subgrade good ties and additional ballast are needed.

Maintaining and upgrading infrastructure is vital to keeping this valuable shipping lane open. There has been a lot of private investments made by companies and individuals that rely on efficient and safe rail service.

PROJECT READINESS

- a. If seeking federal funding for construction, what is the status of Preliminary Engineering (PE) for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- b. If seeking federal funding for construction, what is the status of National Environmental Policy Act (NEPA) documentation for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- c. Please indicate if this project has been documented in any of the following planning documents:

- i. South Dakota State Rail Plan Yes ☒ No ☐
- ii. South Dakota State Freight Plan Yes ☒ No ☐
- iii. South Dakota Long Range Transportation Plan Yes ☒ No ☐
- iv. Local/Regional Planning Documents (Please Describe) Yes ☐ No ☒
The project is listed in the 2022 South Dakota State Rail Plan, Chapter 4, 4.3.2.3 on Page 133.

**2022-199 DMVW STC Grant
Britton Line - Project B
Preliminary Opinion of Probable Cost**

9/21/2023

| Track Material Procurement | | | | | |
|----------------------------|-----------------------------|-------|----------|---------------|---------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| A-1 | No. 11 Turnout | Each | 4 | \$ 125,000.00 | \$ 500,000.00 |
| A-2 | Transition Bar | Each | 24 | \$ 1,500.00 | \$ 36,000.00 |
| A-3 | 7"x9"x8'6" Timber Tie | Each | 38,500 | \$ 85.00 | \$ 3,272,500.00 |
| A-4 | Spikes - 5/8" x 6" - 59/keg | Keg | 3,050 | \$ 50.00 | \$ 152,500.00 |
| A-5 | Ballast | Tons | 77,000 | \$ 60.00 | \$ 4,620,000.00 |
| A-6 | Anchors | Each | 220,000 | \$ 2.50 | \$ 550,000.00 |
| A-7 | Concrete Crossing Panels | Tr-Ft | 144 | \$ 600.00 | \$ 86,400.00 |
| Track Materials Subtotal: | | | | \$ | 9,217,400.00 |
| Sales Tax: | | | | \$ | 460,870.00 |
| Track Materials Total: | | | | \$ | <u>9,678,270.00</u> |

| Track Upgrades - Labor | | | | | |
|------------------------|----------------------------------|---------|----------|---------------|---------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| B-1 | Mobilization | LS | 1 | \$ 350,000.00 | \$ 350,000.00 |
| B-2 | Install No. 11 Turnout | Each | 4 | \$ 25,000.00 | \$ 100,000.00 |
| B-3 | Tie Replacement | Each | 38,500 | \$ 60.00 | \$ 2,310,000.00 |
| B-4 | Tie Disposal | Each | 38,500 | \$ 5.00 | \$ 192,500.00 |
| B-5 | Concrete Crossing Reconstruction | Tr-Ft | 144 | \$ 1,200.00 | \$ 172,800.00 |
| B-6 | Anchor Installation | Tr-Mile | 50.9 | \$ 12,000.00 | \$ 610,800.00 |
| B-7 | Skew Tie Correction | Tr-Mile | 77 | \$ 13,200.00 | \$ 1,016,400.00 |
| B-8 | Surfacing | Tr-Mile | 77 | \$ 15,000.00 | \$ 1,155,000.00 |
| B-9 | Railroad Protective Insurance | LS | 1 | \$ 7,500.00 | \$ 7,500.00 |
| B-10 | Right of Entry | LS | 1 | \$ 1,000.00 | \$ 1,000.00 |
| Labor Subtotal: | | | | \$ | <u>5,916,000.00</u> |

Project B Subtotal: \$ 15,594,270.00
Contingency (15%): \$ 2,339,140.50
Design Engineering: \$ 75,000.00
Environmental: \$ 50,000.00
Construction Admin: \$ 100,000.00

Project B Total: \$ 18,158,410.50



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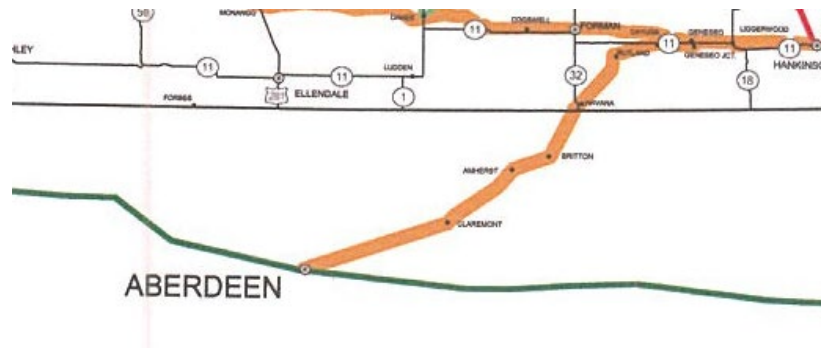
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- c. Address Line 1: 3501 E Rosser Ave
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PROJECT LOCATION

- a.
- b. Please describe the geographic location of the project. If the project covers one or more line segment(s), describe the geographic or mile post limits of the project in relation to these line segment(s).

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- c. Is the project located on the state-owned rail network? Yes ☒ No ☐

PROJECT DESCRIPTION

- a. Please describe, in general terms, the purpose and need of the project and summarize the work to be performed.

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This project would entail replacing 4 switches at MP 27.52, MP 28.40, MP 28.45, and MP28.25 and installing 4 new concrete crossing. It would include installing 38,500 ties, 77,000 tons of ballast, skew tie correction and surfacing between MP 115.4-42.81 and between Jarret Junction to Britton, SD. Replacing anchors between MP 115.4-83.5 & between the MP of 45.7-43.75, 48.1-47.34, 54.89-50.64, 63.05-55.07 of and Jarret Junction to Britton, SD. Installing 115-pound rail between MP 115.04-110.2 & Jarret Junction to Britton.

PROJECT FUNDING

- a. Is the Applicant seeking a loan from the State Railroad Trust Fund? Yes ☐ No ☒
- i. Is Applicant seeking a grant or a loan? Grant ☒ Loan ☐
- b. Requested Funding

| Funding Partner | Funding Program | Amount (in US Dollars) | Proposed Share Percentage |
|---------------------------|----------------------------------|----------------------------------|----------------------------------|
| Federal | STC Grant | 20,793,814.40 | 80% |
| State | State Funds | 3,378,994.84 | 12% |
| Applicant | DMVW Railroad Inc. | 1,819,458.76 | 8% |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
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| | | | |
| Total Project Cost | | 25,992,268.00 | 100% |

- c. Percentage share of private funding contributing to project:
8% would be covered by the Dakota Missouri Valley & Western Railroad Inc.

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- b. Will this project generate additional freight carloads on the affected segment? Yes ☒ No ☐
- ii. If yes, please describe
Long term it will increase carloads because of the line being in in better condition with the addition of new ties, ballast, and anchors and rail making it 286 capable. DMVW is currently working with several businesses on products that will have destinations on the Britton Line and other locations that DMVW serves. This could easily equal 250-500 additional carloads.
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This project should help eliminate the amount of slow orders in the spring.
- d. Is this project intended to upgrade track to a higher FRA track classification? (i.e. Class 1 to Class 2) Yes ☐ No ☒
- iv. If yes, please describe
N/A
- e. Is this project intended to upgrade track or structures to allow 286,000-lb maximum gross weight carloads? Yes ☒ No ☐
- v. If yes, please describe
By putting the ties, ballast, anchors and heavier rail it would make the entire line 286 capable.
- f. Is this project intended to divert freight from truck to rail? Yes ☒ No ☐
- vi. If yes, please describe
The project would greatly reduce the amount of truck traffic by allowing DMVW to move more carloads, especially in the spring. In a very wet spring we have had to reduce the amount of trains because of the overall track conditions, and a project would help alleviate the problem. Our joint project with AGP has taken 3,983 trucks off the road YTD 2023 and the project upgrades would grow that business even further.

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- g. Is this project intended to yield highway-rail grade crossing or pedestrian safety benefits? Yes ☐ No ☒

vii. If yes, please describe
N/A

- h. Is this project intended to support an ongoing state-of-good-repair or preserve an existing rail corridor for continued or future use? Yes ☒ No ☐

viii. If yes, please describe

The state acquired the 4.4 Jarrett Jct. to Britton with the rest of the assets of the Milwaukee Road in the early 1980's. In the early 2000's the BNSF had embargoed the line due to flooding and poor subsurface conditions. Portions of the line were very soft due to high surface water and burrowing animals. The state purchased the line in 2002. Over the years the state and the regional railroad authority improved bridges, raised track in low areas, placed rip rap, placed ballast, replaced ties, reconfigured Jarrett Jct., and replaced rail in an effort to bring the rail up to modern standards for weight, speed and reliability. The railroad still needs additional work. To operate trains over the soft subgrade good ties and additional ballast are needed.

Maintaining and upgrading infrastructure is vital to keeping this valuable shipping lane open. There has been a lot of private investments made by companies and individuals that rely on efficient and safe rail service.

PROJECT READINESS

- a. If seeking federal funding for construction, what is the status of Preliminary Engineering (PE) for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- b. If seeking federal funding for construction, what is the status of National Environmental Policy Act (NEPA) documentation for this project at this time?

An Engineering firm has been made aware of the project but no work has begun but is expected to being early 2024. It will be requested to complete this task using pre-award authority.

- c. Please indicate if this project has been documented in any of the following planning documents:

- i. South Dakota State Rail Plan Yes ☒ No ☐
- ii. South Dakota State Freight Plan Yes ☒ No ☐
- iii. South Dakota Long Range Transportation Plan Yes ☒ No ☐
- iv. Local/Regional Planning Documents (Please Describe) Yes ☐ No ☒
The project is listed in the 2022 South Dakota State Rail Plan, Chapter 4, 4.3.2.3 on Page 133.

**2022-199 DMVW STC Grant
Britton Line - Project C
Preliminary Opinion of Probable Cost**

9/21/2023

| Track Material Procurement | | | | | |
|----------------------------|-----------------------------|-------|----------|---------------|----------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| A-1 | 115# Rail | Tons | 1,870 | \$ 2,000.00 | \$ 3,740,000.00 |
| A-2 | No. 11 Turnout | Each | 4 | \$ 125,000.00 | \$ 500,000.00 |
| A-3 | Transition Bar | Each | 24 | \$ 1,500.00 | \$ 36,000.00 |
| A-4 | 7"x9"x8'6" Timber Tie | Each | 38,500 | \$ 85.00 | \$ 3,272,500.00 |
| A-5 | Spikes - 5/8" x 6" - 59/keg | Keg | 3,050 | \$ 50.00 | \$ 152,500.00 |
| A-6 | Tie Plates | Each | 60,000 | \$ 18.00 | \$ 1,080,000.00 |
| A-7 | Joint Bars | Pair | 1,220 | \$ 150.00 | \$ 183,000.00 |
| A-8 | Ballast | Tons | 77,000 | \$ 60.00 | \$ 4,620,000.00 |
| A-9 | Anchors | Each | 220,000 | \$ 2.50 | \$ 550,000.00 |
| A-10 | Concrete Crossing Panels | Tr-Ft | 144 | \$ 600.00 | \$ 86,400.00 |
| Track Materials Subtotal: | | | | \$ | 14,220,400.00 |
| Sales Tax: | | | | \$ | 711,020.00 |
| Track Materials Total: | | | | \$ | <u>14,931,420.00</u> |

| Track Upgrades - Labor | | | | | |
|------------------------|----------------------------------|---------|----------|---------------|---------------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| B-1 | Mobilization | LS | 1 | \$ 450,000.00 | \$ 450,000.00 |
| B-2 | 115# Rail Replacement | Tr-Ft | 48,630 | \$ 30.00 | \$ 1,458,900.00 |
| B-3 | Install No. 11 Turnout | Each | 4 | \$ 25,000.00 | \$ 100,000.00 |
| B-4 | Tie Replacement | Each | 38,500 | \$ 60.00 | \$ 2,310,000.00 |
| B-5 | Tie Disposal | Each | 38,500 | \$ 5.00 | \$ 192,500.00 |
| B-6 | Concrete Crossing Reconstruction | Tr-Ft | 144 | \$ 1,200.00 | \$ 172,800.00 |
| B-7 | Anchor Installation | Tr-Mile | 50.9 | \$ 12,000.00 | \$ 610,800.00 |
| B-8 | Skew Tie Correction | Tr-Mile | 77 | \$ 13,200.00 | \$ 1,016,400.00 |
| B-9 | Surfacing | Tr-Mile | 77 | \$ 15,000.00 | \$ 1,155,000.00 |
| B-10 | Railroad Protective Insurance | LS | 1 | \$ 7,500.00 | \$ 7,500.00 |
| B-11 | Right of Entry | LS | 1 | \$ 1,000.00 | \$ 1,000.00 |
| Labor Subtotal: | | | | \$ | <u>7,474,900.00</u> |

Project C Subtotal: \$ 22,406,320.00
Contingency (15%): \$ 3,360,948.00
Design Engineering: \$ 75,000.00
Environmental: \$ 50,000.00
Construction Admin: \$ 100,000.00

Project C Total: \$ 25,992,268.00



SOUTH DAKOTA RAIL INVESTMENT PROGRAM – INTAKE FORM

Please fill out this form then attach it to an email to jack.dokken@state.sd.us

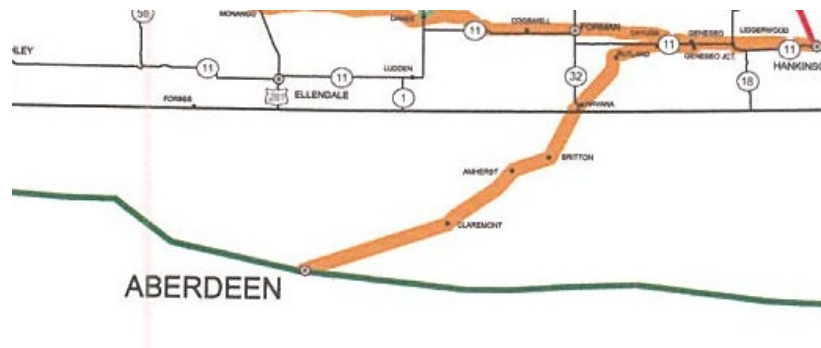
APPLICANT INFORMATION

- a. Entity: Dakota, Missouri Valley & Western Railroad Inc.
- b. Point of Contact: Mark Trottier
- c. Address Line 1: 3501 E Rosser Ave
- d. Address Line 2: Click or tap here to enter text.
- e. City: Bismarck
- f. State: North Dakota
- g. Zip Code: 58501
- h. Phone Number: 701-223-9282
- i. Email: mtrottier@dmvrr.com

PROJECT LOCATION

- a. Please describe the geographic location of the project. If the project covers one or more line segment(s), describe the geographic or mile post limits of the project in relation to these line segment(s).

The project location will be on the Aberdeen Subdivision of the DMVW Railroad that runs between Geneseo and Aberdeen. The specific mile post of the project will be MP 115.4-42.81 & the line segment between Jarret Junction & Britton, SD (4.4 Miles). DMVW Railroad Inc. is the operator of the line that is owned by the State of South Dakota.



- b. Is the project located on the state-owned rail network? Yes ☒ No ☐

PROJECT DESCRIPTION

- a. Please describe, in general terms, the purpose and need of the project and summarize the work to be performed.

The purpose and need of the project are to upgrade the line to better serve customers and keep the leased line in the best possible condition.

By improving the railroad with this project, the railroad will become more resilient and more likely to remain open for traffic during wet times of the year.

SOUTH DAKOTA RAIL INVESTMENT PROGRAM – INTAKE FORM

Please fill out this form then attach it to an email to jack.dokken@state.sd.us

The railroad is plagued with soft subgrade and poor tie condition. The soft subgrade has resulted in derailments in May 2018 and April 2020. The benefit of this project is to reduce the chances of derailments and eliminate slow orders on the railroad. The project will allow the railroad to be more resilient in the face of possible climate change related weather changes. If this project is not completed, the railroad will continue to have derailments and costs associated.

The process used to identify the specific needs for this project has come from many years of experience with reoccurring soft subgrade issues. The needs identified by the experience of DMVW management knowing what will help solve the challenges the railroad faces.

This project would entail replacing 4 switches at MP 27.52, MP 28.40, MP 28.45, and MP28.25 and installing 4 new concrete crossings. It would include installing 38,500 ties, 77,000 tons of ballast, skew tie correction and surfacing between MP 115.4-42.81 and between Jarret Junction to Britton, SD. Replacing anchors between MP 115.4-83.5 & between the MP of 45.7-43.75, 48.1-47.34, 54.89-50.64, 63.05-55.07 of and Jarret Junction to Britton, SD. Installing 115-pound rail between MP 115.04-110.2 & Jarret Junction to Britton, MP 63.05-55.07, MP 54.89-50.64 and MP 48.1-47.35.

PROJECT FUNDING

a. Is the Applicant seeking a loan from the State Railroad Trust Fund? Yes ☐ No ☒

i. Is Applicant seeking a grant or a loan? Grant ☒ Loan ☐

b. Requested Funding

| Funding Partner | Funding Program | Amount (in US Dollars) | Proposed Share Percentage |
|---------------------------|----------------------------------|----------------------------------|----------------------------------|
| Federal | STC Grant | 29,818,862.60 | 80% |
| State | State Funds | 4,472,829.39 | 12% |
| Applicant | DMVW Railroad Inc. | 2,981,886.26 | 8% |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| Other (Please Describe) | Click or tap here to enter text. | Click or tap here to enter text. | Click or tap here to enter text. |
| | | | |
| Total Project Cost | | 37,273,578.25 | 100% |

c. Percentage share of private funding contributing to project:

8% would be covered by the Dakota Missouri Valley & Western Railroad Inc.

ANTICIPATED BENEFITS

a. Is this project intended to create or support new economic development opportunities? Yes ☒ No ☐

SOUTH DAKOTA RAIL INVESTMENT PROGRAM – INTAKE FORM

Please fill out this form then attach it to an email to jack.dokken@state.sd.us

i. If yes, please describe

DMVW is constantly looking for new development opportunities and if awarded this project it will create safer and more reliable track condition allowing us to more aggressively pursue new opportunities.

b. Will this project generate additional freight carloads on the affected segment?

Yes ☒ No ☐

ii. If yes, please describe

Long term it will increase carloads because of the line being in in better condition with the addition of new ties, ballast, and anchors and rail making it 286 capable. DMVW is currently working with several businesses on products that will have destinations on the Britton Line and other locations that DMVW serves. This could easily equal 250-500 additional carloads.

c. Is this project intended to reduce slow order miles? Yes ☒ No ☐

iii. If yes, please describe

By improving the railroad with this project, the railroad will become more resilient and more likely to remain open for traffic during wet times of the year.

There are currently no slow orders in effect but all of the line is reduced to 10 MPH. During the Spring there are multiple areas throughout the line that slow orders occur.

This project should help eliminate the amount of slow orders in the spring.

d. Is this project intended to upgrade track to a higher FRA track classification? (i.e.

Class 1 to Class 2) Yes ☐ No ☒

iv. If yes, please describe

N/A

e. Is this project intended to upgrade track or structures to allow 286,000-lb maximum gross weight carloads? Yes ☒ No ☐

v. If yes, please describe

By putting the ties, ballast, anchors and heavier rail it would make the entire line 286 capable.

f. Is this project intended to divert freight from truck to rail? Yes ☒ No ☐

vi. If yes, please describe

The project would greatly reduce the amount of truck traffic by allowing DMVW to move more carloads, especially in the spring. In a very wet spring we have had to reduce the amount of trains because of the overall track conditions, and a project would help alleviate the problem. Our joint project with AGP has taken 3,983 trucks off the road YTD 2023 and the project upgrades would grow that business even further.

SOUTH DAKOTA RAIL INVESTMENT PROGRAM – INTAKE FORM

Please fill out this form then attach it to an email to jack.dokken@state.sd.us

- g. Is this project intended to yield highway-rail grade crossing or pedestrian safety benefits? Yes ☐ No ☒

vii. If yes, please describe
N/A

- h. Is this project intended to support an ongoing state-of-good-repair or preserve an existing rail corridor for continued or future use? Yes ☒ No ☐

viii. If yes, please describe

The state acquired the 4.4 Jarrett Jct. to Britton with the rest of the assets of the Milwaukee Road in the early 1980's. In the early 2000's the BNSF had embargoed the line due to flooding and poor subsurface conditions. Portions of the line were very soft due to high surface water and burrowing animals. The state purchased the line in 2002. Over the years the state and the regional railroad authority improved bridges, raised track in low areas, placed rip rap, placed ballast, replaced ties, reconfigured Jarrett Jct., and replaced rail in an effort to bring the rail up to modern standards for weight, speed and reliability. The railroad still needs additional work. To operate trains over the soft subgrade good ties and additional ballast are needed.

Maintaining and upgrading infrastructure is vital to keeping this valuable shipping lane open. There has been a lot of private investments made by companies and individuals that rely on efficient and safe rail service.

PROJECT READINESS

- a. If seeking federal funding for construction, what is the status of Preliminary Engineering (PE) for this project at this time?

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- ii. South Dakota State Freight Plan Yes ☒ No ☐
- iii. South Dakota Long Range Transportation Plan Yes ☒ No ☐
- iv. Local/Regional Planning Documents (Please Describe) Yes ☐ No ☒
The project is listed in the 2022 South Dakota State Rail Plan, Chapter 4, 4.3.2.3 on Page 133.

**2022-199 DMVW STC Grant
Britton Line - Project D
Preliminary Opinion of Probable Cost**

9/21/2023

| Track Material Procurement | | | | | |
|----------------------------|-----------------------------|-------|----------|---------------|-----------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| A-1 | 115# Rail | Tons | 4,500 | \$ 2,000.00 | \$ 9,000,000.00 |
| A-2 | No. 11 Turnout | Each | 4 | \$ 125,000.00 | \$ 500,000.00 |
| A-3 | Transition Bar | Each | 24 | \$ 1,500.00 | \$ 36,000.00 |
| A-4 | 7"x9"x8'6" Timber Tie | Each | 38,500 | \$ 85.00 | \$ 3,272,500.00 |
| A-5 | Spikes - 5/8" x 6" - 59/keg | Keg | 3,050 | \$ 50.00 | \$ 152,500.00 |
| A-6 | Joint Bars | Pair | 2,950 | \$ 150.00 | \$ 442,500.00 |
| A-7 | Tie Plates | Each | 145,000 | \$ 18.00 | \$ 2,610,000.00 |
| A-8 | Ballast | Tons | 77,000 | \$ 60.00 | \$ 4,620,000.00 |
| A-9 | Anchors | Each | 220,000 | \$ 2.50 | \$ 550,000.00 |
| A-10 | Timber Crossing Planks | Tr-Ft | 584 | \$ 300.00 | \$ 175,200.00 |
| A-11 | Concrete Crossing Panels | Tr-Ft | 144 | \$ 600.00 | \$ 86,400.00 |

Track Materials Subtotal: \$ 21,445,100.00

Sales Tax: \$ 1,072,255.00

Track Materials Total: \$ 22,517,355.00

| Track Upgrades - Labor | | | | | |
|------------------------|----------------------------------|---------|----------|---------------|-----------------|
| Item | Description | Unit | Quantity | Unit Price | Total |
| B-1 | Mobilization | LS | 1 | \$ 500,000.00 | \$ 500,000.00 |
| B-2 | 115# Rail Replacement | Tr-Ft | 117,200 | \$ 30.00 | \$ 3,516,000.00 |
| B-3 | Install No. 11 Turnout | Each | 4 | \$ 25,000.00 | \$ 100,000.00 |
| B-4 | Tie Replacement | Each | 38,500 | \$ 60.00 | \$ 2,310,000.00 |
| B-5 | Tie Disposal | Each | 38,500 | \$ 5.00 | \$ 192,500.00 |
| B-6 | Timber Crossing Reconstruction | Tr-Ft | 584 | \$ 200.00 | \$ 116,800.00 |
| B-7 | Concrete Crossing Reconstruction | Tr-Ft | 144 | \$ 1,200.00 | \$ 172,800.00 |
| B-8 | Anchor Installation | Tr-Mile | 50.9 | \$ 12,000.00 | \$ 610,800.00 |
| B-9 | Skew Tie Correction | Tr-Mile | 77 | \$ 13,200.00 | \$ 1,016,400.00 |
| B-10 | Surfacing | Tr-Mile | 77 | \$ 15,000.00 | \$ 1,155,000.00 |
| B-11 | Railroad Protective Insurance | LS | 1 | \$ 7,500.00 | \$ 7,500.00 |
| B-12 | Right of Entry | LS | 1 | \$ 1,000.00 | \$ 1,000.00 |

Labor Subtotal: \$ 9,698,800.00

Project D Subtotal: \$ 32,216,155.00

Contingency (15%): \$ 4,832,423.25

Design Engineering: \$ 75,000.00

Environmental: \$ 50,000.00

Construction Admin: \$ 100,000.00

Project D Total: \$ 37,273,578.25



DMVW STC Grant 2022/2023 Application Photos

2018 Derailment

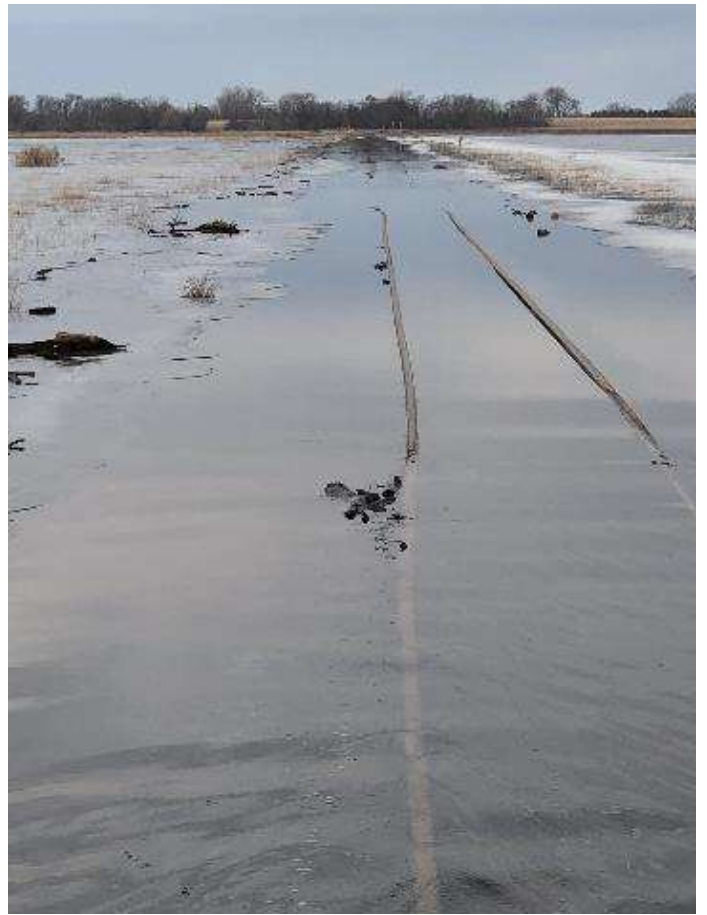
The 2018 Derailment was a result of thermal Stress in the rail that was not able to be constrained by spikes due to poor tie condition.



2020 Derailment

The 2020 Derailment was caused by lack of anchor's and poor tie conditions.







Example of Poor Subgrade and Tie Conditions