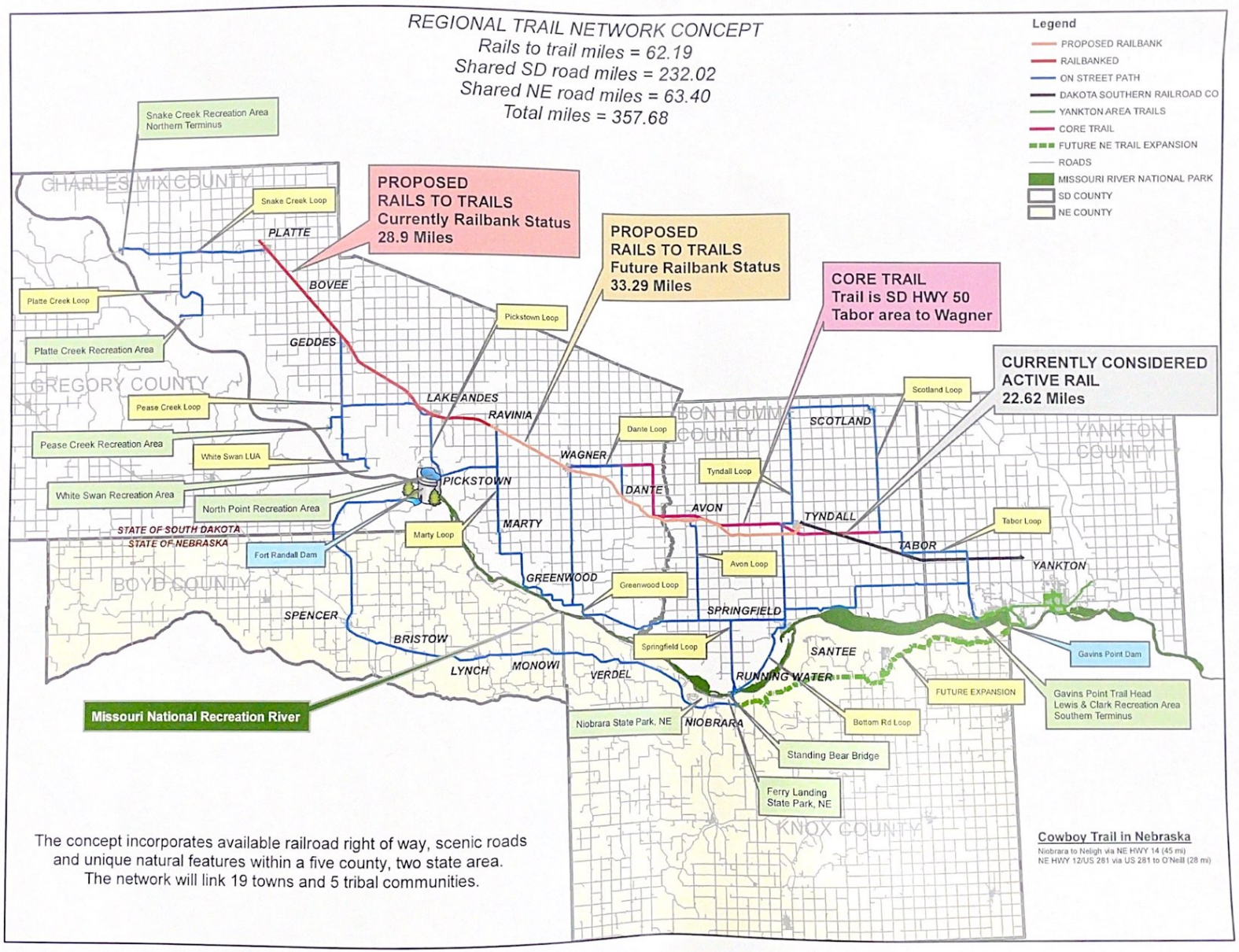

REGIONAL TRAIL NETWORK CONCEPT
Rails to trail miles = 62.19
Shared SD road miles = 232.02
Shared NE road miles = 63.40
Total miles = 357.68
Legend
PROPOSED RAILBANK
RAILBANKED
ON STREET PATH
DAKOTA SOUTHERN RAILROAD CO
YANKTON AREA TRAILS
CORE TRAIL
FUTURE NE TRAIL EXPANSION
ROADS
MISSOURI RIVER NATIONAL PARK
SD COUNTY
NE COUNTY
PROPOSED RAILS TO TRAILS Currently Railbank Status 28.9 Miles
PROPOSED RAILS TO TRAILS Future Railbank Status 33.29 Miles
CORE TRAIL Trail is SD HWY 50 Tabor area to Wagner
CURRENTLY CONSIDERED ACTIVE RAIL 22.62 Miles
Snake Creek Recreation Area Northern Terminus
CHARLES MIX COUNTY
Snake Creek Loop
PLATTE
BOVEE
Platte Creek Loop
Platte Creek Recreation Area
GEDDES
GREGORY COUNTY
Pease Creek Loop
Pease Creek Recreation Area
White Swan LUA
White Swan Recreation Area
North Point Recreation Area
STATE OF SOUTH DAKOTA
STATE OF NEBRASKA
Fort Randall Dam
BOYD COUNTY
SPENCER
BRISTOW
LYNCH
MONOWI
Missouri National Recreation River
Pickstown Loop
LAKE ANDES
RAVINIA
PICKSTOWN
Marty Loop
MARTY
GREENWOOD
Greenwood Loop
Springfield Loop
VERDEL
Niobrara State Park, NE
NIOBRARA
BON HOMME COUNTY
Dante Loop
WAGNER
DANTE
AVON
Tyndall Loop
Avon Loop
Scotland Loop
SCOTLAND
TYNDALL
Tabor Loop
TABOR
YANKTON
YANKTON COUNTY
SPRINGFIELD
SANTEE
RUNNING WATER
Gavins Point Dam
FUTURE EXPANSION
Gavins Point Trail Head Lewis & Clark Recreation Area Southern Terminus
Bottom Rd Loop
Standing Bear Bridge
Ferry Landing State Park, NE
KNOX COUNTY
The concept incorporates available railroad right of way, scenic roads and unique natural features within a five county, two state area. The network will link 19 towns and 5 tribal communities.
Cowboy Trail in Nebraska
Niobrara to Neligh via NE HWY 14 (45 mi)
NE HWY 12/US 281 via US 281 to O'Neill (28 mi)

Mile Post	Segment Description	Comments	Rail Miles	RR Miles	Road Miles	Trailhead Option	Tresle ID	Culvert & Trestle LF	Fence & Railing LF	Signs & Marking
83.0	City of Platte Trailhead (TH)	Platte Trailhead. Use city streets along HWY 44 east apprx 1 mile to 368th Ave. Gravel road for 0.9 mile to RR line.	0.0		1.0	?				
82.0	Platte TH to 368th Ave	Gravel road for 0.9 mi to RR line	1.0		0.9					
81.0	368th Ave SE to Bovee Lake		1.0	1.0						
80.0	Detour Bovee Lake on Gravel Roads*	Cross 278th Street, continue to 369th Avenue (gravel roads), to 280th St	1.0		1.5					1
79.0	Detour Bovee Lake on Gravel Roads*	South on 369th Ave to 280th St	1.0		2.0					1
78.0	Detour Bovee Lake on Gravel Roads*	East on 280th St	1.0		1.5					
77.0	Aternative Approach	Raise the railbed on Bovee Lake; adds 2.4 mles to trail conversion, 1/2-3/4 miles needs extensive work								
76.0	Join railbed north of Bovee	Head southeast from 280th St crossing	1.0	1.0						
75.0	Cross 281st St	Rail Trail	1.0	1.0			Bridge A1	80		1
74.0	Cross 372nd Ave & 282st St	Rail Trail	1.0	1.0						2

Mile Post	Segment Description	Comments	Rail Miles	RR Miles	Road Miles	Trailhead Option	Tresle ID	Culvert & Trestle LF	Fence & Railing LF	Signs & Marking
73.0	Cross 283rd St	Rail Trail	1.0	1.0						1
72.0	Rail Trail	Rail Trail	1.0	1.0						
71.0	Cross 284th St	Rail Trail	1.0	1.0						1
70.0	Geddes Trailhead	South from 285th St at Main St to Cemetery Road, 286th St	1.0		1.0	?				
69.0	Rail Trail	East on 286th St to 375th Ave	1.0	0.6	0.4					
68.0	Rail Trail		1.0	1.0			B1	130		
67.0	Rail Trail	Cross 377th Ave & 288th St	1.0	1.0			B2	50		2
66.0	Rail Trail	Cross 378th Ave	1.0	1.0			B3	44		1
65.0	Rail Trail	Cross 289th St & 379h Ave	1.0	1.0			B4	17		2
64.0	Rail Trail		1.0	1.0			B5	30		

Mile Post	Segment Description	Comments	Rail Miles	RR Miles	Road Miles	Trailhead Option	Tresle ID	Culvert & Trestle LF	Fence & Railing LF	Signs & Marking
	Platte to Ravinia Total		**28.0**	**25.2**	**10.3**	**0.0**	14	**858.7**	**0.0**	**19.0**
2.0	Ravinia to Red Lake	This segment is not railbanked and not part of the grant application. This will be the next 'rail to trail' project.								
2.0	Red Lake Route	Red Lake is not railbanked and not part of the grant application. This will be the next 'rail to trail' project.								
2.0	Red Lake to Wagner	This segment is not railbanked and not part of the grant application. This will be the next 'rail to trail' project.								
2.0	City of Wagner	Wagner is not part of the grant application. This will be the next 'rail to trail' project.		0.0		?				
	Lewis & Clark Rec Trail	Trailhead at L&C State Rec Area connects via SD HWY 50 to Tabor		0.0		?				
	City of Tabor	Trailhead		0.0		?				
	City of Tyndall	Trailhead		0.0		?				

Mile Post	Segment Description	Comments	Rail Miles	RR Miles	Road Miles	Trailhead Option	Tresle ID	Culvert & Trestle LF	Fence & Railing LF	Signs & Marking
	City of Avon	Trailhead		0.0		?				
	City of Springfield	Trailhead		0.0		?				
	City of Running Water	Trailhead		0.0		?				
	City of Dante	Trailhead		0.0		?				
	City of Greenwood	Trailhead		0.0		?				
	City of Marty	Trailhead		0.0		?				
	City of Pickstown	Trailhead		0.0		?				
	North Point Rec Area	Trailhead		0.0		?				
	Snake Creek Rec Area	Trailhead. Connects via SD HWY 44 to Platte		0.0		?				

South Dakota State Rail Board
Regional Rail Authority

Hello, my name is Janet Wagner from Tyndall, SD and I would like to explain what the Friends of Platte to Tabor Rail to Trail is doing to meet the public concerns. As the co-chair for the publicity committee we wish to address the concerns of the rail conversion as they arise and be able to answer questions. We know there will be concerns and push back as well as support for the rail conversion.

To inform the public of the rail to trail project the publicity committee has built a website (www.tabortoplatterailtotrail.com) and have posted all of the meeting's minutes and upcoming events, as well as posting what is happening in the separate committee meetings. We have also created a Facebook page (Friends of Tabor to Platte Rail to Trail) with almost 300 likes.

The committee officers have given many presentations, 17 so far, to area groups who have wanted additional information about the rail to trail proposal. This has included groups from both Bon Homme and Charles Mix Counties, almost all the city councils along the main route, as well as a group of Senators from the State of Nebraska. (List attached #1) With these meetings we have passed out over 200 flyers explaining the rail to trail project. (Flyer attached #2) We have also received many resolutions for or letters of support for the project. (List attached #3)

Besides the meetings, District III was very helpful in obtaining all the names and addresses of representatives who own land along the Tabor to Platte rail line. A letter explaining the proposal and a map showing the proposed route was drawn up and sent to all of these land representatives. We sent out a total of 386 letters with only 8 returns. With the letter we gave them contact information for their support or questions about the proposal.(letter attached #4)

Radio interviews were also done with WNAX and KYNT. Randy Dockendorf of Yankton Daily Press and Dakota also interviewed

us and did a very nice news article on converting unused railed into a trail.(attached article #5)

We, the Friends of Tabor to Platte Rail to Trail, wants to convey the rail to trail information to the public to show them what we want to accomplish and that we are not trying to hide anything or keep the project secret.
As more details are worked out and more information obtained on how the trail will advance, there will be more public meetings scheduled. We are planning on having separate meetings in the three major cities along the rail line, Tyndall, Wagner and Platte, to farther explain the Rail to Trail Project. We hope to convey to the general public the good factors for the trail and answer questions for those who have concerns.
Thank you for allowing me time to explain how we are keeping the public informed and some of our plans for the future of the rail to trail development.

Attachment #1

Presentations:

- Bon Homme County Commissioners
- Charles Mix County Commissioners
- Yankton Sioux Tribe
- City of Tyndall
- City of Tabor
- City of Avon
- City of Wagner
- City of Platte
- Tabor Chamber of Commerce
- Tyndall Development, Inc
- Wagner Rotary
- Wagner Area Growth
- Wagner Chamber of Commerce
- Yankton Representatives: Jay Gravholt, Gary Keller, Joe Munson, Mayor Stephanie Moser, Ken Kopetsky and Matt Auny
- Nebraka Department of Transportation special committee (8 NE Senators) (Statewide Tourism and Recreational Water Access and Resource Sustainability Special Committee)
- East River Horizons Team, Inc
- Boys and Girls Club of the Missouri River

Attachment #3

<u>Resolution for or letter of support:</u>

City of Tyndall
City of Wagner
City of Marty
City of Lake Andes
City of Tabor
City of Springfield
City of Pickstown
City of Platte
Avon Chamber of Commerce
Wagner Chamber of Commerce
Wagner Area Growth
Ride Across South Dakota (RASDak)
Southeast South Dakota Tourism Association
Tyndall Development, Inc
Nebraska Department of Transportation
Several personal supports and landowners support

Attachment #4

Friends of Tabor to Platte Rail to Trail
P.O. Box 454 Tyndall, SD 57066

Dear Landowners,

We, the Friends of Tabor to Platte Rail to Trail, are working on the probability of creating a rail to trail from Tabor to Platte, SD on the NAPA to Platte rail line. We are in the organizational and planning stage and are gathering information for the demands of such a large project. As a group we want to inform all the landowners along the route and obtain feedback from you.

The overall length of the Tabor to Platte trail is approximately 62 miles. In 2007 the 28.9 miles between Ravina and Platte was railbanked. Railbanking is a voluntary agreement between a railroad (State) and a trail agency to use an out-of-service rail corridor as a trail until the railroad might need the corridor again for a rail service or other needs. If a trail is to be developed the State, who owns the rail line, will remove all of the rails, ties and ballast.

We are presently gathering information on the procedure and costs to establish the rail to trail bike/hike path. As always with a project of this magnitude we will be working on funding to proceed forward. With the Infrastructure bill in the US Capital at this time, maybe this is an opportunity to promote the southeastern section of the state with an attraction of a bike/hike path. The trail would be an opportunity to help keep the biker/hiker safe and at the same time enhance our local economies. It would have similar fencing, rules, signage and maintenance as the Mickelson Trail in the Hills and Cowboy Trail in Nebraska. Bikers and hikers are typically the type of people who enjoy observing the environment. They also enjoy our small town's Mom and Pop businesses. The old rail track with small towns every 10 to 15 miles apart are a perfect match.

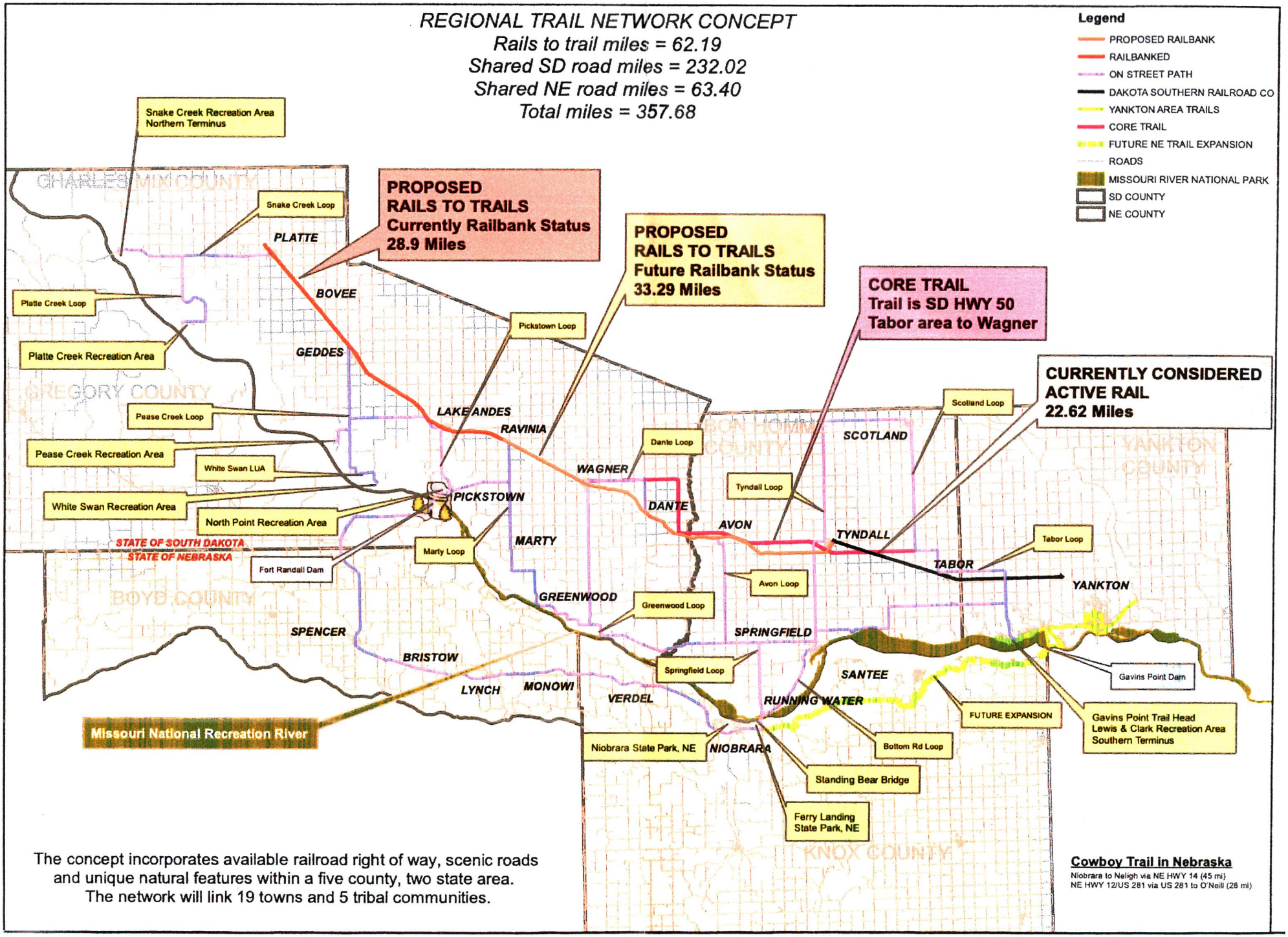
The basic rail line connects 2 counties, Bon Homme and Charles Mix. The overall concept incorporates scenic roadways to join five counties and two states which has the possibility of linking 19 towns and 5 tribal communities.

Working for a better community,

Friends of Tabor to Platte Rail to Trail

If you support the trail, spread the word. If you have questions about the rail to trail proposal or desire to join our group please contact us at:

Bon Homme: jrwagner@hcinet.net or Ron Wagner at 605-464-1085
Charles Mix: thebarn@midstatesd.net
For more information our website is www.tabortoplatterailtotrail.com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North Point Recreation Area
LAKE ANDES
RAVINIA
WAGNER
PICKSTOWN
STATE OF SOUTH DAKOTA
STATE OF NEBRASKA
Fort Randall Dam
Marty Loop
MARTY
BOYD COUNTY
GREENWOOD
Greenwood Loop
SPENCER
BRISTOW
LYNCH
MONOWI
VERDEL
Missouri National Recreation River
Dante Loop
DANTE
Tyndall Loop
AVON
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The network will link 19 towns and 5 tribal communities.
Cowboy Trail in Nebraska
Niobrara to Neligh via NE HWY 14 (45 mi)
NE HWY 12/US 281 via US 281 to O'Neill (28 mi)

#2

What is the NAPA to Platte Rail Line Proposal?

The State of South Dakota owns the 83.3-mile rail line between NAPA Junction in Yankton County and Platte in Charles Mix County. No rail traffic occurs on this line, except for limited activity between NAPA Junction and Tabor. The 28.1-mile segment between Ravinia and Platte is 'railbanked,' a legal designation established in federal law helpful for creating a 'Rail to Trail' project.

Our 'friends' group advocates developing the Ravinia to Platte as a trail core which anchors a Regional, Multipurpose Recreation Trail Network.

Why does the line make a good trail?

The rail line traverses heritage Yankton Sioux lands and picturesque, historic countryside. The line contains over 50 trestles and nearly 200 culverts.

The 'trail core' connects to state parks at Lewis & Clark Lake and Lake Francis Case, the Missouri National Recreational River, and multiple communities in two states. When complete, the trail network creates a 350-mile recreation opportunity.

How does this trail help the area?

This trail diversifies our economy, adds a recreation option for an at-risk population, and addresses the growing demand for 'recreational tourism' nationally and in South Dakota.

How do I learn more? How can I help? Check...

Our web site: www.tabortoplatterailtotrail.com

Facebook: **Friends of the Tabor to Platte Rail to Trail**

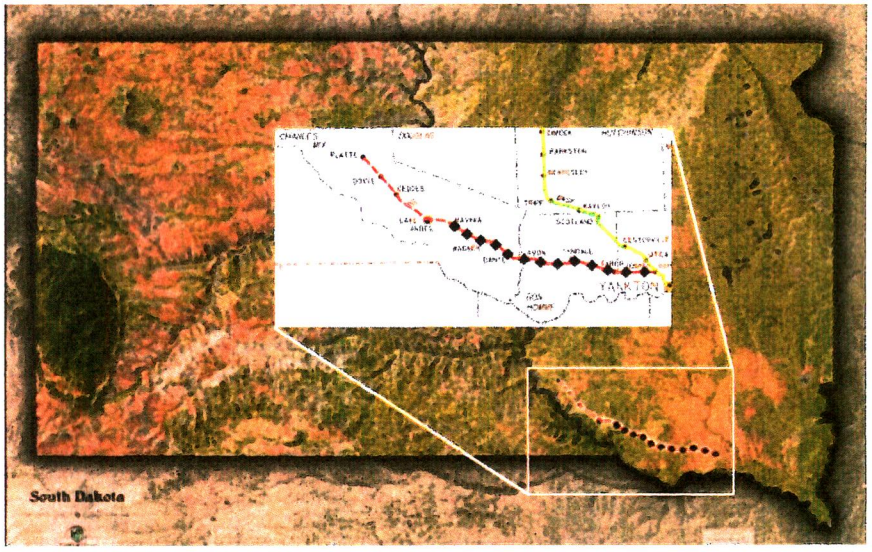
Email questions to: jrwagner@hcinet.net

Call Janet or Ron: 605.464.1085

A 'rail to trail' Proposal

Convert unused rail line in Bon Homme and Charles Mix counties into the core of a **Regional, Multipurpose Recreation Trail**

Find more details inside this brochure



Friends of the Tabor to Platte Rail to Trail

A group of citizens, community promoters and recreation enthusiasts who formed to advocate for this proposed Regional, Multipurpose Recreation Trail.

Incorporated June 30, 2021, in South Dakota as a Domestic Non-Profit Corporation #NS-205621. Bylaws adopted July 22, 2021.

IRS EIN 87-1403837. 501 (c) (3): submitted June 25, 2021.

#5

YANKTON DAILY PRESS & DAKOTAN

Wednesday
September 15, 2021

Group Proposes Converting Unused Railbed Into Trail

BY RANDY DOCKENDORF
randy.dockendorf@yankton.net

Will an unused railroad bed gain new life as a recreation trail in southeast South Dakota?

The "Friends of the Tabor to Platte Rail To Trail" organization is seeking to create a 75-mile recreation path between Tabor and Platte on an unused portion of the Napa-Platte rail line. The trail could connect with Yankton and Lewis & Clark Lake trails.

Dr. Jerome Bentz of Platte and Ron Wagner of Tyndall co-chair the Friends organization, with Bob Foley of Tyndall as secretary and Amanda Bechen of Wagner as treasurer.

The Friends consist of 26 members from Charles Mix County, Bon Homme County and the Yankton Sioux Tribe. The membership could expand in the future, including Nebraska entities as well as the Ponca and Santee Sioux tribes.

At first, the trail will focus on the 28 miles of line from Platte to Ravinia that was rail banked in 2007 and meets the rail-to-trail criteria. However, the Friends proposal will provide a regional concept that could eventually include nearly two dozen towns on the line and connect with north-central and northeast Nebraska.

The trail could offer a variety of opportunities, such as biking, hiking, horseback riding and snowmobiling, Wagner said. Visitors can use the trails entire length or use shorter distances and leave the trail to visit local communities and attractions. In that way, the trail would not only boost the quality of life but also provide a more diverse economy.

The Tabor to Platte organization faces an immediate deadline for seeking a federal grant through the Economic Development Administration (EDA) of the U.S. Commerce Department. The grant would target transformational recreational trails.

The District III Planning and Development office in Yankton is working with the rail to trails project. District III believes the project could qualify for up to $2.5 million, which would carry with it a local match, according to the Friends minutes.

Unlike many grants, the EDA grant is based on merit, with funds allocated in the order that projects are received and qualify for funding, Wagner said.

"That's why we're pushing so hard right now. We have until January for the deadline, but the money could be gone by then," he said. "We're pushing to get our application done by October. The more support we get by then, the better for our application and its chances."

If awarded, the EDA grant would provide valuable momentum in seeking other funds, Wagner said. The grant would be used for engineering and other initial work, he said.

The Napa-Platte line runs 83 miles from Yankton County through Bon Homme and Charles Mix counties. Currently, only eight miles of the rail line between Napa Junction and Tabor remain in active service, leaving the remaining 75 miles of track for conversion for a "rail to trail" project.

The Friends group was formed earlier this year. The 501©(3) (non-profit) organization is seeking support from congressional delegations, state legislators, county commissioners, towns, tribes and adjacent landowners.

"We're working to gain support all along the trail, and we've also reached out to our friends in Nebraska because we can see the trail linked to them," Wagner said. "The Mickelson Trail started with its 'Friends' organization and we're trying to do the same thing."

In addition, Dan and Jean Hunhoff of Yankton — she is a South Dakota state senator — are seeking to expand the trail's reach.

TRAIL | PAGE 3

Trail

From Page 1

They have worked to include the Tyndall-Tabor segment at the eastern end of the line.

Also, they have noted a possible connection with Lewis & Clark Lake trails in Yankton County. The trail could eventually link with north-central and northeast Nebraska for an interstate multi-use path.

As a state lawmaker and co-chair of the Joint Appropriations Committee, Jean Hunhoff has sought to offer connections for the "Rails To Trails" committee.

"I was initially contacted to assist with understanding who might be key players at the state level for this project," she said. "This group of individuals had put forth an idea that could potentially create a biking trail beginning in southeast South Dakota and eventually lead to a trail connecting to the Mickelson Trail in the Black Hills."

In that respect, the Tabor-to-Platte trail would provide a key link, Jean said.

"This is an opportunity for tourism, promotion of small town South Dakota, recreation and, most importantly, family fun," she said.

Dan grew up in Yankton County, while Jean hails from the Tabor area. They see great potential for the rail-to-trail idea, particularly with the momentum and accomplishments in just a few months.

"We attended a few meetings and saw the enthusiasm and, more importantly, the work the group had already undertaken," Jean said. "Dan took the lead on Tabor involvement, and I worked to get connections and meetings arranged with key players in Pierre."

The connections would prove critical, not just for any potential funding, Wagner said. The Friends organization has worked with agencies such as the Department of Transportation and the Department of Game, Fish and Parks for their guidance and expertise.

In the meeting minutes, Foley described the legal process that lies ahead.

The Tabor-Platte concept would become a "trail agency" and presented the South Dakota Railroad Board/Authority with its plan to fund and operate a recreational trail on "rail banked" line, he said. In addition, Gov. Kristi Noem must approve a resolution passed by the Rail Board.

A legal agreement identifies performance requirements for trail operation, Foley said. The Railroad Board can cancel the agreement if an alternative economic use for the rail line emerges.

The South Dakota Railroad Board/Authority plans to consider the project at its Sept. 29 meeting in Pierre, according to Program Manager Jack Dokken with the South Dakota Department of Transportation (SDDOT).

As part of the multi-state outreach, Wagner presented the rail-to-trail project at a meeting of the Statewide Tourism and Recreational Water Access and Resource Sustainability (STAR WARS) Special Committee of the Nebraska Legislature.

The hearing, held at Niobrara State Park Lodge, was conducted by a select legislative committee formed to promote development.

To help launch the rail-to-trail effort, the Tyndall Development Corporation pledged $5,000 for general use, according to the Friends minutes. The organization has reached out to other communities to do the same in order to meet initial expenses.

In other cases, the Friends organization is simply seeking a resolution that provides important backing, according to member Janet Wagner.

The response so far has been encouraging, she added.

"All we're asking now is, are you in favor of the project? We're not asking for funding; we're just looking for support," she said.

As part of its studies, the Friends membership has been divided into four committees: trail design, finance, publicity and government/tribal relations. The four committees can meet separately and then report to the entire membership, which creates great efficiency.

Jean Hunhoff noted resources are there but must be actively pursued.

"Like any big project, there is always need of dollars," she said. "This group has the responsibility to make the 'ask' from the potential resources that exist for funding."

However, she also sees tremendous potential with the effort.

"This could be the next big thing for southeastern South Dakota," she said. "We already have a great bike trail from Yankton to Lewis & Clark Lake. There are paved roads that can lead from the lake to Tabor and then get on the trail."

The project could become a win-win for the entire region and state, Hunhoff added.

"We all benefit in this endeavor to capitalize on our resources to create a fantastic bike trail across the state," she said.

The rail-to-trail effort has made tremendous progress in a few months, Wagner said.

"We've gone from nothing to a 501©(3) and have gotten support from the state," she said. "We've come a long way, but we've got a long way to go."

The Tabor-Platte members will next meet 7 p.m. Sept. 23 at the Geddes brewery, and the public is welcome to attend.

Follow @RDockendorf on Twitter.

Good morning. Thank you, Chairman Cope, and your colleagues for this opportunity to address the South Dakota Rail Board. My name is Robert Foley. I serve "Friends of the Tabor to Platte Rail to Trail" as Secretary. Today, I offer comments on Surface Transportation Board (STB) requirements for a 'Rail to Trail' proposal, and on our understanding of environmental assessment. STB requirements for a 'Rail to Trail' operator can be summarized into three topics: Financial Responsibility, Legal Liability and Trail Management.

Financial Responsibility. A trail operator must have the balance sheet and the liquidity adequate for construction and maintenance of the trail. Jon Corey and Ron Wagner updated progress on trail design, which drives trail cost. SDGF&P agreed to help here. Based upon national averages, we expect trail cost to be in the $1.5 to $2.5 million range. This cost determines our grant request; grant funds come from the American Rescue Plan Act of 2021, which provides a pool of funds for states, for counties and for communities. So, the grant plus matching funds provides for trail construction costs. Failure to receive this EDA grant is a setback, but not a fatal blow to our proposal. We will then explore other funding options.

Legal Liability. We plan to engage in a lease-type legal structure with the Rail Authority to operate a recreation trail on railbanked line. Rail Board assessment and state risk guidelines determine liability limits, which will be forthcoming. We commit to obtain liability insurance coverage that meets those requirements.

Management. We established 'non-profit' corporate status. We engaged well-regarded legal and accounting advisors. Our board contains a diverse group of regional representatives. Our project contains two management elements: initial construction and ongoing operation.

First, I will address grant application and construction management. Planning and Development District III agreed to help manage the grant process, so we have a tested partner for this aspect of our project. DIII advises that a 'phased approval' of no more than six months into 2022 for our project is acceptable, but not optimal. So, if we cannot obtain all approvals by the January 31 application deadline, a project approval window can be created to allow for finalizing agreement details along a set timeline. DIII agreed to help manage this EDA grant, as well as other grants, for project construction.

Our grant application focuses on the already railbanked Ravinia to Platte portion of the NAPA line, due to grant application deadlines. This segment is scalable to include the Tyndall to Ravinia segment. So, we ask you to also consider the Tyndall to Platte line as well in our 'Rail to Trail' proposal. Completion of this entire project extends beyond the five-year grant completion horizon. EDA grant criteria highly scores significant regional recreation and economic impact in underserved areas. Scalability counts in this grant application evaluation.

An Environmental Assessment is part of the construction phase of this project if the grant is approved. All entities with an interest in the project will be contacted, including the Yankton Sioux Tribe and the SD DoT, for their input. DIII expects, based upon their experience, a 'Finding of No Significant Impact' (FONSI) due to limited geographic scope and previously disturbed ground. DIII does not expect a full Environment Impact Study needed in this project.

Next, I will address ongoing operation of the proposed trail. National averages per year run about $3000 per mile, or $90,000 for the 28-mile Ravinia-Platt segment. Michelson Trail budgets about $200,000 or $2000 per mile for ongoing, not including capital investment. This yields about $60,000 per year for us. We have yet to develop our ongoing maintenance costs, but we believe our expense to be significantly less. We believe that communities and counties would collaborate in trail maintenance if the trail produces expected economic results.

So, we submit that our trail proposal presents an opportunity to convert an underutilized state asset into a transformative economic opportunity. A 'Rail to Trail' on the larger Tyndall to Platte segment adds community health and personal recreation possibilities that diversifies an otherwise ag-centric economy.

Our request apparently mirrors your intention to retain control over the entire Tyndall to Platte property. It represents an opportunity to diversify from an ag-centric economy, adding a personal heath and eco-tourism element.

I sincerely appreciate this opportunity to describe our proposal. I'm happy to address any concerns you have at his time. We also remain open to questions routed to us through Mr. Dokken for our detailed response. Thank you.

South Dakota State Rail Board
Regional Rail Authority

Finance and Fund Raising Committee

We are working with Greg Henderson from District III on an EDA /US Department of Commerce Competitive Outdoor Recreational grant application to help fund the first segment of the Rail to Trail from Platte to Ravina which is currently in rail bank.
The average cost for Rail to Trail construction in rural American is approximately $73,000 per mile. The proposed trail is approximately 30 miles making projected costs of $2 million to $2 1/2 million.
The grant is an 80% with a 20% match and the project needs to be completed within 5 years.
The rail, spikes, plates, ties and ballast would need to be harvested by the State first. We are currently working on raising the matching money from interested individuals, organizations and corporations as well as in kind donations from the cities involved for trailheads.
We are working towards financial stability to address the needs of management of trail and the legal liability.