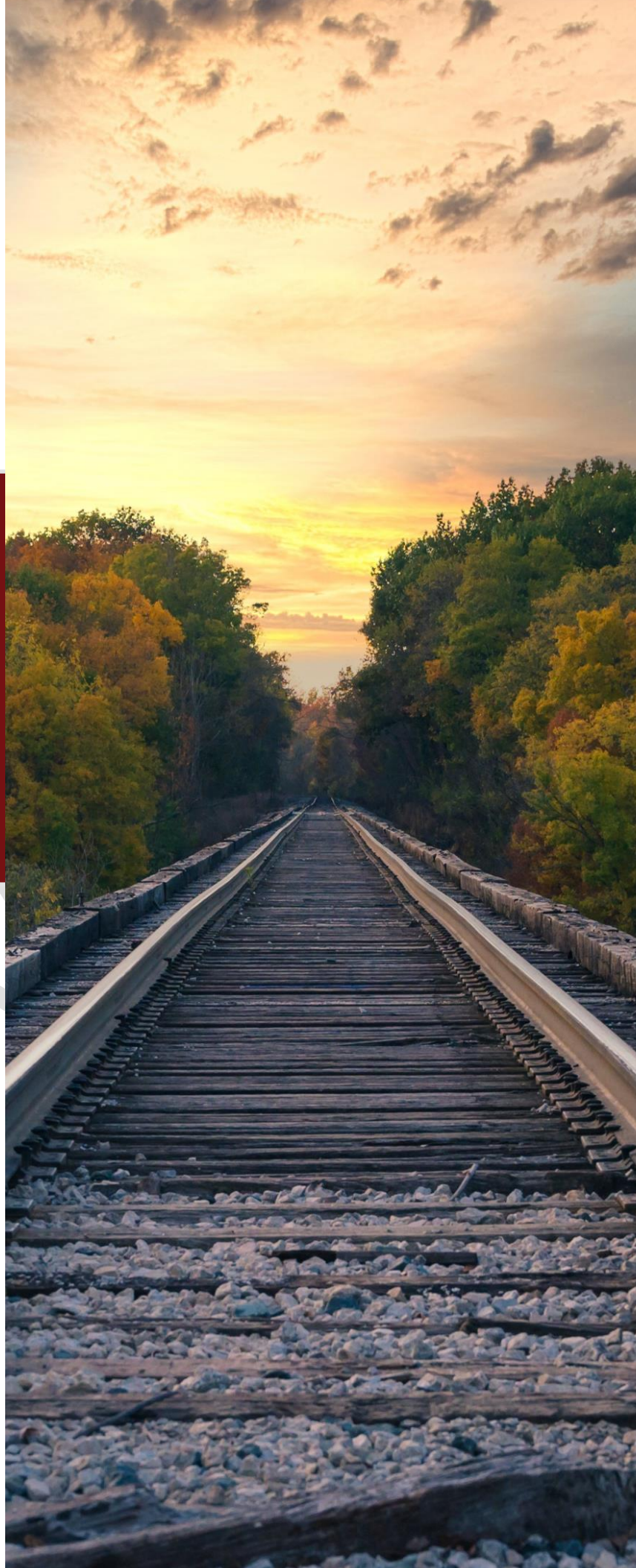
Chapter 5: South Dakota's Rail Service and Investment Program (Draft)

South Dakota State Rail Plan

June 2022



This Page Intentionally Blank

CONTENTS

TABLES

INTRODUCTION

The Rail Service and Investment Program (RSIP) addresses the specific projects, programs, policies, laws, and funding necessary to achieve the state's rail vision and describes the related financial and physical impacts of these proposed actions.

This chapter will match SDDOT's vision and principles, developed for and through the Rail Investment Guide, and identify and recommend strategic implementation policies and practices pursuant to a specifically tailored rail program management strategy. Recommendations could potentially include organizational or other structural changes, changes to existing policies, establishment of new policies, and creation of program- or practice-specific guidance policies on issues such as partnering or divestment.

This effort, along with the clear understanding of assets, trends and forecasts, will structure SDDOT's prioritization of project investments by projecting the short- (four year) and long- (20 year) term effects of a project on the South Dakota transportation system, public and private benefits, rail capacity and congestion by corridor, the larger transportation system capacity, safety, congestion, and resiliency (other modes), environmental, economic and employment considerations, including equity, energy and consumption and greenhouse gas emissions, and regional balance.

State funding programs that can benefit the rail industry will be identified and discussed, with implementation recommendations made in partnership with the Rail Investment Guide. Opportunities to leverage federal funding, in addition to achieving federal funding compliance through granting programs, and compliance with other USDOT and FRA mandates, guidelines, and other requirements will be described. Predicated on rail needs and issues, this chapter categorizes the specific needs and associated projects, identifies policies and programs, strategies, and funding necessary to achieve that vision, and describes their financial and physical impacts.

5.1 STATE RAIL VISION

The development of South Dakota's State Rail Vision has been informed by an extensive public and stakeholder outreach process (described in Chapter 6 of the State Rail Plan). These efforts identified common themes relevant for setting a direction for rail planning in South Dakota. Based on a consensus among stakeholders, the State Rail Vision statement is revised from the previous South Dakota State Rail Plan (2014) as follows:

> *The South Dakota rail system shall provide competitive and efficient freight service, in the safest manner possible, to connect South Dakota businesses with domestic and international markets and support statewide economic development efforts.*

The South Dakota Rail Vision is supported by the following goals:

- Support economic growth and development
- Ensure connectivity for critical industries
- Maintain State railroad assets in a state of good repair
- Reduce highway impacts
- Improve railroad safety, security and resiliency

5.2 PROGRAM COORDINATION

South Dakota's long-term rail vision is intended to integrate with other statewide transportation planning efforts, including the State's Long Range Transportation Plan, the state rail plans of neighboring states, and regional multi-state rail plans, as appropriate.

5.2.1 INTEGRATION WITH OTHER STATE PLANNING EFFORTS

5.2.1.1 SOUTH DAKOTA LONG RANGE TRANSPORTATION PLAN[1]

South Dakota's Long Range Transportation Plan (LRTP) provides a general outlook to identify opportunities and trends related to statewide transportation without addressing specific programmed projects. The LRTP guides the development of the SDDOT's other plans and studies. The State Rail Plan, in turn, will help inform future updates of the LRTP with mode-specific information.

5.2.1.2 SOUTH DAKOTA FREIGHT PLAN[2]

The South Dakota Freight Plan is a freight-focused document that incorporates rail as well as all other freight modes. Future updates to the South Dakota Freight Plan will integrate mode-specific information from the State Rail Plan as appropriate.

5.2.1.3 SOUTH DAKOTA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM[3]

The South Dakota Statewide Transportation Improvement Program (STIP) contains information about South Dakota's rail programs and projects. The STIP will continue to be updated regularly with the most recently available information specific to rail.

5.2.2 NATIONAL AND REGIONAL RAIL PLANNING INTEGRATION

5.2.2.1 NATIONAL STRATEGIC RAIL CORRIDOR NETWORK

South Dakota will continue to coordinate as necessary with the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency (TEA), that oversees the federal National

[1] South Dakota Department of Transportation, Long Range Plan. Retrieved from: https://dot.sd.gov/projects-studies/planning/long-range-plan
[2] South Dakota Department of Transportation, Freight Plan. Retrieved from: https://dot.sd.gov/projects-studies/planning/freight-plan
[3] South Dakota Department of Transportation, Statewide Transportation Improvement Program. Retrieved from: https://dot.sd.gov/projects-studies/planning/stip

Strategic Rail Corridor Network (STRACNET). The STRACNET is comprised of an approximately 32,000-mile national, interconnected network of rail corridors and associated connector lines most important to national defense. STRACNET-designated routes provide main line rail throughput capability as well as access to major defense contractors, logistics sites, and military facilities critical to national defense.

South Dakota has one designated STRACNET corridor, which includes the BNSF Railway line through Edgemont, South Dakota.

5.2.2.2 REGIONAL RAIL PLANNING

SDDOT will continue to coordinate as necessary with regional rail planning efforts, such as those led by the Midwest Interstate Passenger Rail Commission, or any future multi-state working group established to study freight or passenger rail needs in South Dakota and beyond.

5.2.2.3 NEIGHBORING STATE RAIL PLANNING

SDDOT is routinely given the opportunity to review the state rail plans of neighboring states and will provide neighboring states the reciprocal opportunity to review a draft of this South Dakota State Rail Plan.

5.3 RAIL AGENCIES

5.3.1 SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

As noted in Chapter 1 of the State Rail Plan, SDDOT's Office of Air, Rail, and Transit is responsible for monitoring rail traffic and commodity flows, performing detailed analyses on lines threatened by abandonment or that are in need of financial assistance, evaluating changes in status, condition, and service on rail lines, and analyzing State-owned rail operations. The Office of Air, Rail, and Transit also handles the management of all real and personal property acquired by the State for railroad purposes, including leasing of property, utility installation, track rehabilitation, industrial track expansion, and construction.

Additionally, the Office of Air, Rail, and Transit is responsible for acquiring and administering federal and state funds used to upgrade short line and regional railroad infrastructure, overseeing highway construction projects that have an intersection with railroad property, identifying needed highway-rail grade crossing safety improvements, and maintaining state-owned rail lines for current and potential future use.

This update to the State Rail Plan does not recommend any changes to the Office of Air, Rail, and Transit, nor does it recommend the creation or abolition of any other agencies or authorities within SDDOT.

5.3.2 STATE RAILROAD AUTHORITY

As noted in Chapter 1 of the State Rail Plan, the South Dakota State Railroad Authority has the power to acquire property and to construct, maintain, and equip railroad facilities as the Legislature declares to be in the public interest. The Authority also may conduct planning studies to determine the full scope of rail system needs. The State Railroad Authority and the State Railroad Board are composed of the same seven members appointed by the Governor.

This update to the State Rail Plan does not recommend any changes to the structure, purpose, or activities of the State Railroad Authority.

5.3.3 STATE RAILROAD BOARD

As noted in Chapter 1 of the State Rail Plan, the South Dakota State Railroad Board exists to review and decide matters related to operation, management, finance, marketing, and development of rail service over all properties and facilities acquired, leased, or controlled by the State. The Board also may, upon written approval of the Governor, make loans from the Railroad Trust Fund.

This update to the State Rail Plan does not recommend any changes to the structure, purpose, or activities of the State Railroad Board.

5.3.4 REGIONAL RAILROAD AUTHORITIES

As noted in Chapter 1 of the State Rail Plan, the Regional Railroad Authority (RRA) concept is widely used in South Dakota for the purpose of planning, establishing, acquiring, developing, constructing, purchasing, enlarging, improving, maintaining, equipping, operating, regulating, and protecting railroads and railroad facilities needed for the operation of the railroad. The RRAs also serve as legal entities to facilitate the disbursement of State Railroad Trust Fund dollars to fund rail improvements.

This update to the State Rail Plan does not recommend any changes to the current RRA structure.

5.4 PROGRAM EFFECTS

The short-term and long-term projects proposed in Section 5.8 are based on those activities that improve rail safety, support economic development, maintain the well-being of short line railroads operating in the state, and support the reduction or elimination of major freight bottlenecks. These projects and later projects resulting from future studies may potentially offer substantial public socioeconomic benefits.

As the majority of intercity rail passengers would be diverted from the automobile, any future passenger rail service expansion efforts would result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

For freight rail improvements, the public benefits involve increased transportation competition resulting in lower cost to shippers, less highway congestion and roadway surface damage, and reduced

environmental and energy impacts compared to other modes. Highway-rail grade crossing improvement projects, as well as other rail-related infrastructure improvements aimed at maintaining a state of good repair, serve to increase transportation safety and efficiency.

5.5 PASSENGER ELEMENT

5.5.1 DESCRIPTION OF PASSENGER RAIL CAPITAL PROJECTS

No passenger rail capital projects are planned or proposed in South Dakota at this time.

5.5.2 CAPITAL FINANCING PLAN

No passenger rail capital projects are planned or proposed in South Dakota at this time.

5.5.3 OPERATING FINANCING PLAN

Per the Passenger Rail Improvement and Investment Act of 2008 (PRIIA), passenger rail services of 750 miles or less in length operated by Amtrak must be state-supported. The operations and maintenance costs associated with state-supported routes must be funded by the state or by a coalition of states that requested the service. By contrast, operating costs associated with long-distance Amtrak routes in excess of 750 miles are funded directly by Congress through routine budget authorizations. However, no new long-distance Amtrak routes have been established in over 20 years.

At this time, there are no state funding mechanisms in place to fund a state-supported passenger rail service. A decision to establish such a funding mechanism would be deferred until after future studies have been completed to determine the feasibility of state-supported passenger rail service and the anticipated benefits associated with a specific route structure and service plan, to be identified through future planning efforts.

5.5.4 ECONOMIC BENEFITS

As the majority of intercity rail passengers would be diverted from the automobile, passenger rail service expansion efforts would result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

Additionally, passenger rail service restoration can potentially trigger the adaptive reuse of historic intercity passenger rail facilities, including expansion into multimodal hubs which can connect rail passengers with other non-rail modes, such as local and regional bus service. Other urban revitalization efforts centered around transit hubs, known as transit-oriented development, can result in increased neighborhood property values and improved community vitality.

5.6 FREIGHT ELEMENT

5.6.1 FINANCING PLAN

The RSIP contains freight rail projects identified for the short-range and long-range planning horizons that pertain to improvements to South Dakota's rail network.

Class I railroads are generally considered capable of funding their own capital projects; however, potential future investments to be made to the state's rail network that were identified through coordination with the state's Class I railroads and identified by SDDOT or other stakeholders are shown in the list of potential future passenger and freight rail projects and studies in the RSIP later in this chapter.

Such self-funding is more challenging for Class II and Class III railroads, which tend to have a smaller customer base, thus limiting opportunities to generate revenue. Class II and Class III railroads typically earn a fee for picking up and delivering rail carloads to and from Class I railroads for forwarding to and from other points on the national rail network, while depending on aging infrastructure inherited from prior Class I railroad owners. Accordingly, the internal cash flow for a Class III is often insufficient to enhance yard and line capacity to accommodate safer and more efficient train operations; provide improved rail access via enhanced or new transload facilities or industrial trackage; or upgrade legacy track and bridges to handle heavier loaded car weights of 286,000 pounds, which has become the standard for the national rail system.

Many states, including South Dakota, have opted to provide support to their Class II and Class III railroads to upgrade their lines via state and federal funding mechanisms. SDDOT can help sponsor applications for federal funding through programs such as Infrastructure for Rebuilding America (INFRA), Rebuilding American Infrastructure with Sustainability and Equity (RAISE – formerly known as BUILD and TIGER), Consolidated Rail Infrastructure and Safety Improvements (CRISI), and Special Transportation Circumstances (STC). Such investments ensure that these railroads can continue to serve their shippers, thus helping to retain shipper employment and prevent the diversion of freight from rail to truck and the consequent maintenance impacts to the state highway system. Projects seeking competitive federal discretionary grant funding are subjected to a rigorous benefit-cost analysis (BCA) to quantify specific public benefits needed to justify the investment, in addition to narrative description of project merits.

Another key area for state and federal investment is highway-rail grade crossing safety. Improvements include upgrades to warning devices and crossing surfaces, as well as crossing closures and grade separations where appropriate. The impacts of such investments are the prevention and reduction of accidental deaths and injuries at highway-rail grade crossings.

The main financing mechanisms for state investments in rail lines and in highway-rail grade crossing safety improvements were identified in Chapter 2 of the State Rail Plan.

State funding mechanisms, as well as federal grant programs and local matching contributions, can potentially support the planned investments in the state rail network noted in Section 5.8 of this chapter.

5.6.2 ECONOMIC BENEFITS

The State of South Dakota has long recognized the public value of a viable short line and regional railroad network. In the late 1970's and early 1980's, the state legislature had the foresight to pass legislation authorizing SDDOT to purchase several former Class I branch lines and secondary main lines in the state that were otherwise slated for abandonment. These lines were then preserved and maintained for future use. The public benefits of state investment in the South Dakota rail network include the transportation-related economic and socio-environmental benefits involved in providing competitive rail service itself, as well as the preservation and protection of irreplaceable rail assets. These rail lines have also steadily produced increased traffic levels which have resulted in shippers receiving cost-efficient service.

Through this state rail planning process, SDDOT has also developed a better understanding of the rail industry's plans for growth within the state and the projects deemed necessary to facilitate this growth. Therefore, private sector rail projects, if deemed to provide sufficient public benefits in the future, may receive increased public financial assistance should additional funding become available.

As most proposed long-range projects have yet to be analyzed regarding their economic feasibility, it is premature to identify any correlation between the level of public investment and expected benefits.

5.7 RAIL STUDIES AND REPORTS

5.7.1 FREIGHT RAIL STUDIES

A future study to identify potential solutions to alleviate rail terminal congestion and improve interchange between multiple carriers in Sioux City, Iowa may be required, as identified by South Dakota rail shippers.

5.7.2 PASSENGER RAIL STUDIES

No future passenger rail studies are envisioned at this time. It has been proposed by passenger rail advocates that a formal multi-state working group be formed to study passenger rail feasibility in the Greater Northwest region, which may include South Dakota.

5.8 PASSENGER AND FREIGHT RAIL CAPITAL PROGRAM

This section identifies the short-range and long-range program of studies and projects currently funded or under consideration in South Dakota. The short-range studies and projects are limited to those for which funding will be available based on past legislative budget allocations for rail projects and federal grant awards. Long-range studies and projects include specific projects or prospective projects which could arise from various studies for which funding has not been committed, but have been deemed important as part of a multi-year program that exceed the four-year short-range period. The projects, anticipated public benefits, and cost estimates are listed in the RSIP. The projects are prioritized in terms of short-

range studies and projects, (those which will occur in the first four years from 2023 to 2026); and long-range studies and projects, that is, those which that will be considered over a 20-year period (2027 to 2042).

Table 1 and Table 2 contain the lists of short-range and long-range studies and projects.

5.8.1 SHORT-RANGE RAIL SERVICE AND INVESTMENT PROGRAM

South Dakota's proposed short-range RSIP is comprised of projects and studies for which estimated capital costs are known at this time have been evaluated on the basis of their respective potential sources of funding eligibility and the anticipated benefits to be realized from the completion of each project.

Projects identified for potential funding have been selected on the basis of preserving the state's past investments and improving the levels of service and financial performance of the state's railroads as well as the anticipated benefits expected for projects in terms of freight and passenger system capacity, efficiency, and safety; rail network access; economic development and competitiveness; job creation and retention; transportation savings; energy and environmental benefits; and other program-specific benefits.

5.8.1.1 PROPOSED SHORT-RANGE RAIL PROJECTS AND STUDIES

South Dakota's proposed short-range freight rail projects and studies include:

- Infrastructure upgrades to accommodate 286,000 lb. rail cars
- Infrastructure upgrades to improve operating speeds
- Highway-rail grade crossing improvements and grade separation projects
- Enhancements to the capacity of the state's rail network

Table 1 describes the proposed short-range projects and studies.

Table 1: Short-Range Studies and Projects (Years 1-4; 2023-2026)

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
Minnesota-South Dakota Rail Improvement Project	Reactivation of Ellis & Eastern Railroad track between Brandon, SD and Manley, MN	State-of-good-repair; Economic Development	TBD	CRISI (FY 2019)
Belle Fourche Industrial and Rail Park	Construction of a new rail siding for transloading	Economic Development	$2.400 million	STC (FY 2019)

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Funding Source(s)
Dakota and Iowa Railroad Main Line Rail Replacement and Crossing Improvements	Replace rail and improve crossing surfaces between Canton, SD and Elk Point, SD on D & I Railroad	Safety; State-of-good-repair	$4.000 million	STC (FY 2019)
Ellis and Eastern Sioux Falls Area Bridges	Upgrades to aging bridge structures on Ellis & Eastern Railroad in Sioux Falls, SD	State-of-good-repair	$4.900 million	STC (FY 2019)
Sisseton Milbank Railroad Lake Farley Bridge Replacement	Bridge replacement project in Milbank, SD on Sisseton Milbank Railroad	State-of-good-repair and increased weight capacity	$1.937 million	STC (FY 2019)
Dakota, Missouri Valley & Western Rail Improvements	Dakota, Missouri Valley & Western Railroad rail anchor and tie plate replacements	State-of-good-repair	TBD	STC (FY 2020)
Midland Rail Improvement	Rapid City, Pierre & Eastern Railroad track upgrades in Midland, SD	State-of-good-repair	$2.800 million	STC (FY 2020)
Mitchell-Rapid City Meet and Pass Siding	Construction of a new siding near Kimball, SD to provide capacity for increased train frequencies on Ringneck & Western Railroad	Capacity	$2.500 million	STC (FY 2020)
Main Line Rail Replacement Project	Rail replacement along Sioux Valley Line between Canton, SD and Elk Point, SD on D & I Railroad	State-of-good-repair	$5.262 million	STC (FY 2021)
West River Freight Rail Storm Resiliency Project	Rapid City, Pierre & Eastern Railroad drainage improvements along PRC Subdivision to mitigate risk of washouts	Safety; State-of-good-repair	$1.000 million	STC (FY 2021)
Ringneck and Western Efficiency and Growth Project	Ringneck & Western Railroad construction of new rail spurs for transloading and new locomotive maintenance facility in Plankinton, SD	Economic Development	$2.998 million	STC (FY 2021)
South Dakota Freight Capacity Expansion Project	Rapid City, Pierre & Eastern Railroad rail replacement between Ft. Pierre, SD and Rapid City, SD on PRC Subdivision	State-of-good-repair	$84.000 million	RAISE (FY 2021), SB 93

5.8.2 LONG-RANGE RAIL SERVICE AND INVESTMENT PROGRAM

South Dakota's long-range RSIP is comprised of projects identified by SDDOT and other rail stakeholders to address rail user needs, rail system access, infrastructure enhancement or replacement, and highway-rail grade crossing safety. These projects, however, are not expected to be implemented within the next four years due to a lack of designated funding or due to the need for further analysis, planning, or programming.

The long-range program includes prospective rail projects proposed during the public outreach process, regardless of funding availability at this time and detailed technical analysis. These projects will be subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, long-range program updates will reflect more current and accurate information, including capital cost estimates for implementation. Upon the availability or award of state or federal funding resources, projects selected for implementation may move to the short-range RSIP in the future.

5.8.2.1 PROPOSED LONG-RANGE RAIL PROJECTS AND STUDIES

For the long-range program (Year 5 through Year 20), projects previously identified in the short-range program will be further advanced toward implementation pending confirmation of construction and economic feasibility.

Long-range freight rail projects will seek to improve the capacity, efficiency, and safety of the state's railroads, particularly in congested yard and terminal areas; enhance rail access by expanding or constructing transload and intermodal facilities for handling freight more economically and efficiently; and upgrade or replace legacy rail bridges.

South Dakota's proposed long-range freight rail projects include:

- Enhancement to the capacity of the state's rail network
- Enhancement of existing transload facilities or construction of new transload facilities
- Improvements to bridge infrastructure
- Improvements to track infrastructure
- Enhancement of existing rail access or development of new rail access for shippers/receivers
- Highway-rail grade crossing safety improvements
- Potential development of a new intermodal facility

Estimated capital costs for the long-range freight and passenger rail projects and studies may not be known at this time. To the extent that SDDOT makes investments in support of the long-range projects identified, these investments will be included in future iterations of the RSIP as long as they remain relevant to affected stakeholders and continue to be necessary to help achieve South Dakota's State Rail Vision. These projects are described in further detail in Table 2.

Table 2: Long-Range Studies and Projects (Years 5-20; 2027-2042)

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Belle Fourche Economic Development Corporation Rail Park Improvements	Construct a new rail spur to serve new shipper at Belle Fourche Industrial and Rail Park in Belle Fourche, SD	Economic Development	$1.710 million	STC
Rail relay project on the Sisseton Milbank Railroad	Replace rail between Sisseton, SD and Milbank, SD	State-of-good-repair	$2.161 million	STC
Construct rail sidings for Encore Rail Park in Brandon	Construct new rail spurs in Brandon, SD to serve potential new shippers	Economic Development	$3.020 million	STC
Rail relay project to support 286,000-lb carloads on Ellis & Eastern Railroad	Replace rail in Sioux Falls area	State-of-good-repair	TBD	STC
Restore rail service to Ellis	Rehabilitate and reactivate out-of-service track between Sioux Falls and Ellis to serve existing industry	State-of-good-repair; Reduce highway impacts	$2.000 million	STC
Construct new locomotive repair facility in Huron	Construct a new locomotive repair facility in Huron, SD for Rapid City, Pierre & Eastern Railroad to replace aging existing structure	Economic Development	TBD	TBD
Upgrade rail and bridges to support 286,000-lb carloads on Sisseton Milbank Railroad	Replace rail and bridges between Sisseton, SD and Milbank, SD to allow increased railcar capacity	State-of-good-repair; Economic Development	TBD	CRISI, STC, RAISE, MPDG
Restore rail service to Murdo on the MRC Line	Rehabilitate and reactivate out-of-service track between Presho, SD and Murdo, SD to serve shippers	State-of-good repair; Reduce highway impacts	TBD	CRISI, STC, RAISE
Construct recreational trail between Platte and Ravinia on railbanked right-of-way	Construct recreational trail between Platte and Ravinia on railbanked right-of-way	Adaptive Reuse	TBD	TBD

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Construct a meet and pass siding near Fairview on the Sioux Valley Subdivision	Construct a meet and pass siding near Fairview, SD on the D & I Railroad Sioux Valley Subdivision to provide capacity for increased train frequencies	Capacity	$1.750 million	STC
Sioux Valley Subdivision Bridge Upgrades	Upgrade bridges between Canton, SD and Elk Point, SD on the D & I Railroad.	State-of-good-repair	$40.000 million	CRISI
Develop a South Dakota rail intermodal container terminal for imports and exports	Construct a terminal suitable for handling maritime shipping containers by rail in South Dakota to eliminate long-distance trucking of containers to and from St. Paul, MN; Omaha, NE; and Denver, CO terminals	Reduce highway impacts; Economic development	TBD	TBD
Reduce terminal delay and improve interchange at Sioux City, Iowa bottleneck	Design and construct track improvements to improve operational and interchange fluidity in the vicinity Sioux City, IA	Capacity	$3.500 million	CRISI
Restore rail service to Wagner on the Napa-Platte Line	Rehabilitate and reactivate out-of-service track between Tabor, SD and Wagner, SD to enable grain shipments to resume	State-of-good-repair; Economic development	TBD	CRISI, STC, RAISE, MPDG
Construct new grain terminal near Wagner on the Napa-Platte Line	Construct a high-throughput shuttle grain elevator near Wagner, SD to serve East River and West River farmers in South Dakota and Nebraska	Reduce highway impacts; Economic development	TBD	TBD
Construct a meet and pass siding near Utica on the BNSF Aberdeen Subdivision	Construct a meet and pass siding near Utica, SD on the BNSF Railway Aberdeen Subdivision to provide capacity for increased train frequencies	Capacity	$2.500 million	TBD

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost, if Known	Potential Funding Source(s)
Construct grade separation at 471st St (Marion Rd) near Sioux Falls (DOT# 097254J)	Construct new highway-rail grade separation (overpass) north of Sioux Falls for future truck route serving Foundation Park	Safety	$10.000 million	Local Funds
Install gates at Garfield Avenue in Dell Rapids (DOT# 381716D)	Highway-rail grade crossing safety improvement (signal installation)	Safety	$0.300 million	Section 130
Install flashing light signals and gates on County Road 9 near Britton (DOT# 067500K)	Highway-rail grade crossing safety improvement (signal installation)	Safety	$0.300 million	Section 130
Install flashing light signals and gates at Main Street in Kimball (DOT# 386090T)	Highway-rail grade crossing safety improvement (signal installation)	Safety	$0.300 million	Section 130
Install flashing light signals and gates at 397th Avenue in Mt. Vernon (DOT# 386052J)	Highway-rail grade crossing safety improvement (signal installation)	Safety	$0.300 million	Section 130