

SOUTH DAKOTA

Current Condition of Transportation:

- 10% of SD's major roads are in poor condition¹
 - Driving on roads in need of repair costs South Dakota motorists \$224m a year, or \$368 a year per motorist²
 - Between 2009 and 2013, a total of 650 lives were lost on the state's roads³
- SD's population increased by 20% from 1990 to 2013⁴
- Vehicle travel on South Dakota's highways increased by 31% in the same period⁵
- Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- Each year, 77% of the \$27b worth of commodities delivered annually from sites in South Dakota are transported by trucks on the state's highways⁶

Need for Federal Investment:

- 71% Federal Share of SD Highway Capital Program⁷
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁸
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

FAST Act **→** *What this does for South Dakota*

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - SD's 1,174 structurally deficient bridges.⁹
 - 24% of SD's bridges are structurally deficient or functionally obsolete¹⁰

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), SD will receive \$45,082,063 in addition to growth of the existing programs for freight.

¹ TRIP

² Ibid.

³ FHWA

⁴ TRIP

⁵ Ibid.

⁶ Ibid.

⁷ ARTBA

⁸ AASHTO and FHWA

⁹ FHWA

¹⁰ Ibid.

- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, SD through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$1,579,570,206 that the state would not get otherwise.
- Major Projects that can benefit from the FAST Act:
 - Highway 100: a six-lane road leading to Sioux Falls will be critical for mobility throughout the state and for potential growth of Sioux Falls ¹¹
- FAST delivers 5 years of certainty. 36 short term extension since SAFETEA-LU have impeded on SD's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase SD's ability to efficiently finish projects.
- FAST gives SD the ability to prepare for the next 50 years. With a focus on innovation, SD can better deploy technology to improve the state transportation network.

¹¹ <http://archive.argusleader.com/article/20131021/NEWS/310210017/Highway-100-could-accelerate-growth-eastern-Sioux-Falls>