SOUTH DAKOTA

Current Condition of Transportation:
- 10% of SD’s major roads are in poor condition\(^1\)
  - Driving on roads in need of repair costs South Dakota motorists $224m a year, or $368 a year per motorist\(^2\)
  - Between 2009 and 2013, a total of 650 lives were lost on the state’s roads\(^3\)
- SD’s population increased by 20% from 1990 to 2013\(^4\)
- Vehicle travel on South Dakota’s highways increased by 31% in the same period\(^5\)
- 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 highways\(^6\)

Need for Federal Investment:
- 71% Federal Share of SD Highway Capital Program\(^7\)
- 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 obsolete\(^10\)

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:
  o 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 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.