Using data and information technologies, the South Dakota Department of Transportation is making travel easier and safer—and operating more efficiently.
Road condition information

Outside South Dakota - - - - - - - 1-866-MYSD511 (1-866-697-3511)

Road conditions website - - - - - - - http://safetravelusa.com/sd/

Road closure reports sent to your email, cell phone and smartphone (free app) - - - - - - - - - - - https://www.safetravelusa.com/sd/cp511/

iPhone road condition app (free) - - - - - - - - - - https://itunes.apple.com/us/app/sddot-511/id740828340?ls=1&mt=8

Android app (free) - - - - - - - - - - - https://play.google.com/store/apps/details?id=com.meridian.metsdot

SDDOT website - - - - - - - - - - - - - - - - - - - www.sddot.com

facebook.com/southdakotadot/  @SouthDakotaDOT

Driver licenses
1-800-952-3696
dps.sd.gov/licensing/driver Licensing/

Phone numbers

<table>
<thead>
<tr>
<th>Region</th>
<th>Phone Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Central Office</strong></td>
<td>(605) 773-3265</td>
</tr>
<tr>
<td>Pierre</td>
<td></td>
</tr>
<tr>
<td><strong>Mitchell Region</strong></td>
<td>(605) 995-8129</td>
</tr>
<tr>
<td>Sioux Falls Area</td>
<td>(605) 367-5680</td>
</tr>
<tr>
<td>Mitchell Area</td>
<td>(605) 995-8120</td>
</tr>
<tr>
<td>Yankton Area</td>
<td>(605) 668-2929</td>
</tr>
<tr>
<td><strong>Rapid City Region</strong></td>
<td>(605) 394-2244</td>
</tr>
<tr>
<td>Rapid City Area</td>
<td>(605) 394-2248</td>
</tr>
<tr>
<td>Belle Fourche Area</td>
<td>(605) 892-2872</td>
</tr>
<tr>
<td>Custer Area</td>
<td>(605) 673-4948</td>
</tr>
<tr>
<td><strong>Aberdeen Region</strong></td>
<td>(605) 626-2244</td>
</tr>
<tr>
<td>Aberdeen Area</td>
<td>(605) 626-7885</td>
</tr>
<tr>
<td>Huron Area</td>
<td>(605) 353-7140</td>
</tr>
<tr>
<td>Watertown Area</td>
<td>(605) 882-5166</td>
</tr>
<tr>
<td><strong>Pierre Region</strong></td>
<td>(605) 773-3464</td>
</tr>
<tr>
<td>Pierre Area</td>
<td>(605) 773-5294</td>
</tr>
<tr>
<td>Mobridge Area</td>
<td>(605) 845-3844</td>
</tr>
<tr>
<td>Winner Area</td>
<td>(605) 842-0810</td>
</tr>
</tbody>
</table>
A Message from the Governor

My Fellow South Dakotans

Most passenger and freight traffic in South Dakota uses our highways, and one of the major achievements during my time in office is that state residents and businesses will be driving on largely good-to-excellent state highways for the near future. The vast majority of state-owned bridges are in fair or better condition.

I’m also proud of our work to create the new Bridge Improvement Grant (BIG) program, which is helping counties and cities repair and replace deficient bridges on vital local roads.

Rail transportation that benefits farmers is our third major area of progress. New grain-handling facilities were built along improved state-owned rail lines, and the state has worked with privately owned lines to upgrade trackage and move more freight efficiently. A new long-term rail plan will guide future projects to increase capacity, eliminate chokepoints and improve track conditions. All these will help our farmers reduce transportation costs and compete globally.

The people of South Dakota and our Legislature recognized how essential transportation is to our economy and quality of life, and they supported the hard decisions to fund our roads and bridges. Because we made those decisions, it will be easier to travel in the future.

Sincerely,

Governor Dennis Daugaard
A Message from the Secretary

The South Dakota Department of Transportation always has been a customer-driven organization and has become even more so during the 11 years I’ve been secretary.

Our customers, South Dakotans like you, deserve and expect high-quality transportation. To provide it efficiently and effectively, we gather and analyze an immense amount of data. Bridge and pavement condition data determine which construction and maintenance projects are scheduled in the annual Statewide Transportation Improvement Program. Our snowplows and other equipment are managed to ensure they’re operational during winter-weather events and emergencies, and older equipment is replaced as it becomes less reliable and more expensive to maintain. We get your feedback from customer satisfaction surveys.

Data also tell the wider story of transportation in South Dakota: growth in passenger and truck traffic, increasing crop yields that make low-cost rail transportation even more vital, and decreases in crashes, injuries and deaths following rumble strip, rumble stripe, shoulder-widening and high-friction surface projects throughout the state.

One piece of data has remained pretty consistent over the last few decades: South Dakota relies on federal funding for about three-quarters of its construction budget—all the highway work done during the spring, summer and fall. We are working with our congressional delegation to increase our federal funding to a level that will keep our highway system in its current good condition after the current federal highway bill expires in Sept. 2020. Without increased federal funding, our data show highway system conditions could slowly deteriorate.

Sincerely,

Darin P. Bergquist
Secretary of Transportation
South Dakotans used highways, bridges, rail lines, airports and public transit to create $50 billion in products and services in 2017.

**Industry percentages for South Dakota 2017 gross domestic product**

- **25%** Finance, insurance, real estate
- **15%** Wholesale and retail trade
- **12%** Federal, state and local governments
- **10%** Education, health care, social assistance
- **10%** Manufacturing
- **8%** Professional, business, nongovernmental services
- **7%** Agriculture, forestry, fishing, hunting
- **4%** Construction
- **4%** Arts, recreation, hospitality
- **2%** Transportation, warehousing
- **2%** Information
- **2%** Utilities

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Back cover: Map of Bicycle-Friendly Routes in South Dakota
General Information

Mission

To efficiently provide a safe and effective public transportation system.

Vision

Achieve excellence in providing transportation facilities that meet the needs of the public.

SDDOT highway maintenance employees in Belle Fourche, Buffalo and Newell display the Best Area Maintenance Unit and Best Unit Statewide safety awards they won in a recent ROADeo competition, held biennially to prepare for winter maintenance activities. Left to right: Rik Bartels, Robert Carrico, Randy Jaukkuri, Sandy Hammill, Rodney Wamsher, Supervisor Rick Walton, Rockey McGinnis, Billy Heidrich, Bryce Matthews, Greg Dvorak, Paul Hill, John Sacrison, John Helms, Justin Till and SDDOT Operations Director Greg Fuller.
Core Values
Principles and expected behaviors that guide our actions and conduct

Better lives through better transportation
All employees contribute to providing a high-quality transportation system by continuously striving to improve the quality of services offered.

A collaborative workplace where each employee models:

**High ethical standards**
Honesty, integrity, respect and professionalism with our internal customers, partners, stakeholders and the public

**Stewardship**
Innovative, efficient and accountable use of public resources

**Public service**
Exemplary and transparent public service

**Safety**
Safety in all we do.
Management Contacts

Office of the Secretary
Secretary Darin Bergquist ................................................................................. (605) 773-3265
Deputy Secretary Joel Jundt ............................................................................ (605) 773-3265
Federal Funding Specialist Ben Orsbon ......................................................... (605) 773-5105
Human Resources Manager Heidi Olson ....................................................... (605) 773-6943
Chief Legal Counsel Karla Engle ................................................................ (605) 773-3262
Public Information Officer Kristi Sandal ....................................................... (605) 773-7179
Air, Rail and Transit, Jack Dokken ................................................................. (605) 773-7045
Research, Dave Huft ....................................................................................... (605) 773-3292
Training and Development Coordinator Brenda Thomas (605) 773-2923

Planning and Engineering Division
Director Mike Behm ....................................................................................... (605) 773-3265

Program Managers
Administration, Tammy Williams ................................................................... (605) 773-8149
Project Development, Mark Leiferman ......................................................... (605) 773-3268
Road Design (Vacant) ..................................................................................... (605) 773-3452
Bridge Design, Steve Johnson ......................................................................... (605) 773-3285
Right of Way, Joel Gengler ............................................................................ (605) 773-3746
Transportation Inventory Management, Rocky Hook .................................. (605) 773-3278
Materials and Surfacing, Joe Feller .............................................................. (605) 773-3401

Operations Division
Director Greg Fuller ........................................................................................ (605) 773-3571
Construction and Maintenance Engineer Jason Humphrey (605) 773-3571
Internal Services, Chris Ott ............................................................................ (605) 773-3581

Region Engineers
Mitchell, Craig Smith ..................................................................................... (605) 995-8129
Rapid City, Todd Seaman ............................................................................... (605) 394-2244
Pierre, John Forman ....................................................................................... (605) 773-3464
Aberdeen, Jeff Senst ....................................................................................... (605) 626-2244

Finance and Management Division
Director Kellie Beck ....................................................................................... (605) 773-3265

Program Manager
Finance, Jan Talley ......................................................................................... (605) 773-4555
Aviation Services, Ron Hauck ......................................................................... (605) 773-3434
## State Transportation History

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1862</td>
<td>First roads approved by Dakota Territory legislators. One was to go from Yankton to “Smutty Bear’s camp,” Bon Homme, Springfield, Neshuda and Choteau Creek.</td>
</tr>
<tr>
<td>1885</td>
<td>Board of Railroad Commissioners established.</td>
</tr>
<tr>
<td>1913</td>
<td>State Highway Commission created.</td>
</tr>
<tr>
<td>1917</td>
<td>South Dakota Highway Department created.</td>
</tr>
<tr>
<td>1919</td>
<td>First federal highway funding received for gravel road in Codington County.</td>
</tr>
<tr>
<td>1922</td>
<td>Gasoline is taxed at one cent per gallon to pay for roads.</td>
</tr>
<tr>
<td>1923</td>
<td>Motor vehicle purchases taxed to pay for roads.</td>
</tr>
<tr>
<td>1924</td>
<td>First permanent, state-funded highway bridge across Missouri River at Mobridge.</td>
</tr>
<tr>
<td>1935</td>
<td>South Dakota Aeronautics Commission created.</td>
</tr>
<tr>
<td>1958</td>
<td>First 15 miles of South Dakota Interstate highway opened.</td>
</tr>
<tr>
<td>1973</td>
<td>The South Dakota Department of Transportation is created by Gov. Richard Kneip. It includes a new aeronautics division.</td>
</tr>
<tr>
<td>1974</td>
<td>Missouri River bridge on Interstate 90 at Chamberlain completed.</td>
</tr>
<tr>
<td>1975</td>
<td>Interstate 90 in South Dakota officially completed.</td>
</tr>
<tr>
<td>1976</td>
<td>Division of Railroads is created.</td>
</tr>
<tr>
<td>1979</td>
<td>The SDDOT begins administering federal public transit funds.</td>
</tr>
<tr>
<td>1980</td>
<td>State buys abandoned Milwaukee Road tracks to preserve economical rail transport for grain farmers. South Dakota Railroad Authority established.</td>
</tr>
<tr>
<td>1983</td>
<td>Last section of Interstate 29 completed.</td>
</tr>
<tr>
<td>2002</td>
<td>511 Traveler Information System introduced.</td>
</tr>
<tr>
<td>2005</td>
<td>State sells 368 miles of railroad track and right of way to BNSF Railway for $40.3 million.</td>
</tr>
<tr>
<td>2014</td>
<td>Railroad Board members become governing board of Railroad Authority.</td>
</tr>
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</table>
Each year, the South Dakota Transportation Commission approves the Statewide Transportation Improvement Program, or STIP, the list of highway and bridge projects scheduled for the next four years. The commission also awards construction contracts and can change speed limits on state highways. The nine members are appointed or reappointed by the governor to four-year terms. Each represents one of four areas.

<table>
<thead>
<tr>
<th>Name</th>
<th>Area</th>
<th>Term ends</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rodney Fouberg</td>
<td>Area 1</td>
<td>April 2021</td>
<td>(605) 225-4850</td>
</tr>
<tr>
<td>Aberdeen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ralph Marquardt</td>
<td>Area 2</td>
<td>April 2019</td>
<td>(605) 665-1053</td>
</tr>
<tr>
<td>Yankton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larry A. Nelson</td>
<td>Area 2</td>
<td>April 2022</td>
<td>(605) 987-2686</td>
</tr>
<tr>
<td>Canton</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Don Roby</td>
<td>Area 1</td>
<td>April 2021</td>
<td>(605) 753-5720</td>
</tr>
<tr>
<td>Watertown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ronald Rosenboom</td>
<td>Area 4</td>
<td>April 2020</td>
<td>(605) 347-4467</td>
</tr>
<tr>
<td>Sturgis</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kim Vanneman</td>
<td>Area 3</td>
<td>April 2019</td>
<td>(605) 842-2751</td>
</tr>
<tr>
<td>Ideal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Vehle</td>
<td>Area 2</td>
<td>April 2020</td>
<td>(605) 996-5778</td>
</tr>
<tr>
<td>Mitchell</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Kyle White</td>
<td>Area 4</td>
<td>April 2019</td>
<td>(605) 721-2313</td>
</tr>
<tr>
<td>Rapid City</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kathy Zander</td>
<td>Area 3</td>
<td>April 2022</td>
<td>(605) 224-2445</td>
</tr>
<tr>
<td>Pierre</td>
<td></td>
<td></td>
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</table>
### Railroad Board and Railroad Authority

The South Dakota Railroad Board has seven members, appointed by the governor to four-year terms. The panel decides how rail service on rail properties acquired, leased or controlled by the state will be operated, managed, financed, marketed or developed. They also serve as the governing members of the South Dakota Railroad Authority, which can acquire property and construct, maintain and equip railroad facilities as directed by the Legislature.

![A Dakota Southern Railroad train waits at the Gavilon Liberty Grain elevator in Kimball.](image)

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Phone Number</th>
<th>Term ends</th>
<th>Represents</th>
<th>Phone Number</th>
<th>Term ends</th>
<th>Represents</th>
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</thead>
<tbody>
<tr>
<td>Jeff Burket</td>
<td>Spearfish</td>
<td>(605) 210-1501</td>
<td>October 2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gregory Carmon</td>
<td>Brandon</td>
<td>(605) 582-8300</td>
<td>October 2018</td>
<td>Operation of rail service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jerry Cope</td>
<td>Rapid City</td>
<td>(605) 381-1981</td>
<td>October 2019</td>
<td>User of rail service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gary Doering</td>
<td>Cavour</td>
<td>(605) 599-2851</td>
<td>October 2018</td>
<td>Finance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack Nelson</td>
<td>Volga</td>
<td>(605) 695-6800</td>
<td>October 2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harlan Quenzer</td>
<td>Mitchell</td>
<td>(605) 993-2605</td>
<td>October 2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steve Scharnweber</td>
<td>Pierre</td>
<td>(605) 222-1545</td>
<td>October 2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For more railroad information, go to: [http://www.sddot.com](http://www.sddot.com).
South Dakota’s seven-member Aeronautics Commission promotes aeronautics, fosters air commerce, and assists the development of aviation and aviation facilities for all phases of the industry and general public in South Dakota. Responsibilities include supervision of aeronautical activities and facilities in the state, including airports, regulation of potential hazards such as wind turbines and cellphone towers, and navigational facilities. In 2012, a commissioner’s term was changed to three years from five years.

Chris Funk
Madison  (605) 256-9774
Term ends: October 2018

Kassidy Nelson
Elkton  (605) 695-2287
Term ends: October 2019

Travis Lantis
Spearfish  (605) 642-7736
Term ends: October 2019

Dan Noteboom
Corsica  (605) 946-5444
Term ends: October 2018

Dave Luers
Pierre  (605) 224-4721
Term ends: October 2019

Eric Odenbach
Eureka  (605) 228-3262
Term ends: October 2018

Kassidy Nelson
Elkton  (605) 695-2287
Term ends: October 2019

Dan Noteboom
Corsica  (605) 946-5444
Term ends: October 2018

To learn more, go to:

Robert Huggins
Sioux Falls  (605) 354-2287
Term ends: October 2020

*Fire-fighting helicopters such as this commercially operated Sikorsky Black Hawk operate out of Custer’s high-altitude general aviation airport during fire season. Tankers use the larger Rapid City airport.*
Participate in Transportation Decisions

Regular Meetings
Transportation Commission, Aeronautics Commission, Railroad Board and Railroad Authority meetings are open to the public.

Transportation Commission
Transportation Commission meetings are held on the fourth Thursday of the month in the Becker-Hansen Building, 700 E. Broadway Ave., Pierre. Agendas and minutes are at: https://boardsandcommissions.sd.gov/Meetings.aspx?BoardID=96. Additional meetings are sometimes scheduled to award bids or for special issues. Contact the Secretary of Transportation Office at (605) 773-3265 with any questions.

Aeronautics Commission, Railroad Board, Railroad Authority
Railroad Board and Aeronautics Commission meetings usually are held once a month, also in the Becker-Hansen Building in Pierre. Railroad Authority meetings are rare and held as needed. Aeronautics Commission agendas and minutes are at: https://boardsandcommissions.sd.gov/Meetings.aspx?BoardID=5. For the Railroad Board and Authority, they are at: https://boardsandcommissions.sd.gov/Meetings.aspx?BoardID=88. Contact the Air, Rail and Transit Office at (605) 773-3574 with any questions.

Statewide Transportation Improvement Program Meetings
South Dakotans can comment on projects planned in their geographic areas at Statewide Transportation Improvement Program (STIP) meetings held in July in the four SDDOT Regions and in a live webinar. The STIP is the schedule of SDDOT construction and maintenance projects for the next four years. Go to www.sddot.com in early summer for the STIP meeting dates.

Project Meetings
Open-house meetings are held during the planning process of some road and bridge projects. For the schedule, go to: http://www.sddot.com/dot/public-meetings/default.aspx.
Statewide Transportation Improvement Program (STIP) Process

**Needs analysis, freight, performance and asset management, planning considerations**
- Economic vitality, competitiveness, productivity and efficiency
- System safety and security, financial plan
- Environment, energy conservation, quality of life
- Accessibility and mobility of people and freight
- Planned growth and economic development patterns
- Modal integration and connectivity for people and freight
- Preservation of the existing transportation system
- Tribal concerns, resiliency and reliability
- Efficient system management and operation
- Other state and local transportation systems
- Stormwater impacts, travel and tourism

**Potential projects**
- State highway projects
- State rail projects
- State airport projects
- Public transportation projects
- Multimodal freight projects
- Indian Res. Road projects
- Federal lands projects
- Transportation Alternatives projects
- County projects
- City projects
- Safety projects

**Long-range planning considerations**

**Executive Management Team**

**Consultation**
- MPOs
- Tribes
- Nonmetro officials

**Appointed input groups**
- Transportation Commission
- Aeronautics Commission
- Railroad Board
- Scenic Byways Committee
- Transportation Alternatives Selection Committee
- Transportation Advisory Council

**Other input groups**
- State residents
- Public agencies
- Transportation agency employees
- Providers
- Tribal governments
- Planning districts
- Federal agencies
- Bureau of Indian Affairs

**PUBLIC INPUT**

**Metropolitan Planning Organizations (MPOs)**

**Transportation Improvement Programs**

**STIP**

**Project Development**
129 Highway Fatalities in 2017, increase of 11%

Alcohol-related deaths decreased by 6, or 11%

Source: South Dakota Motor Vehicle Traffic Crash Summary, 2008-2017, Office of Highway Safety, South Dakota Department of Public Safety

71% of Fatal Crashes Are on Rural Roads

Source: 2017 South Dakota Motor Vehicle Traffic Crash Summary
Seat Belt Use in S.D. Increases to 74.2%

0.6% more South Dakotans buckled up in 2016

% of state residents wearing seat belts

Source: 2016 and older South Dakota safety belt use surveys, Department of Public Safety. Chart shows annual weighted percentages.

Most Killed in Crashes Don’t Use Seat Belts

Fatalities

*Includes child safety seats. These figures do not include drivers and passengers of motorcycles, mopeds, all-terrain vehicles and snowmobiles.

Source: 2014 South Dakota Motor Vehicle Traffic Crash Summary
Transportation is 15% of FY 2019 State Budget

Transportation funding
(including federal funds)
$690.0 million
15% of total state budget*

Other agencies
$4.006 billion
85% of total state budget

*Total state budget includes state general funds, federal funds and other funds.

Source: Division of Finance and Management, April 2018. Figures are legislatively appropriated amounts.

Federal, State Funds in FY 2019 SDDOT Budget

State Highway Fund
43%
$294.1 million

Regular federal funding
56%
$388.7 million

Other
1%
$7.2 million

Total SDDOT funding = $690.0 million

Source: Division of Finance and Management, April 2018. Figures are legislatively appropriated amounts.
Pavements, Bridges Costing More to Fix

Due to inflation, construction costs more than doubled in 20 years (1997-2016), a higher rate than consumer goods and services. Using the SDDOT Construction Cost Index, what cost $1 is now about $2.40. Consumer goods and services rose from $1 to just $1.50 over the same time period.

FY 2018 State Highway Fund Revenue Sources

- 4% motor vehicle excise tax
  $114.7 million
- 28 cents/gal. state motor fuel tax
  $173.5 million
- Includes port of entry fees, prorate commercial license fees, overweight permits and miscellaneous revenues
  $27.1 million

State Highway Fund revenue total: $315.3 million

Source: Division of Finance and Management, actual revenue received
### Finances

#### S.D. Average Annual Federal Formula Funds

<table>
<thead>
<tr>
<th>Period</th>
<th>Actual $ in millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEA-21* 1998-2004</td>
<td>$209</td>
</tr>
<tr>
<td>SAFETEA-LU** 2005-2012</td>
<td>$274</td>
</tr>
<tr>
<td>MAP-21*** 2013-2015</td>
<td>$273</td>
</tr>
<tr>
<td>FAST**** 2016-2020</td>
<td>$298</td>
</tr>
</tbody>
</table>

*Transportation Equity Act for the 21st Century
**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
***Moving Ahead for Progress in the 21st Century Act
****Fix Our Surface Transportation Act

Source: Office of Project Development. All amounts are based on validated, apportioned funding, except for 2018-2020, which is based on FAST Act estimates. Excludes 2009 federal stimulus funding.

#### Per-Mile Costs of Road Improvements

- **$6.3 million**
  - 5-lane urban highway: portland cement concrete reconstruction, grading, drainage

- **$2.7 million**
  - 4-lane Interstate highway: remove and replace portland cement concrete surfacing

- **$1.9 million**
  - 2-lane primary highway: asphalt concrete reconstruction, grading and drainage

- **$196,000**
  - 24-foot-wide asphalt concrete road: mill and place 2-inch thick asphalt concrete overlay. Overlays placed on pavements in good condition can last from 12 to 18 years.

Source: Office of Project Development, 2017 data
The motor fuel tax provided 55% of State Highway Fund revenue in FY 2018.

Source: Division of Finance and Management

The motor vehicle excise tax provided 36% of State Highway Fund revenue in FY 2018.

Source: Division of Finance and Management
## Motor Fuel Taxes in Neighboring States

<table>
<thead>
<tr>
<th>State</th>
<th>Gas</th>
<th>Gasohol</th>
<th>Diesel</th>
</tr>
</thead>
<tbody>
<tr>
<td>In cents</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minnesota</td>
<td>28.5</td>
<td>28.5</td>
<td>28.5</td>
</tr>
<tr>
<td>Montana</td>
<td>31.5</td>
<td>31.5</td>
<td>29.25</td>
</tr>
<tr>
<td>Nebraska</td>
<td>28</td>
<td>28</td>
<td>28</td>
</tr>
<tr>
<td>Wyoming</td>
<td>24</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>North Dakota</td>
<td>23</td>
<td>23</td>
<td>23</td>
</tr>
<tr>
<td><strong>South Dakota</strong></td>
<td><strong>28</strong></td>
<td><strong>NA</strong>*</td>
<td><strong>28</strong></td>
</tr>
<tr>
<td>Iowa</td>
<td>30.7</td>
<td>29.0</td>
<td>32.5</td>
</tr>
</tbody>
</table>

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>18.4</td>
<td>18.4</td>
<td>24.4</td>
</tr>
<tr>
<td>U.S. Average</td>
<td>23.17</td>
<td>-</td>
<td>23.14</td>
</tr>
</tbody>
</table>

*Ethyl alcohol is taxed at 14 cents/gallon. Pure gasoline is taxed at 28 cents/gallon.

Source: State excise tax rates from respective state websites as of July 2018. The national average excise tax is from the American Petroleum Institute website, July 31, 2018.

---

## Selected Gax Tax Statistics

**$2/$1**

South Dakota historically has gotten $2.17 in federal gas tax revenue for every $1 of federal gas tax paid in the state.

$8.7 million

Each penny of South Dakota gas tax raises $8.7 million a year for the State Highway Fund.

## Per-Mile Costs of Winter Maintenance, FY 2018

### Interstates

$2,826 per mile

### Other state-owned highways

$1,492 per mile

---

### Winter Material and Total Maintenance Costs

#### Maintenance materials, 2017-2018

<table>
<thead>
<tr>
<th>Material</th>
<th>Amount</th>
<th>Cost $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel fuel</td>
<td>803,884 gal.</td>
<td>1,825,020</td>
</tr>
<tr>
<td>Salt</td>
<td>58,839 tons</td>
<td>3,842,118</td>
</tr>
<tr>
<td>Abrasives</td>
<td>8,206 tons</td>
<td>207,885</td>
</tr>
<tr>
<td>Magnesium Chloride*</td>
<td>456,245 gal.</td>
<td>555,389</td>
</tr>
<tr>
<td>Brine**</td>
<td>1,355,849 gal.</td>
<td>71,390</td>
</tr>
</tbody>
</table>

#### Recent winter totals

<table>
<thead>
<tr>
<th>Winter</th>
<th>Millions $</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-2018</td>
<td>19.2</td>
</tr>
<tr>
<td>2016-2017</td>
<td>19.8</td>
</tr>
<tr>
<td>2015-2016</td>
<td>18.4</td>
</tr>
<tr>
<td>2014-2015</td>
<td>15.2</td>
</tr>
<tr>
<td>2013-2014</td>
<td>15.2</td>
</tr>
<tr>
<td>2012-2013</td>
<td>17.9</td>
</tr>
</tbody>
</table>

---

*Magnesium chloride is applied in liquid form as a de-icer. It is effective at lower temperatures than salt.

**Brine is a mixture of salt and water spread on highways as a de-icer. Use of salt or magnesium chloride depends on weather conditions.

Source: Offices of Internal Services and Operations Support

---

335 regular and 60 seasonal SDDOT employees drive 452 tandem- and single-axle snowplows to clear and de-ice 18,273 lane-miles of state highways.
Roadside Maintenance Costs in FY 2018

Interstates
$5,197 per mile
Other state-owned highways
$2,519 per mile

Pavement and bridge maintenance includes pothole patching and crack treating of asphalt concrete, isolated portland cement concrete surface repairs, bridge maintenance engineering, bridge hit assessments, regular bridge inspections, concrete bridge surface repairs, bridge structural repairs and bridge engineering data collection.

Pavement, Bridge Maintenance Costs in FY 2018

Interstates
$1,418 per mile
Other state-owned highways
$1,472 per mile

Pavement and bridge maintenance includes pothole patching and crack treating of asphalt concrete, isolated portland cement concrete surface repairs, bridge maintenance engineering, bridge hit assessments, regular bridge inspections, concrete bridge surface repairs, bridge structural repairs and bridge engineering data collection.
Interstate Maintenance Totals $9,441/Mile/Year

The State Highway Fund pays for mowing grass, plowing, filling potholes and other routine maintenance. Federal funding cannot be used for these purposes.

On Other State Highways, It’s $5,483/Mile/Year
Highway System Definitions

State Trunk Highway System
Comprised of the 7,726 miles of state-owned highways listed in South Dakota Codified Law. These include 679 miles of Interstate highways in South Dakota, 2,469 miles designated as U.S. highways in South Dakota and the 4,578 miles designated as South Dakota state highways.

State Highway System
Includes the State Trunk Highway System, plus 30 miles of state-owned roads not on the State Trunk Highway System\(^1\), and 42 miles of roads neither state-owned nor on the State Trunk Highway System\(^2\). The total is 7,798 miles.

National Highway System
A total of 3,696 miles of the Interstate system, some U.S. highways and South Dakota state highways are designated as part of the National Highway System due to their importance to the nation’s economy, defense and mobility.

Federal-Aid Highway System
The Interstates, U.S. highways, most South Dakota state highways and some local roads are part of the Federal-Aid Highway System, meaning federal funds can be used to resurface, reconstruct and expand these routes.

\(^{1}\) Most of these 30 miles are short spur and loop routes owned by the state and included in the state mileage certified by the Federal Highway Administration (FHWA).

\(^{2}\) These 42 miles are routes that are part of the state’s FHWA-certified mileage but located on U.S. government land, including Badlands National Park, Wind Cave National Park and Mount Rushmore National Monument.

Source: Office of Transportation Inventory Management, 2017 data
Highway System

State Highway Surface Condition Index (SCI)

Overall condition is very good but trending slowly downward.

SCI by year

- **Excellent**
  - 2002: 3.83
  - 2017: 4.26

- **Good**
  - 2002: 4.12
  - 2017: 4.50

- **Fair**
  - 2002: 5.00
  - 2017: 3.40

- **Poor**
  - 2002: 2.1
  - 2017: 0.0

Source: SDDOT Project Development Office

Percentage of System Improved by Year

20% of system was improved in 2017, including chip seal, routing and sealing, safety, signage and resurfacing projects.

Includes federal stimulus-funded projects.

Source: Office of Project Development, STIP data using center-line miles
Excellent, Good, Fair, Poor Asphalt Roads

**Excellent**
Smooth pavement with no rutting and no cracking

**Good**
Visible, light traffic wear, with limited, narrow crosswise and lengthwise cracking

**Fair**
Slight rutting, increasing aggregate loss, increasing width and extent of cracks

**Poor**
Deteriorated patching, extensive lengthwise and crosswise cracking, moderate rutting

Source: Office of Project Development
The Majority of Roads in S.D. Are Local

- **State Highway System**
  - 9% of total road miles
  - 7,798 miles

- **City, county and township roads**
  - 91% of total road miles
  - 74,786 miles

Source: Office of Transportation Inventory Management, 2017 data

The State System Carries Most of the Traffic

- **State Highway System**
  - 68% of vehicle miles traveled
  - 6.5 billion miles

- **City, county and township roads**
  - 32% of vehicle miles traveled
  - 3.1 billion miles

Source: Office of Transportation Inventory Management, 2017 data
Use of the State Highway System continues to increase

Vehicle miles traveled (VMT) in billions

Source: Office of Transportation Inventory Management, 2017 data
Most State Highways Are Asphalt Concrete

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percentage</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 years</td>
<td>30%</td>
<td>2,099</td>
</tr>
<tr>
<td>6-10 years</td>
<td>29%</td>
<td>1,998</td>
</tr>
<tr>
<td>11-15 years</td>
<td>23%</td>
<td>1,616</td>
</tr>
<tr>
<td>16-20 years</td>
<td>14%</td>
<td>975</td>
</tr>
<tr>
<td>21 years or older</td>
<td>3%</td>
<td>197</td>
</tr>
</tbody>
</table>

Average age of State Highway System asphalt concrete pavement is 9.6 years

Source: Office of Transportation Inventory Management, 2017 data

Age of Asphalt Concrete Pavements on State System

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percentage</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 years</td>
<td>30%</td>
<td>2,099</td>
</tr>
<tr>
<td>6-10 years</td>
<td>29%</td>
<td>1,998</td>
</tr>
<tr>
<td>11-15 years</td>
<td>23%</td>
<td>1,616</td>
</tr>
<tr>
<td>16-20 years</td>
<td>14%</td>
<td>975</td>
</tr>
<tr>
<td>21 years or older</td>
<td>3%</td>
<td>197</td>
</tr>
</tbody>
</table>

Source: Office of Project Development, 2017 data
**Age of Portland Cement Concrete Pavements**

Average age of portland cement concrete pavement on state system is 16.3 years

- **0-10 years**: 36% (676 miles)
- **11-20 years**: 33% (632 miles)
- **21-30 years**: 20% (377 miles)
- **31 to 40 years**: 7% (141 miles)
- **41 years and older**: 3% (64 miles)

Source: Office of Project Development, 2017 data for the State Highway System

**Most Local Roads Are Gravel**

- **Gravel**: 66% (49,190 miles)
- **Bituminous** (Mostly asphalt concrete): 16% (12,322 miles)
- **Primitive**: 9% (6,408 miles)
- **Graded**: 4% (3,279 miles)
- **Unimproved**: 4% (3,158 miles)
- **Portland cement concrete**: Less than 1% (429 miles)

Source: Office of Transportation Inventory Management, 2017 data
This specially equipped road and pavement data collection vehicle, nicknamed the “spider van,” travels about 90% of the State Highway System each year, measuring roughness and recording roadway and pavement images.

### More Vehicles Are Using State Highways

![Graph showing the number of vehicles registered in South Dakota from 2008 to 2017.](#)

*Some motor vehicles may be registered for more than one year. Figures represent vehicles registered that year.*

Source: South Dakota Department of Revenue, Division of Motor Vehicles
96% of S.D. Intrastate Freight Moves by Truck

Intrastate tonnage expected to grow 10% on highways; outbound on rail by 45%

<table>
<thead>
<tr>
<th>Tons in millions</th>
<th>2016</th>
<th>2045 forecast</th>
<th>2016</th>
<th>2045 forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Within S.D.</td>
<td></td>
<td>Within S.D.</td>
<td></td>
</tr>
<tr>
<td>Domestic</td>
<td>m/tons</td>
<td>%</td>
<td>m/tons</td>
<td>%</td>
</tr>
<tr>
<td>Truck</td>
<td>81.0</td>
<td>96.2</td>
<td>89.0</td>
<td>95.9</td>
</tr>
<tr>
<td>Rail</td>
<td>2.47</td>
<td>2.9</td>
<td>2.20</td>
<td>2.4</td>
</tr>
<tr>
<td>Mult. modes</td>
<td>0.44</td>
<td>0.5</td>
<td>0.63</td>
<td>0.7</td>
</tr>
<tr>
<td>Pipeline</td>
<td>0.30</td>
<td>0.4</td>
<td>0.97</td>
<td>1.0</td>
</tr>
<tr>
<td>Air</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Other/unknown</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

|                  | Outbound |          | Outbound |          |
|                  | m/tons | %        | m/tons    | %        |
| Domestic         | 50.2   | 98.3     | 77.8      | 96.5     |
| Truck            | 19.3   | 37.9     | 28.3      | 35.1     |
| Rail             | 13.1   | 25.6     | 19.0      | 23.5     |
| Mult. modes      | 2.73   | 5.3      | 4.86      | 6.0      |
| Pipeline         | 15.0   | 29.4     | 25.6      | 31.8     |
| Air              | 0.002  | 0.0      | 0.004     | 0.0      |
| Other/unknown    | 0.0    | 0.0      | 0.0       | 0.0      |

Source: Freight Analysis Framework, v. 4.4.1, Office of Freight Management and Operations, Federal Highway Administration. Domestic outbound freight not directly exported is going to other states.

$31 Billion in Freight Outbound from S.D. in ’16

<table>
<thead>
<tr>
<th>2016 S.D. outbound freight in millions of $</th>
<th>2016 S.D. inbound freight in millions of $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cereal grains</td>
<td>Coal-n.e.c.</td>
</tr>
<tr>
<td>4,269</td>
<td>4,465</td>
</tr>
<tr>
<td>Coal-n.e.c.</td>
<td>Mixed freight</td>
</tr>
<tr>
<td>3,435</td>
<td>2,958</td>
</tr>
<tr>
<td>Motorized vehicles</td>
<td>Motorized vehicles</td>
</tr>
<tr>
<td>1,925</td>
<td>2,716</td>
</tr>
<tr>
<td>Machinery</td>
<td>Electronics</td>
</tr>
<tr>
<td>1,452</td>
<td>2,190</td>
</tr>
<tr>
<td>Misc. mfg. prods.</td>
<td>Pharmaceuticals</td>
</tr>
<tr>
<td>1,055</td>
<td>1,782</td>
</tr>
<tr>
<td>Electronics</td>
<td>Machinery</td>
</tr>
<tr>
<td>1,011</td>
<td>1,766</td>
</tr>
<tr>
<td>Mixed freight</td>
<td>Fertilizers</td>
</tr>
<tr>
<td>745</td>
<td>1,451</td>
</tr>
<tr>
<td>Pharmaceuticals</td>
<td>Live animals, fish</td>
</tr>
<tr>
<td>430</td>
<td>1,311</td>
</tr>
<tr>
<td>Live animals/fish</td>
<td>Cereal grains</td>
</tr>
<tr>
<td>400</td>
<td>1,144</td>
</tr>
<tr>
<td>Fertilizers</td>
<td>Misc. mfg. prods.</td>
</tr>
<tr>
<td>393</td>
<td>1,040</td>
</tr>
<tr>
<td>All others</td>
<td>All others</td>
</tr>
<tr>
<td>16,183</td>
<td>10,194</td>
</tr>
</tbody>
</table>

TOTAL 31,299
TOTAL 31,017

Source: Freight Analysis Framework, v. 4.4.1, Office of Freight Management and Operations, Federal Highway Administration. Outbound freight goes to other states. Inbound freight comes from other states. Cereal grains include corn, wheat, rye, oats, barley and grain sorghum. “Coal—not elsewhere classified” includes natural gas and coal- and petroleum-derived products, but not coal bound for power plants.
Economic Impact of Transportation

Bigger Crop Yields, Bigger Impact on Roads

Bushels of corn harvested in South Dakota, in millions

Source: U.S. Department of Agriculture, National Agricultural Statistics Service

Upper Plains Highest in Truck Through-Traffic

68% of S.D. truck tonnage originates, terminates in other states

Montana 62%
North Dakota 59%
Wyoming 77%
South Dakota 68%
Minnesota 35%
Nebraska 72%
Wisconsin 33%
Iowa 50%

Interstate system in the Upper Plains states. Through-traffic figure includes other highways.

Age of State Highway System Bridges

Number of state-owned bridges built by decade

Source: SDDOT Office of Bridge Design, 2017 National Bridge Inventory data

Bridge Construction Engineer Hadly Eisenbeisz, second from left, talks about the new I-90 bridge over Split Rock Creek with a group of young SDDOT engineers in 2017.
The majority of state-owned bridges are inspected once every two years, as required by the federal National Bridge Inspection Standards (NBIS).

Nine bridges are inspected yearly, including six over the Missouri River.

The Federal Highway Administration allows South Dakota to inspect certain low-risk state-owned structures, such as reinforced concrete box culverts and concrete rigid frame bridges, once every four years.

The SDDOT checks all elements required by the NBIS, plus additional elements not required by the NBIS.

The SDDOT also is responsible for ensuring that bridges owned by South Dakota’s local governments are inspected regularly and in accordance with the NBIS, usually by private engineering companies.
Public Transit System Headquarters in South Dakota, 2018

Source: SDDOT Office of Public Transit
Rural and Urban Transit Providers

1. Prairie Hills Transit serves Spearfish and Lawrence, Meade, Custer, Fall River and Butte counties. (605) 642-6613
2. The Rapid Transit System is an urban transit provider serving Rapid City. (605) 394-6631
3. Arrow Transit serves Bison, Faith and Lemmon. Special service also is available to Bismarck, Bowman, Dickinson and Hettinger, N.D., and Rapid City. (605) 374-3189
4. Standing Rock Public Transportation Program provides service on the Standing Rock Indian Reservation and to Mandan, N.D., and Mobridge. This agency also works with River Cities Public Transit to provide service from Bismarck, N.D., to Jefferson Lines service in Vivian. (701) 854-8090 or http://www.sittingbull.edu/aboutus/transportation
5. River Cities Public Transit serves Hughes, Stanley, Dewey, Haakon, Hand, Hyde, northern Jackson, Jones, Lyman, east Pennington and Ziebach counties and surrounding areas. As noted above, it works with Standing Rock Public Transportation to connect passengers going to and from Bismarck, N.D. (605) 945-2360
6. Rosebud Sioux Tribe Public Transportation serves the Rosebud Indian Reservation and communities in Todd and Mellette counties. (605) 747-2718
7. Aberdeen Ride Line serves Aberdeen and Brown County. (605) 626-3333
8. Groton Community Transit serves the city of Groton. (605) 397-8661
9. Spink County Public Transit serves Redfield and Spink County. Service in the county and smaller communities by request. (605) 472-1552
10. People's Transit serves Huron, Beadle County and Sanborn County. (605) 353-0100
11. Palace Transit serves Mitchell and Davison County. (605) 995-8440
12. ROCS Transit serves the counties of Aurora, Bon Homme, Brule, Charles Mix, Douglas, Gregory, Hanson and Turner. Also serves cities of Beresford, Bridgewater, Canton, Hudson, Wessington Springs, Winner and Tripp. (605) 487-7634
13. Yankton Transit serves the city of Yankton and Yankton County. (605) 665-4610
14. Community Transit provides daily service in Milbank, Sisseton, Webster, Eureka, Bowdle, Britton and Lennox (Lincoln County). Service in Marshall, Day, Roberts, Edmunds, Campbell and McPherson counties by request. (605) 698-7511
15. Watertown Area Transit serves Watertown and Codington County. (605) 882-5287
16. Brookings Area Transit Authority serves Brookings, Arlington, Bruce, Bushnell, Elkton, Estelline, Sinai, Volga, White and elsewhere in Brookings and Hutchinson counties. Upon request: Bridgewater, Marion, Yankton, Mitchell, Parker, Canistota, Madison and Flandreau. (605) 692-2222
17. East Dakota Transit serves Madison and Lake County. (605) 256-6518
18. Inter-Lakes Community Action Transit serves Miner and Moody counties. (605) 256-6518
19. Dell Rapids Transit serves the city of Dell Rapids. (605) 256-6518
20. Brandon City Transit serves the city of Brandon. (605) 256-6518
21. Sioux Falls Transit is an urban transit provider serving Sioux Falls. (605) 367-7151
22. Hartford Transit serves the city of Hartford. (605) 528-6187
23. Vermillion Public Transit serves Vermillion and the surrounding area. (605) 624-7433
24. Oglala Sioux Transit serves the Pine Ridge Indian Reservation, which spans Oglala Lakota and Jackson counties. (605) 867-2332

Many of these transit agencies offer service to additional communities and outlying areas upon request, and/or provide regular or requested service to regional and state population centers.
2017 South Dakota Public Transit Ridership

1.74 million specialized and rural public transit rides provided in 2017

Source: Office of Public Transit, FFY 2017 expenditure data

2017 Federal, State, Local Transit Funds

Source: Office of Public Transit, FFY 2017 expenditure data
Aviation Adds $792 Million to S.D. Economy

2017 Airport Improvement Funding in S.D.

*Federal Airport Improvement Program revenue comes from taxes on airline tickets and aviation fuels.
Source: Office of Aeronautics, FFY 2017 data
The South Dakota Rail System

Of South Dakota’s 1,968 miles of operating railroad tracks:
- BNSF Railway owns about half, or 900 miles;
- The Rapid City, Pierre & Eastern Railroad owns 578 miles, about a third;
- The state owns 406 operating miles (124 more are inactive), leased to various railroads; and,
- Short-line and other railroad operators own the remainder.

The Federal Railroad Administration, part of the U.S. Department of Transportation, regulates rail service in the United States, not individual states.

The Surface Transportation Board, an independent agency, is responsible for resolving railroad rate and service disputes and reviewing proposed railroad mergers.

Leaving Rapid City with a heavy load of bentonite clay, this Rapid City, Pierre & Eastern Railroad train needs four engines to make it up to and through Wall.
South Dakota’s State-Owned and Privately Owned Rail Lines

Legend
- Burlington Northern Santa Fe RR
- Rapid City, Pierre & Eastern RR (owned by Genesee & Wyoming)
- South Dakota Owned
- Other

Source: SDDOT Office of Transportation Inventory Management
## South Dakota State Rail Plan

The 2014 State Rail Plan has 21 recommended rail improvement projects directly benefiting East River shippers. Six projects would directly benefit West River shippers. Completion of East River projects also would ensure access for West River shippers to Class I freight rail lines. Active projects are highlighted in blue. Completed projects are in black boldface type.

### Efficiency/chokepoint projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Operator</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wolsey interchange</td>
<td>$1,750,000</td>
<td>Rapid City, Pierre &amp; Eastern Railroad (RCPE)</td>
<td>State</td>
</tr>
<tr>
<td>Napa-Platte interchange</td>
<td>$1,750,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>Mitchell-Rapid City (MRC) passing siding</td>
<td>$1,750,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>MRC—reconstruct wye in Chamberlain</td>
<td>$650,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>Sioux Valley subdivision meet-and-pass siding</td>
<td>$1,750,000</td>
<td>Dakota and Iowa Railroad</td>
<td>State</td>
</tr>
<tr>
<td>Sioux City interchange</td>
<td>$3,500,000</td>
<td>Multiple railroads</td>
<td>Mult.</td>
</tr>
<tr>
<td>MRC northbound BNSF connection</td>
<td>$8,200,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>RCPE railyard near Huron</td>
<td>$16,000,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
<tr>
<td>RCPE siding near Huron</td>
<td>$1,334,567</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
<tr>
<td>RCPE siding near Aurora</td>
<td>$916,984</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
<tr>
<td>Mankato, Minn., wye</td>
<td>$2,000,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
</tbody>
</table>

### Bridge capacity projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Operator</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Napa to Platte mainline repair/replacement</td>
<td>$2,500,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>Huron to Yale bridge upgrade</td>
<td>$2,000,000</td>
<td>RCPE</td>
<td>State</td>
</tr>
<tr>
<td>Sioux Valley bridge rehabilitation</td>
<td>$6,000,925</td>
<td>Dakota and Iowa Railroad</td>
<td>State</td>
</tr>
</tbody>
</table>

### Track condition projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Operator</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britton line rail relay, wye and switch</td>
<td>$7,311,047</td>
<td>Dakota, Missouri Valley and Western Railroad</td>
<td>State</td>
</tr>
<tr>
<td>Sioux Valley relocation</td>
<td>$6,639,917</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>Sisseton Milbank Railroad reconstruction</td>
<td>$23,000,000</td>
<td>Dakota and Iowa Railroad (SMRR)</td>
<td>SMRR</td>
</tr>
<tr>
<td>Napa to Platte mainline reconstruction</td>
<td>$25,000,000</td>
<td>Dakota Southern Railway</td>
<td>State</td>
</tr>
<tr>
<td>Redfield to Mansfield line upgrade</td>
<td>$14,500,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
<tr>
<td>Huron to Yale line upgrade</td>
<td>$6,000,000</td>
<td>RCPE</td>
<td>State</td>
</tr>
<tr>
<td>Sioux Valley subdivision line upgrade</td>
<td>$6,000,000</td>
<td>Dakota and Iowa Railroad</td>
<td>State</td>
</tr>
<tr>
<td>Pierre to Rapid City track upgrade</td>
<td>$105,000,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
<tr>
<td>Rapid City to Dakota junction track upgrade</td>
<td>$40,000,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
</tbody>
</table>

### Safety condition projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Operator</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brookings, 22nd Street grade crossing</td>
<td>$500,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
</tbody>
</table>

### Industrial park development projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Operator</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intermodal yard at Sherman</td>
<td>$75,000,000</td>
<td>BNSF Railway</td>
<td>BNSF</td>
</tr>
<tr>
<td>Belle Fourche transloading facility</td>
<td>$6,000,000</td>
<td>RCPE</td>
<td>RCPE</td>
</tr>
</tbody>
</table>
Photo Credits
Front cover, from left: Sensors connected to the environmental sensor station near Blunt measure air and pavement temperatures, de-icing chemicals already on the pavement, humidity, precipitation type and rate, snow depth, traffic, wind speed and directional data for the Maintenance Decision Support System (MDSS). The camera that provides road condition images on South Dakota Safe Travel USA website also is attached. Highway Maintenance Worker Matt Vobr and other snowplow drivers use the MDSS to decide if pavements need to be treated with salt brine as winter storms approach. Dynamic message signs can change in real time to guide or warn travelers. The SDDOT Safe Travel USA website, 511 phone service and smartphone apps help travelers plan trips around bad weather and road projects. Vobr picture is by Colleen Farley, Winner Area Senior Secretary; dynamic message sign is by Sharon Johnson, Federal Highway Administration, South Dakota Division; others by Management Analyst Julie Bolding.
Page 8: Public Information Officer Kristi Sandal
Page 15: Nick Smith
Page 16: Manager Mark Stites, Custer County Airport
Page 17: Bolding
Page 26: Jim Lolley, Lead Highway Maintenance Worker, Murdo Maintenance Unit
Page 27: Farley
Page 28: Top by Lolley, bottom by Farley
Page 29: Bolding
Page 31: Project Development Office, Bolding
Page 36: Sandal
Page 39: Amanda Fitzpatrick, SDDOT Training Office
Page 40: Structures Engineer Marc Hoelscher, South Dakota Division, FHWA
Page 44: Chad Coppess
Page 46: Nick Smith
Page 50: Office of Railroads

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Bicycle-Friendly Routes in South Dakota

Bicycle-friendly means paved shoulders, with at least a three-foot wide "lane" clear of any rumble strips.