

2014 Highway Needs and Financing Interim Committee

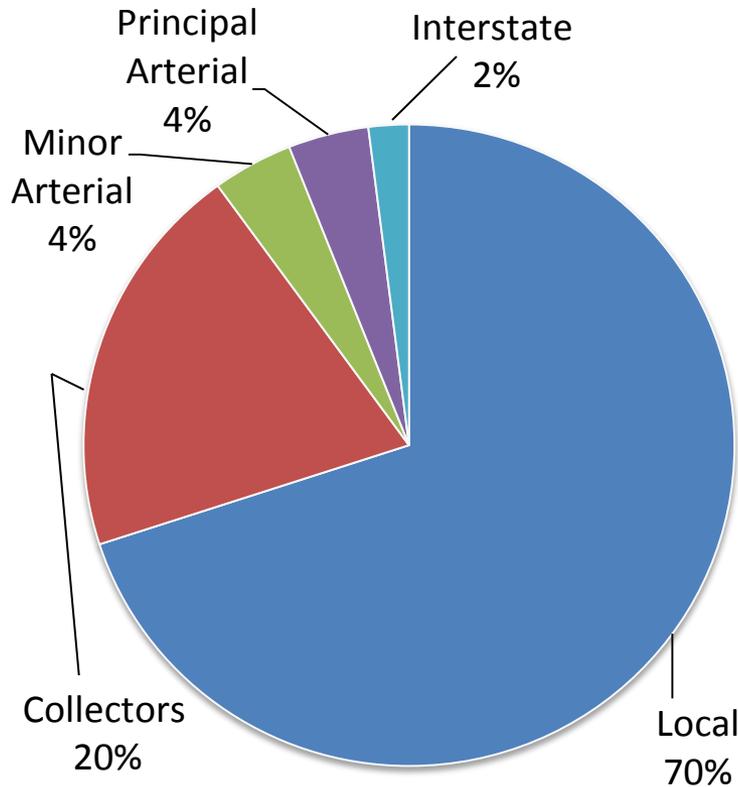
Subgroups:

- Yankton
- Sioux Falls
- Watertown
- Aberdeen
- Belle Fourche
- Rapid City

Why Study Highway Needs and Financing?

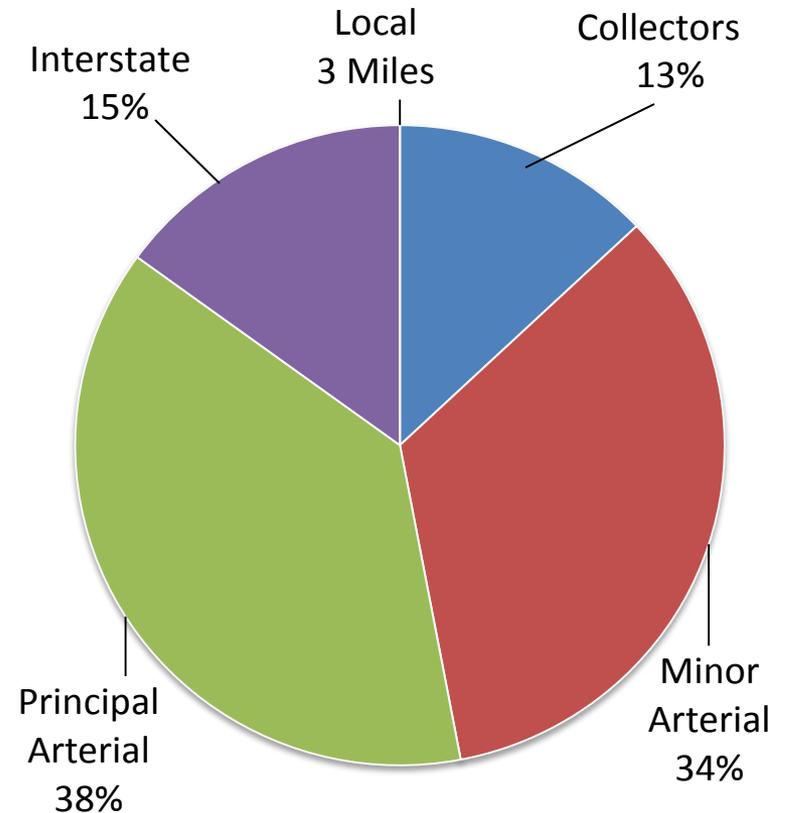
- Chosen as the number one priority topic for an interim study by the Legislature
- \$55 billion worth of goods shipped to and from SD sites each year
- Federal Highway Trust Fund solvency issues and uncertainty surrounding future funding
- Rapid increases in road infrastructure costs
- Deteriorating future road conditions

Functional Classification Mileage



All South Dakota Jurisdictions

Approximately 83,650 Miles



State Highways

Approximately 8,850 Miles

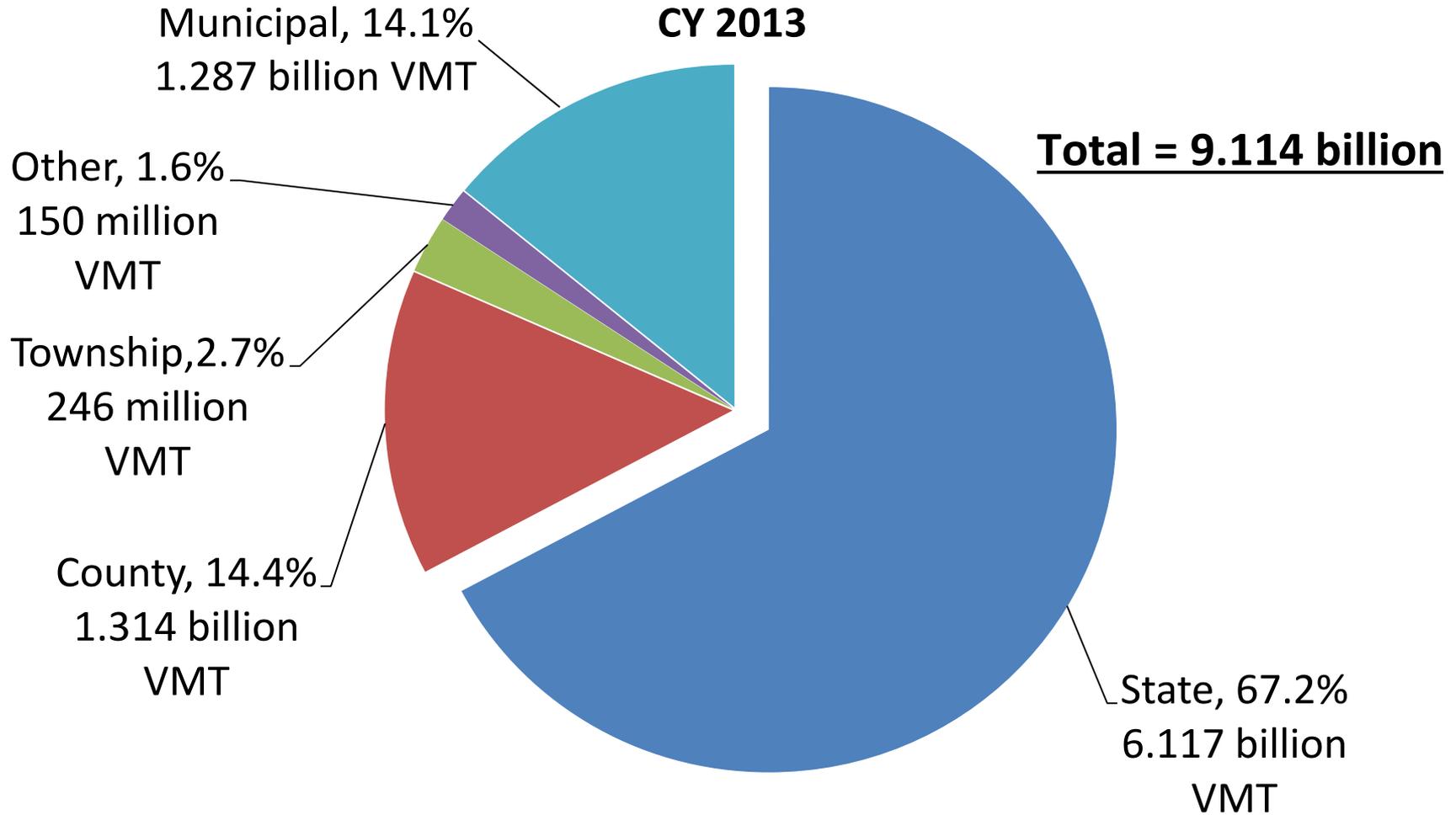
South Dakota's 83,650 miles of roads is equivalent to 3.5 times around the world

8,850 miles of state roads equals 3.6 trips between Los Angeles and New York



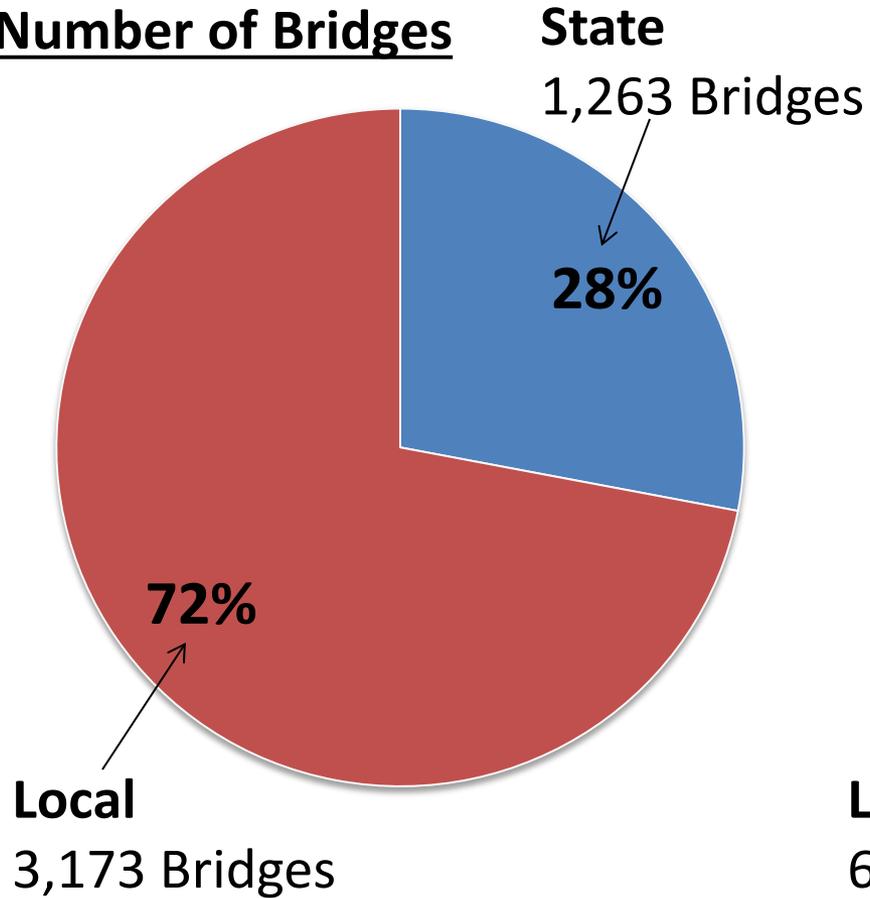
Annual Vehicle Miles of Travel By Jurisdiction

CY 2013

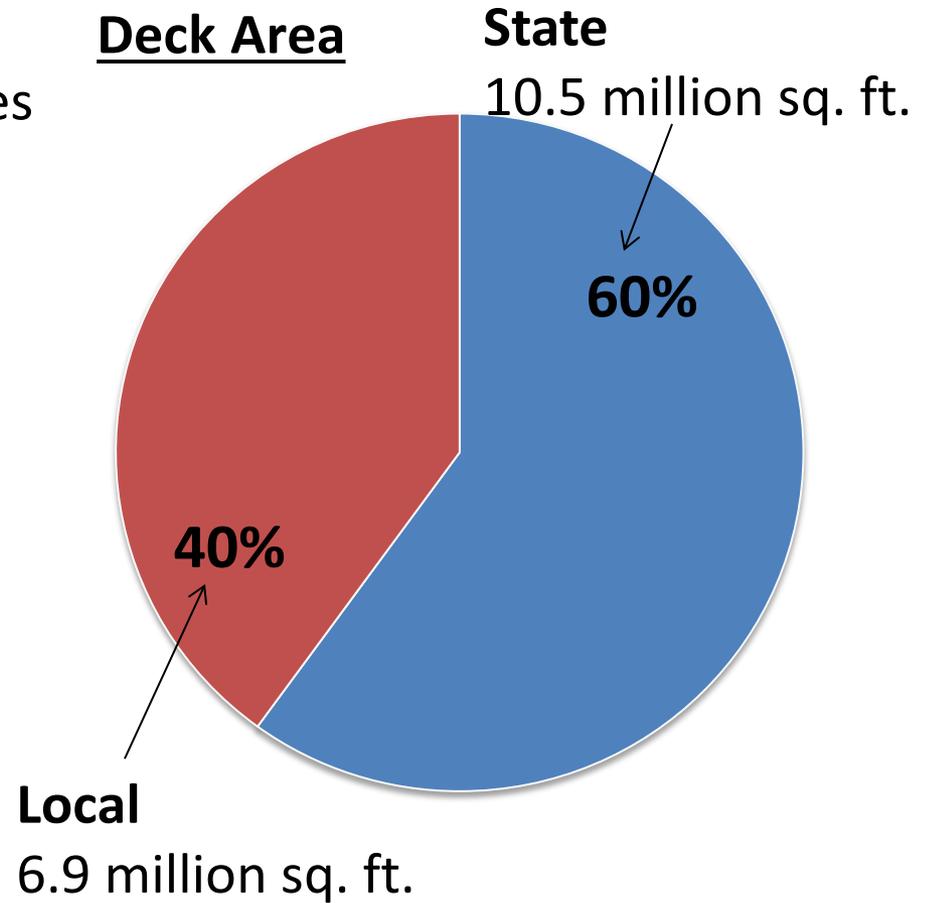


Comparison of State and Local Bridges

Number of Bridges



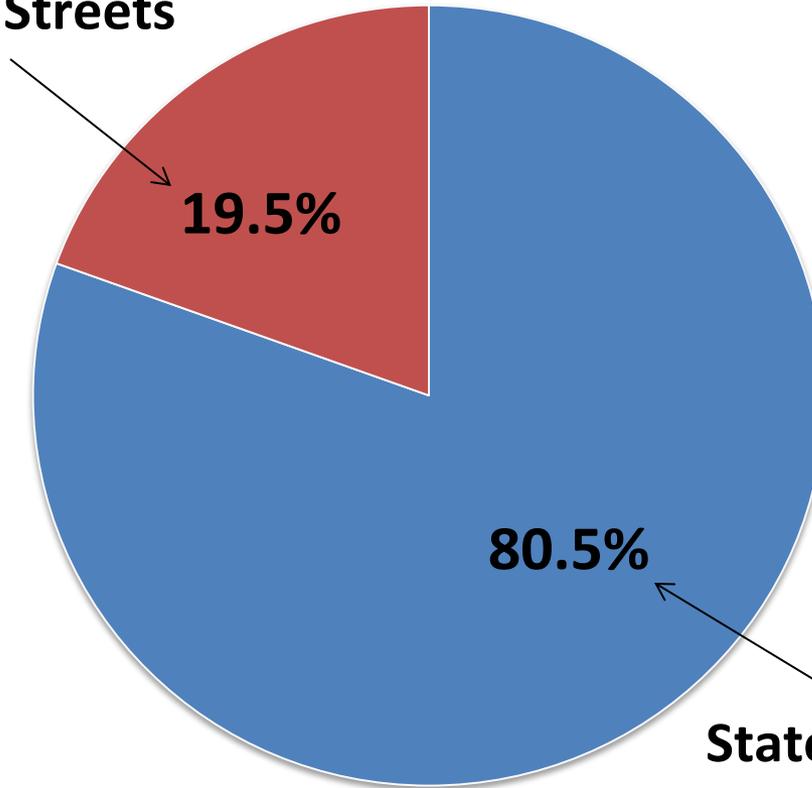
Deck Area



Heavy Truck Vehicle Miles of Travel By Jurisdiction

CY 2013

Other Roads and Streets
257 million VMT



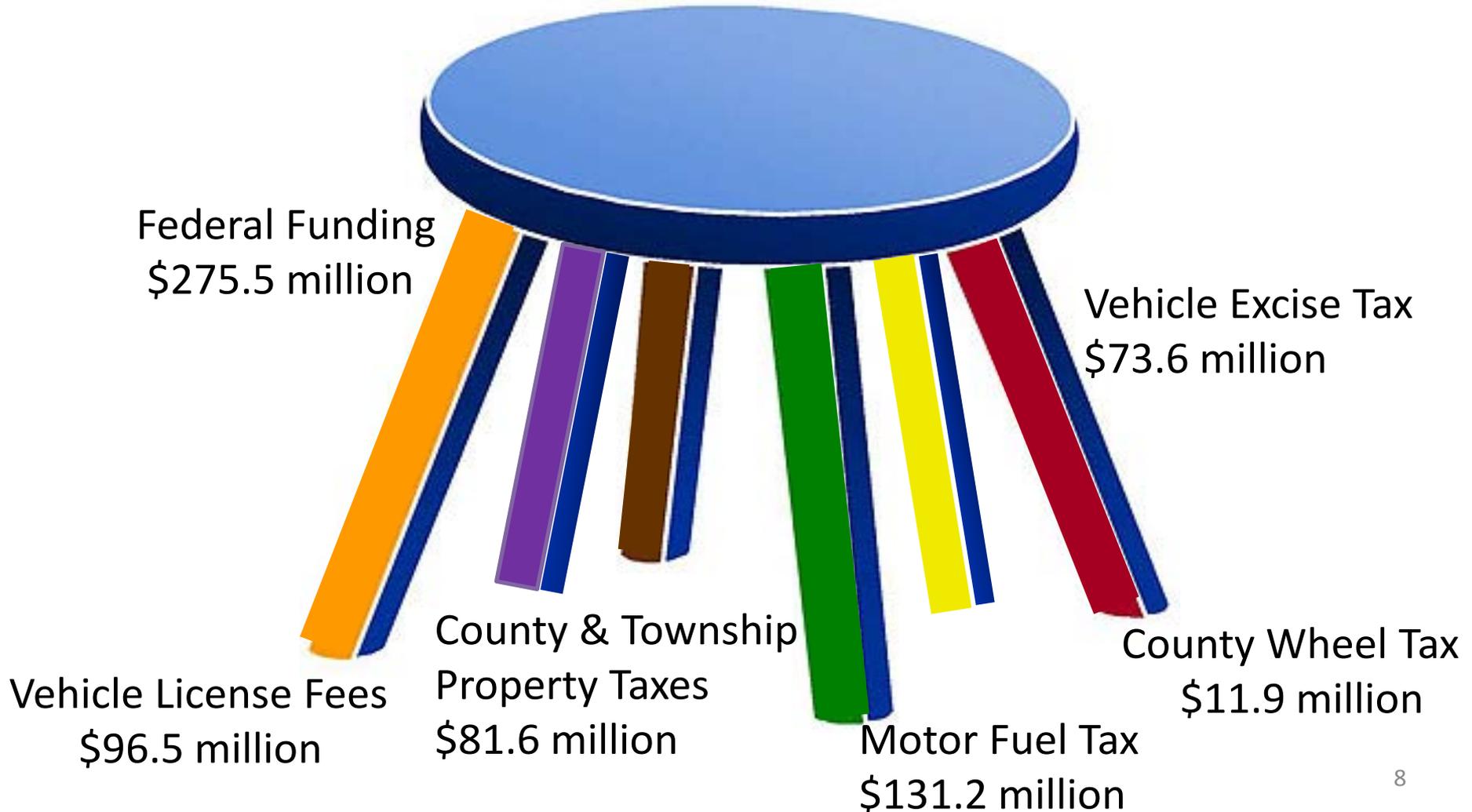
19.5%

80.5%

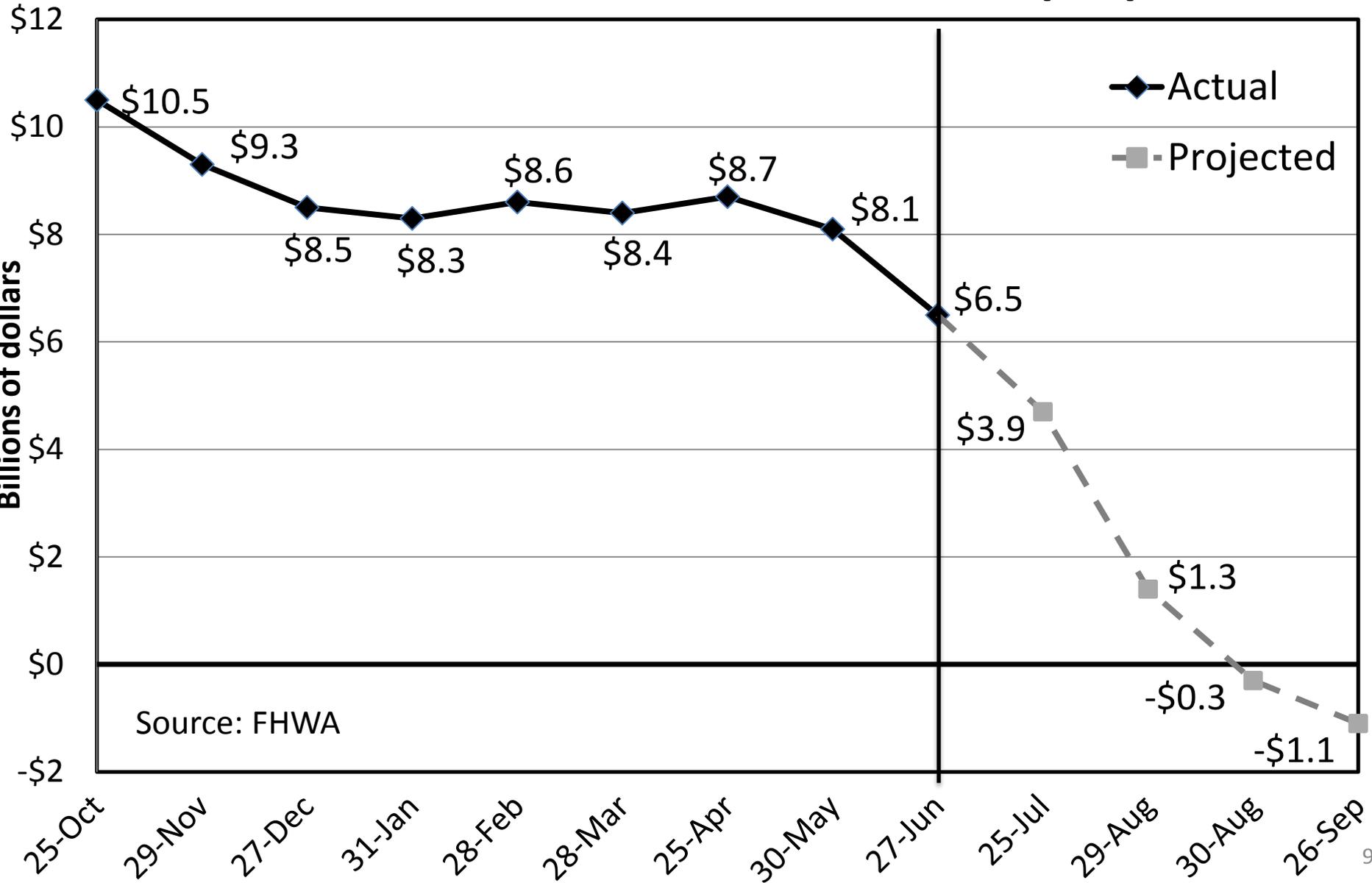
State Highway System
1,058 million VMT

Revenue: The 6 Legged Stool

FY 2013

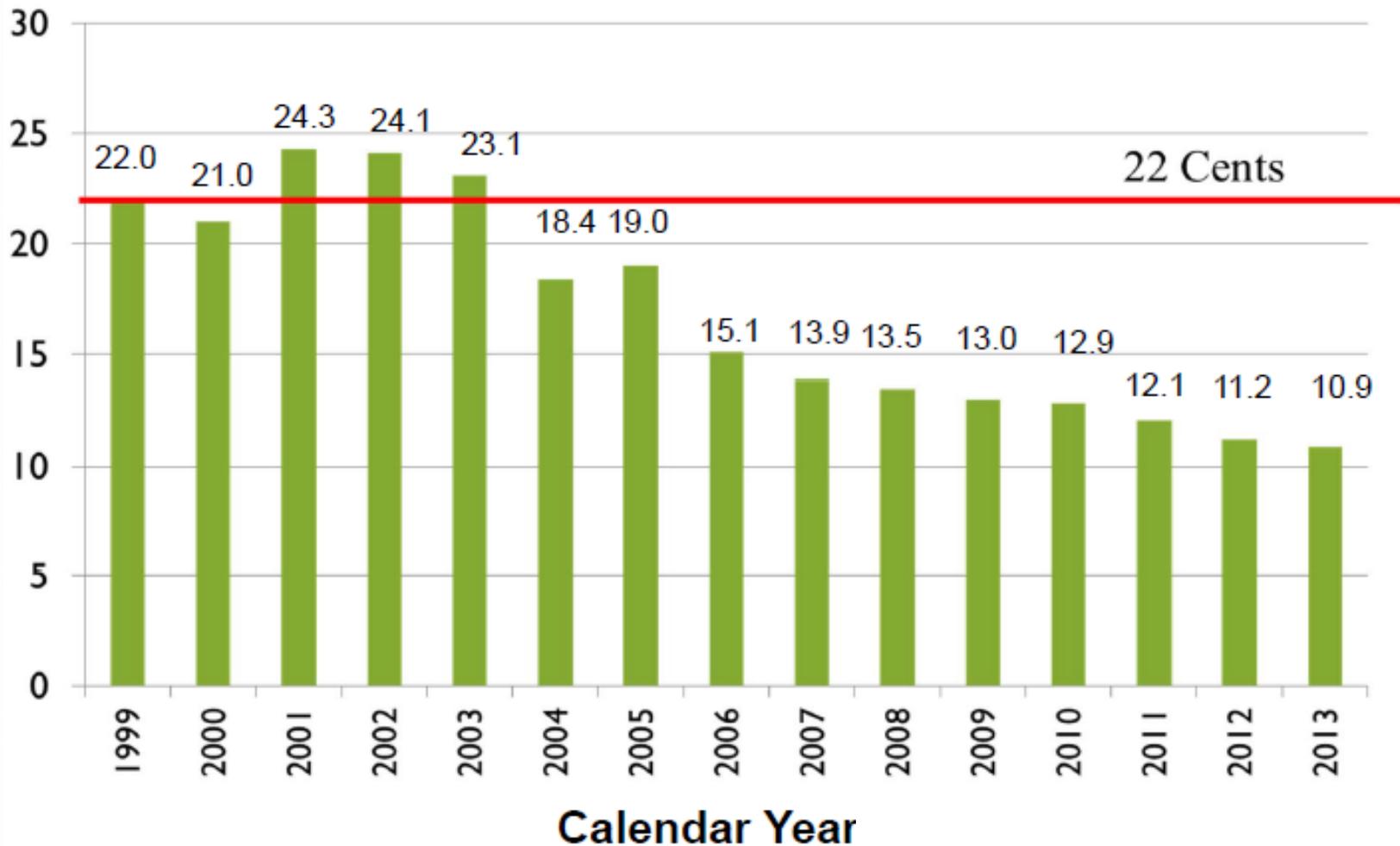


Federal Highway Trust Fund FY 2014 Projected Estimates for End-of-Month Cash Balances as of 6/27/2014



Source: FHWA

SD Gas Tax Purchasing Power Adjusted for the Inflation of Road & Bridge Construction

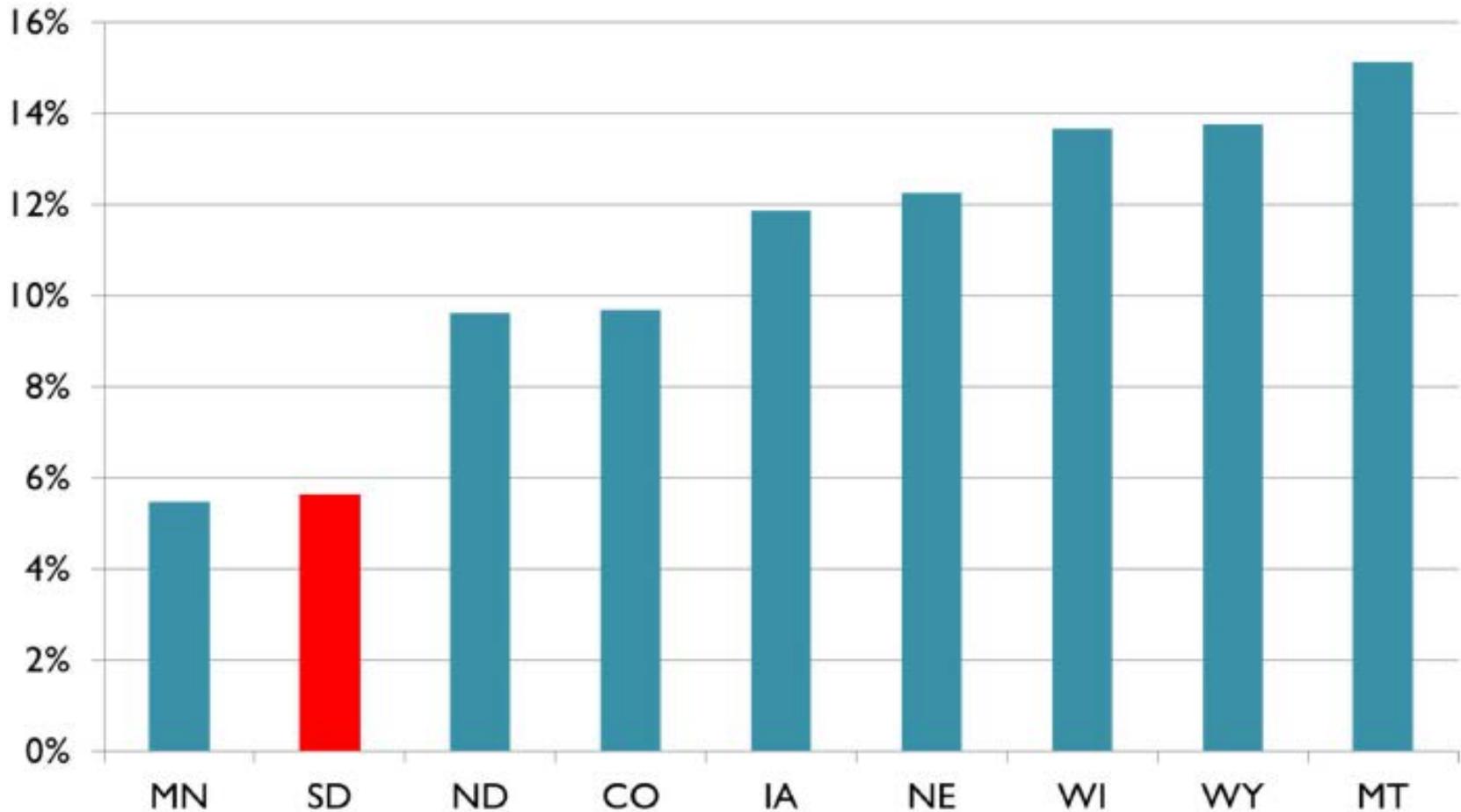


Size of State Highway System Compared to Number of DOT Personnel



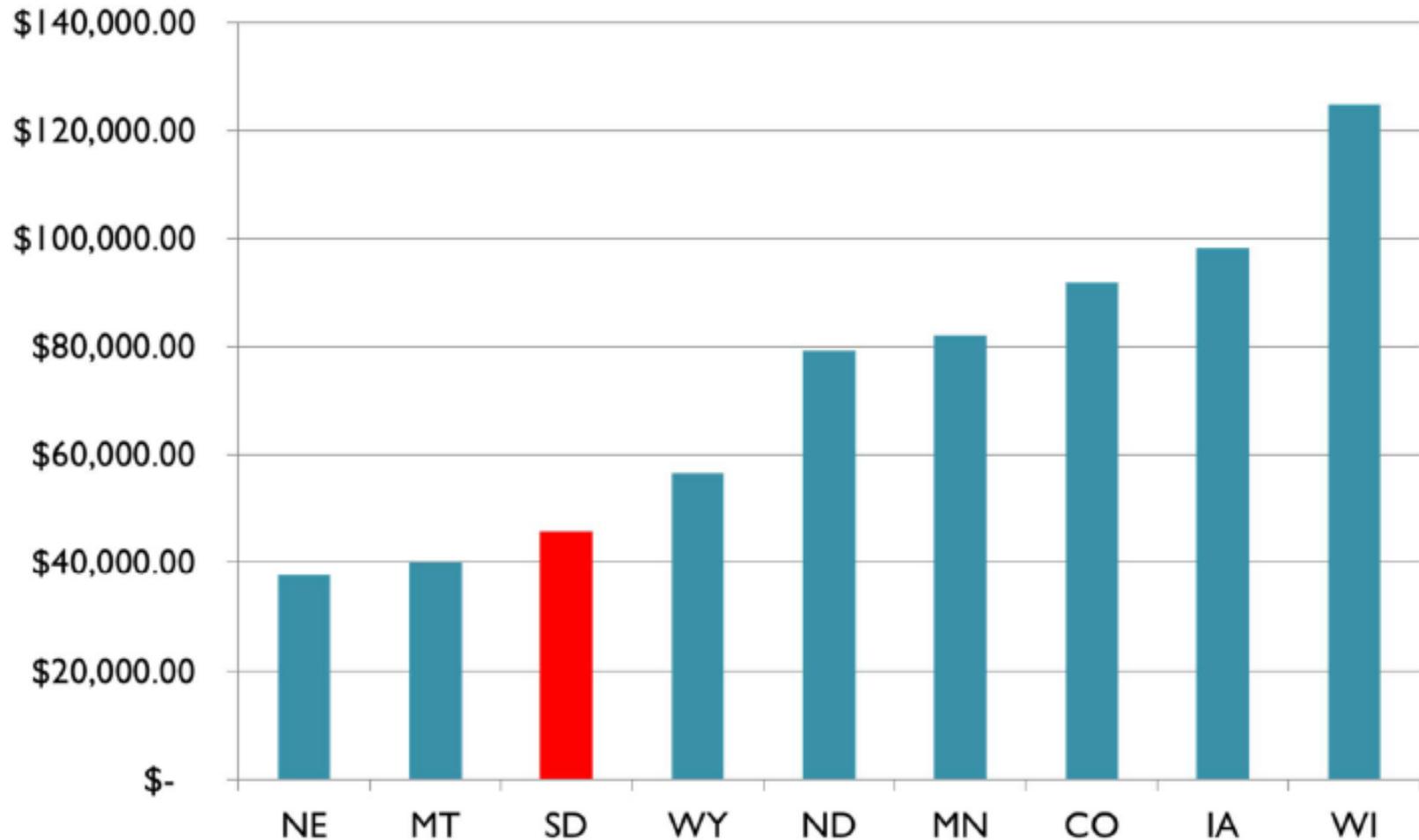
Source: FHWA Statistics (2011) & AASHTO Transportation Governance and Finance (2011)

Preliminary & Construction Engineering % of Construction



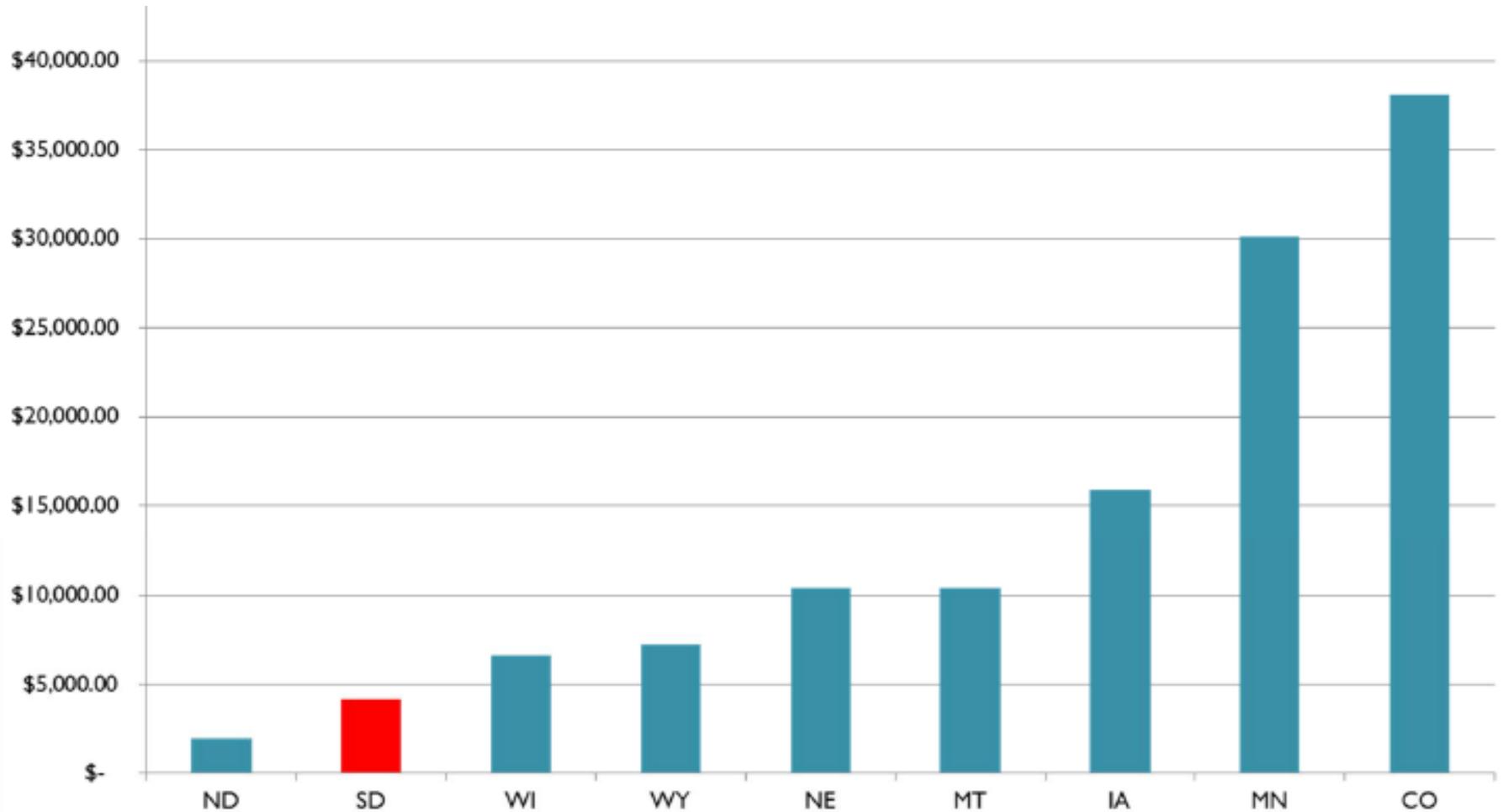
Source: 2012 Highway Statistics FHWA

Average Construction Investment Per Mile



Source: 2012 Highway Statistics FHWA

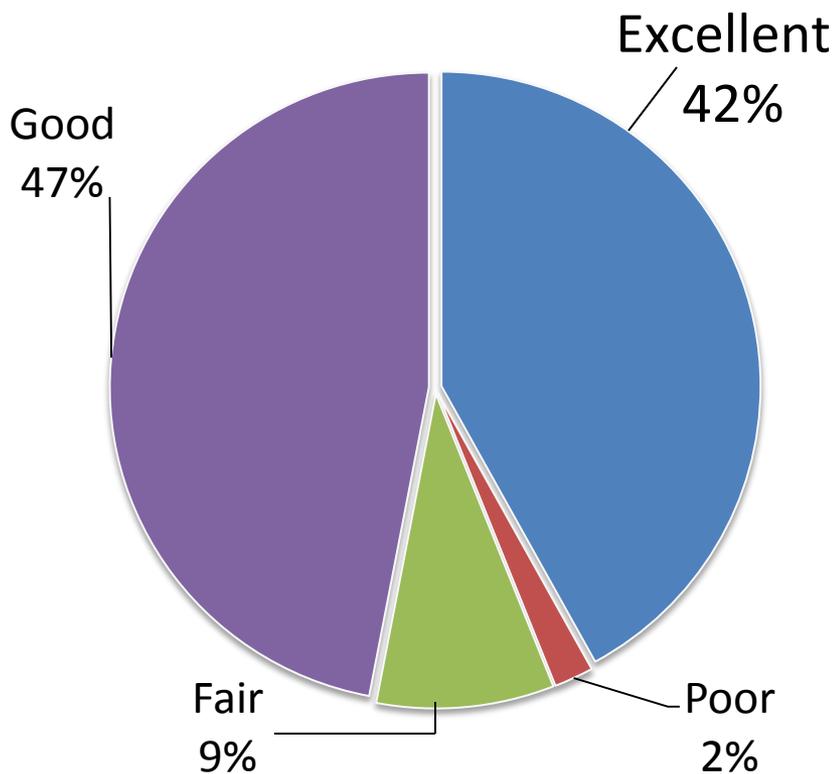
Roadway Maintenance Cost Per Mile



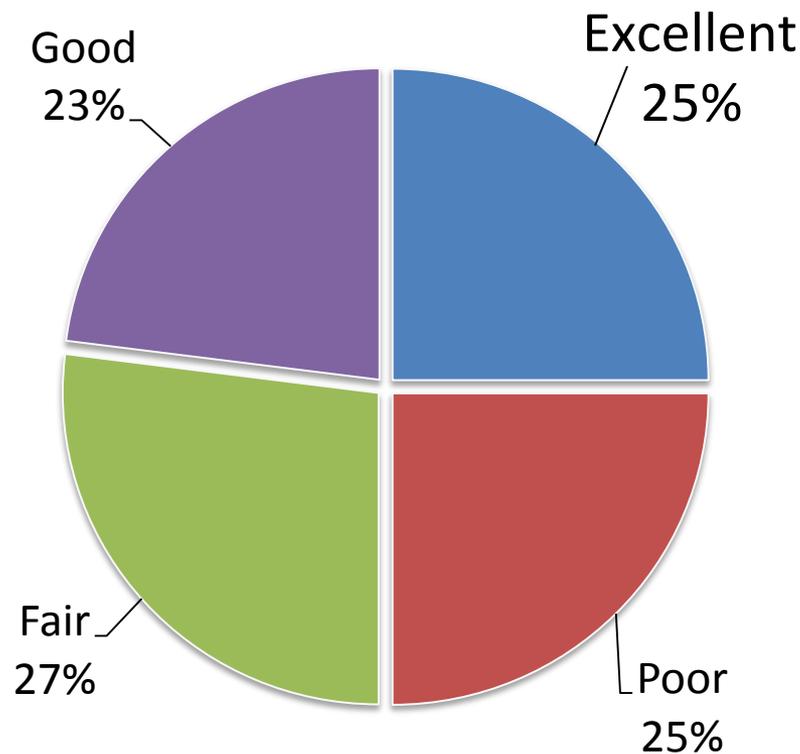
Source: 2012 Highway Statistics FHWA

Current and Future State Pavement Condition

2014 Condition



2024 Projected Condition



57 County Self-Assessed Surveys

- **Overall Condition of Paved Roads** **4.86 of 10**
 - Percent in Failing Condition 20%
 - Percent in Poor Condition 19%
 - Percent in Fair Condition 32%
 - Percent in Good Condition 21%
 - Percent in Excellent Condition 9%
- **Overall Condition of Gravel Roads** **6.2 of 10**
 - Percent in Failing Condition 9%
 - Percent in Poor Condition 17%
 - Percent in Fair Condition 30%
 - Percent in Good Condition 36%
 - Percent in Excellent Condition 10%

Structurally Deficient

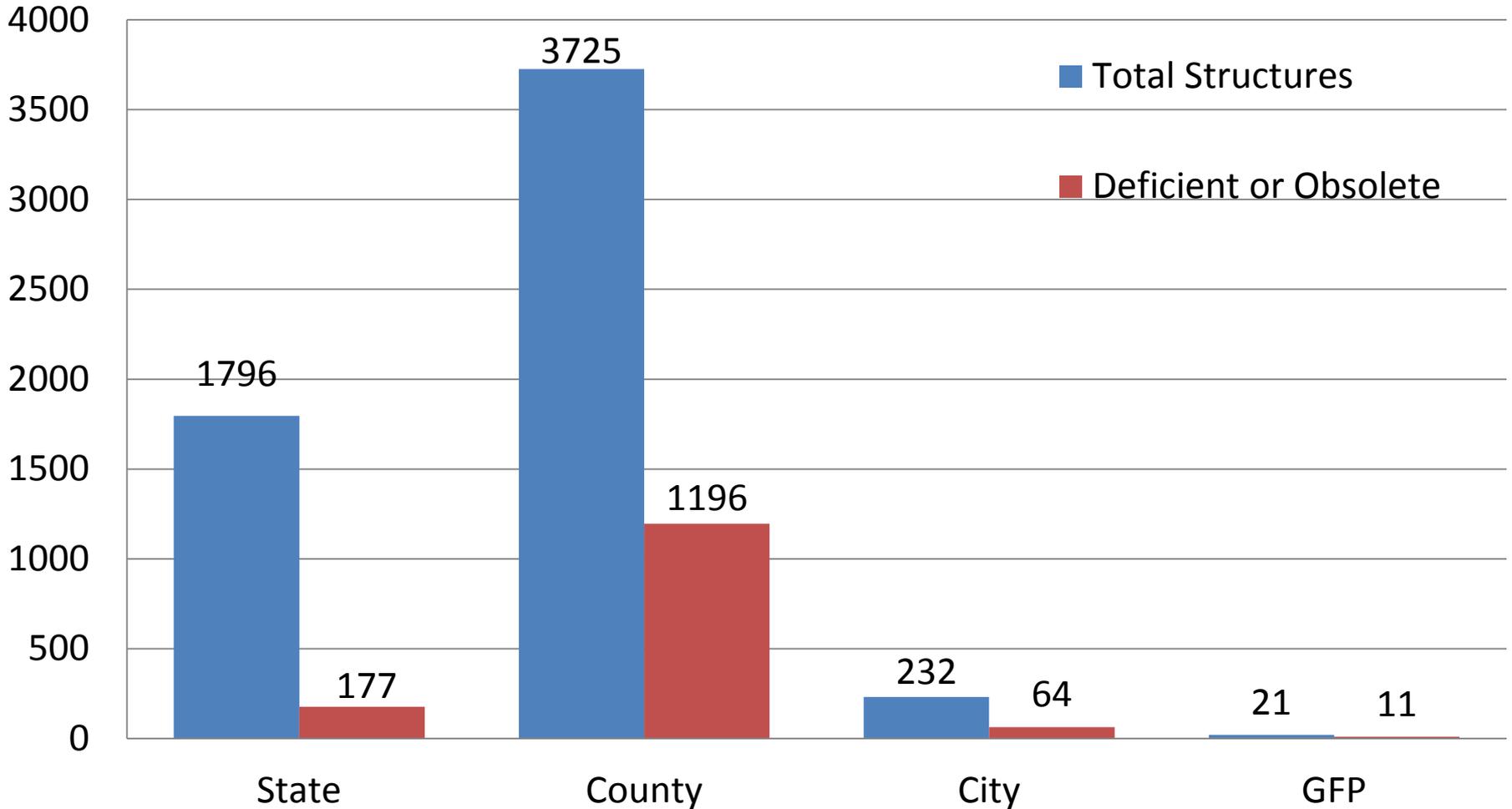
- Term is an indicator of when certain elements of a bridge need replacement or repair
- Classification does not necessarily mean bridge is unsafe
- 4.7% of state structures are structurally deficient
- 28% of county structures are structurally deficient

Functionally Obsolete

- Term refers to a substandard feature within a structure relative to its design
- Example: inadequate vertical or horizontal clearances
- Classification is not an indicator of safety
- 5.1% of state structures are functionally obsolete
- 3% of county structures are functionally obsolete

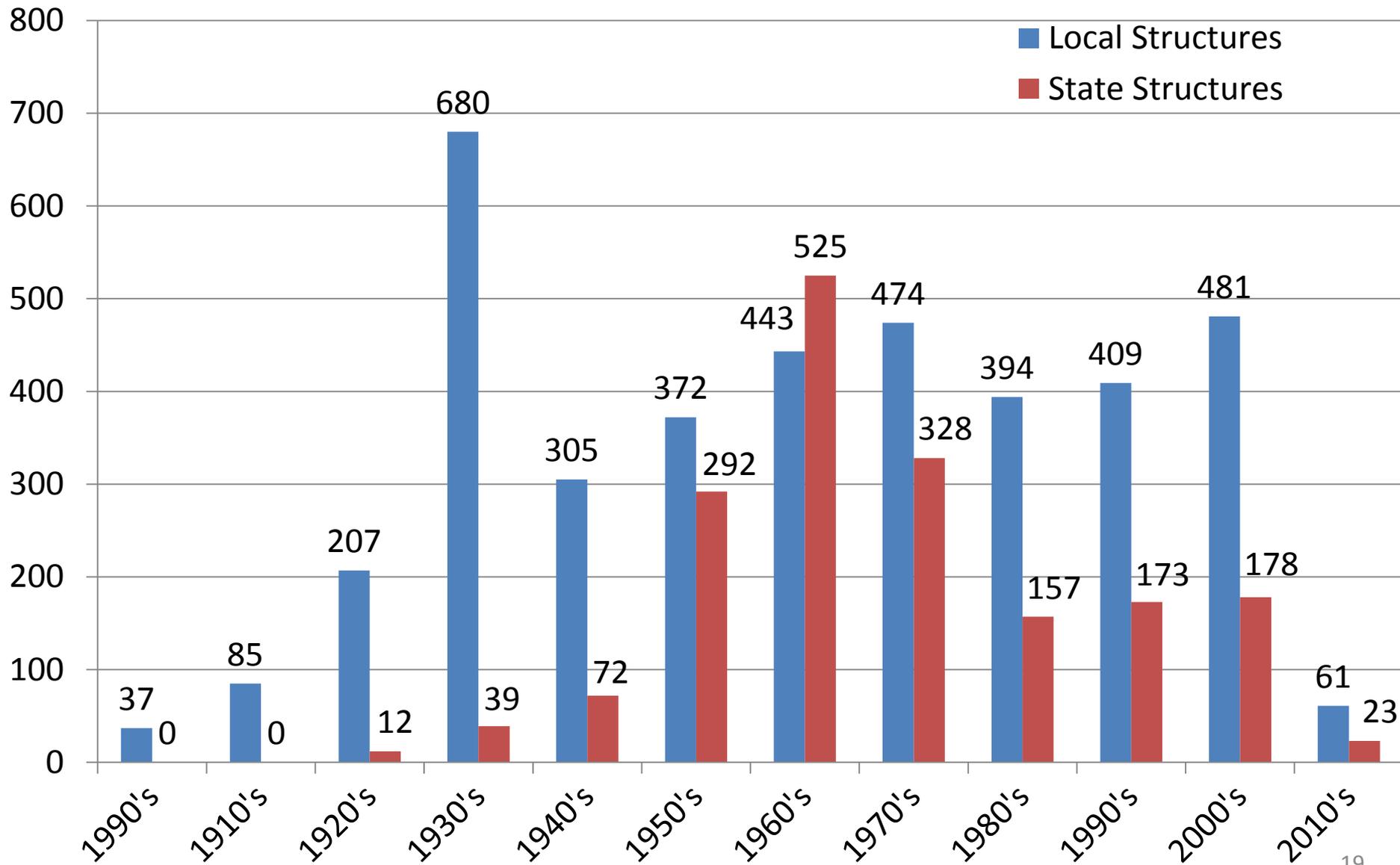
Total Number of Structures* vs. Structurally Deficient or Functionally Obsolete

1,448 = 25%



*Structure = 20 feet or longer 18

Structures Built by Decade



Importance of Maintaining Transportation Infrastructure

- Vital to South Dakota's economy and the movement of goods
 - Agriculture
 - Tourism
 - Business
- Critical to keep roads safe for residents, families, and movement of commercial goods

**If you got it, a road
brought it. Not much is
parachuted
in!**

