
Financial Plan for the 2016-2019 Statewide Transportation Improvement Program

Introduction

The South Dakota Department of Transportation (SDDOT, we, us) has developed this financial plan to depict the method used to estimate the federal and state funds that will be available to finance the 2016-2019 Statewide Transportation Improvement Program (STIP). The funding estimates are based on the best information available on August 24, 2015. The estimates were the basis of the 2016-2019 STIP that was approved by the South Dakota Transportation Commission (Commission) on August 27, 2015. The funding estimates are a snapshot in time. The actual funding will be different from these estimates.

2016-2019 STIP Funding Estimates

Attached are the tables used to estimate the federal and state funds.

Table 1 shows the estimated federal apportionment funds allocated to SDDOT for 2016. Estimates are based on FFY 2015 Apportionment. MAP-21 was extended by Congress to October 31, 2015, therefore the numbers in this table will be the same for each year with no adjustment for inflation.

Table 2 shows the federal funds and state and local match required for the FFY 2016 STIP.

Table 3 shows the projected State Highway Fund revenues and obligations.

Table 4 shows the estimated state revenue by source that will be available for the state match for federal funds and for 100% state funded items such as maintenance. Matching Federal funds is the top priority for SDDOT.

The bar chart graphically compares the estimated available funding to the programmed amounts.

Advance Construction

On October 1, 2015 we anticipate that approximately \$25 million in advanced construction (FFY 2016 federal funds) will have been used. We anticipate using the approximately \$40 million of advance construction in FFY 2017 Federal funds for FFY 2016 projects in the STIP. The amount of advance construction anticipated to be used each year is shown in **Table 5**.

Inflation

State projects in the STIP for the years 2016-19 are inflated at 2% annually. Local Urban System, County Secondary, and Local Bridge Replacement projects are also inflated at 2%.

Table 1

2015 Apportionment - Actuals	As of 8/20/15
Rail Hazard Elimination	1,160,910
Rail Protective Devices	1,160,910
HSIP	15,127,821
Section 164 Penalty Transferred from DPS	4,502,758
Rec Trails	1,125,821
TIFIA	4,606,668
Redistribution of Certain Authorized Funds	891,154
NHPP	149,147,286
CMAQ	11,768,395
STP - Under 200k pop	18,998,813
STP - Local Bridge	1,959,066
STP - Flex	32,475,983
STP - Under 5k pop	17,327,716
TAP 5k	998,893
TAP Under 200k	1,095,226
TAP Flex	2,094,119
NHPP Exempt	4,350,162
Total 2015 Apportionment (Formula + Exempt)	268,791,701
State and Local Match	59,203,053
Total 2015 Apportionment with State and Local Match	327,994,754

Table 2
Programmed Funding by State Categories FFY 2016-19

Funding Category	2016				2017				2018				2019			
	Total	Federal Funds	State Match	Local Match	Total	Federal Funds	State Match	Local Match	Total	Federal Funds	State Match	Local Match	Total	Federal Funds	State Match	Local Match
ADA	0.000	0.000	0.000	0.000	1.035	0.848	0.187		3.085	2.528	0.557		0.278	0.228	0.050	
Bridges	16.510	13.530	2.980		15.236	12.486	2.750		21.387	17.527	3.860		12.411	10.171	2.240	
County Secondary	26.540	21.750	4.790		17.211	14.104	3.107		5.995	4.913	1.082		0.834	0.683	0.151	
Highway Systems Management	1.000	0.820	0.181		1.000	0.820	0.181		1.000	0.820	0.181		1.000	0.820	0.181	
Interstate Maintenance	114.046	103.748	10.298		82.004	74.599	7.405		51.666	47.001	4.665		56.086	51.021	5.065	
Local Bridge Replacement	18.565	15.214		3.351	13.326	10.921		2.405	16.929	13.873		3.056	1.177	0.965		0.212
Local Urban Systems	9.667	7.922	1.745		1.850	1.516	0.334		10.853	8.894	1.959		21.107	17.297	3.810	
Major Arterials	49.165	40.291	8.874		43.650	35.771	7.879		98.286	80.545	17.741		86.269	70.697	15.572	
Minor Arterials	20.680	16.947	3.733		39.795	32.612	7.183		45.312	37.133	8.179		22.861	18.735	4.126	
Miscellaneous	2.290	1.877	0.413		0.745	0.611	0.134		0.740	0.606	0.134		0.795	0.652	0.143	
Pavement Preservation	41.425	33.948	7.477		52.542	43.058	9.484		52.171	42.754	9.417		45.000	36.878	8.123	
Recreational Trails	1.200	0.983	0.217		1.200	0.983	0.217		1.200	0.983	0.217		1.200	0.983	0.217	
Railroad Crossings	4.717	4.245	0.472		2.100	1.890	0.210		2.100	1.890	0.210		2.100	1.890	0.210	
Roadway Safety Improvements	51.805	42.454	9.351		44.287	36.293	7.994		57.075	46.773	10.302		68.186	55.878	12.308	
Safe Routes to School	0.922	0.922	0.000		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000	
State Highway System Municipal	14.482	11.868	2.614		23.793	19.498	4.295		14.471	11.859	2.612		23.437	19.207	4.230	
State Highway System Urban	55.444	45.436	10.008		58.218	47.710	10.508		10.102	8.279	1.823		38.448	31.508	6.940	
Special Projects	0.605	0.496	0.109		0.000	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.000	
State Secondary	3.175	2.602	0.573		23.342	19.129	4.213		16.525	13.542	2.983		9.902	8.115	1.787	
Transportation Alternatives Program	7.446	6.102		1.344	2.100	1.721		0.379	2.100	1.721		0.379	2.100	1.721		0.379
Total	439.684	371.154	63.835	4.695	423.434	354.570	66.080	2.784	410.997	341.641	65.921	3.435	393.191	327.448	65.151	0.591

Table 3

South Dakota Department of Transportation
ESTIMATED STATE HIGHWAY FUND REVENUES
 (Millions of Dollars)

STATE REVENUES	FFY 2016	FFY 2017	FFY 2018	FFY 2019
Motor Fuel Excise Tax	\$ 169.415	\$ 171.109	\$ 172.820	\$ 174.548
Vehicle Excise Tax	\$ 113.432	\$ 114.566	\$ 115.712	\$ 116.869
Non-Operating Revenue	\$ 8.785	\$ 8.873	\$ 8.962	\$ 9.051
Miscellaneous Revenues	\$ 16.266	\$ 16.429	\$ 16.593	\$ 16.759
TOTALS	\$ 307.898	\$ 310.977	\$ 314.087	\$ 317.228

% Change from previous year	44.78%	1.00%	1.00%
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REVENUE ASSUMPTIONS: Chris Ott 03/17/15

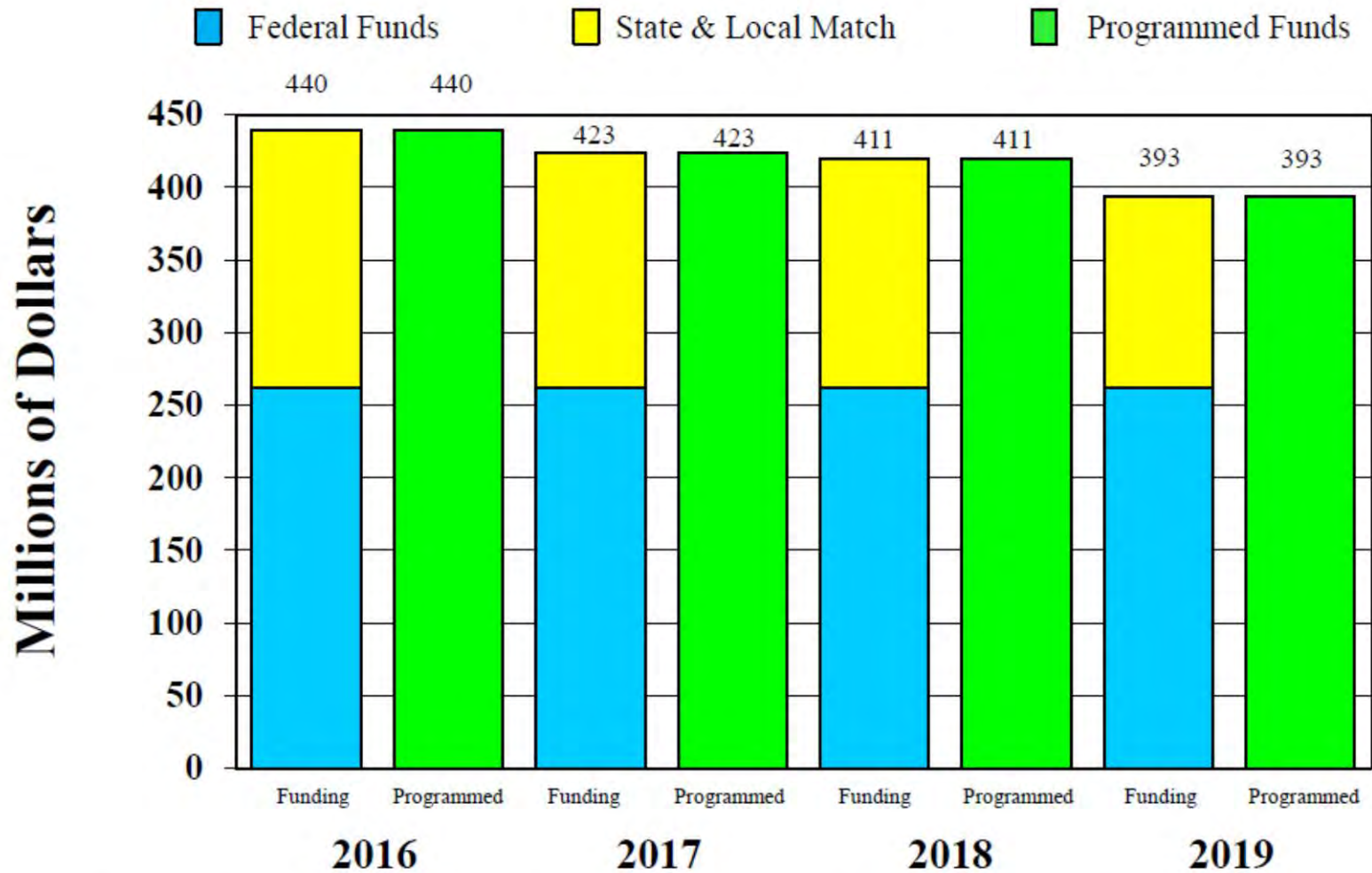
REVENUE ASSUMPTIONS
 MOTOR FUEL: Utilized actual data from 2007 through 2012 then applied Linear Regression for the growth in 2013 through 2017
 VEHICLE 3% EXCISE: Utilized actual figures for 2007 through 2011 then applied Linear Regression for the growth in 2013 through 20167
 NON OPERATING REVENUE: Transfer from Ethanol Fuel Fund, Excess cash from DRR, section 164 funds, and equipment sales
 MISCELLANEOUS REVENUES: Includes - Special Highway permits, prorated fees, investment council interest, sales and service, project reimbursement, damage recovery collections, logo sign fees, and other misc. revenues.

Table 4

South Dakota Department of Transportation					
Estimated State Highway Revenues and State Highway Fund Obligations					
FFY 2016 thru 2019(October 1 to September 30)					
(Millions of Dollars)					
	FFY 16	FFY 17	FFY 18	FFY 19	Four Year Total
Beginning Balance	71.900	90.263	122.611	161.657	
Estimated Revenues	307.898	310.977	314.087	317.228	1,250.189
Total State Funds Available	379.798	401.240	436.698	478.884	
General Operations (Includes PE)	128.871	135.315	142.081	149.185	555.452
Maintenance Contracts	13.318	13.984	14.683	15.417	57.402
Assets	25.673	26.957	28.304	29.720	110.654
Community Access/ Industrial Parks/Agri Business Grants	2.000	2.000	2.000	2.000	8.000
Transit Funding	1.270	1.270	1.270	1.270	5.080
GFP	0.500	0.500	0.500	0.500	2.000
County Pavement Marking	0.500	0.500	0.500	0.500	2.000
Access Mgmt/Corridor Pres	0.000	0.000	0.000	0.000	0.000
100% state funded projects	31.700	15.400	3.000	0.000	50.100
State Fund Exchange for Urban STP Program	11.200	11.200	11.200	11.200	44.800
State Fund Exchange for County STP Program	12.300	12.300	12.300	12.300	49.200
State Funds for Programmed Projects					0.000
Match Federal Funds	59.203	59.203	59.203	59.203	236.812
					0.000
Total Expenditures	289.535	278.628	275.041	281.295	1,124.500
Ending Cash Balance	90.263	122.611	161.657	197.590	

Funding Compared to Programmed Projects*

2016 - 2019



*Based on 100% of Apportionment. STIP excludes Planning Funds and \$45 million in annual selection projects to be programmed in 2017-2019. Location specific Resurfacing Projects are programmed for the first three years.

Table 5

2016- 2019 STIP Funding Summary				
	Federal Fiscal Year			
	2016	2017	2018	2019
Estimated Federal Funds Apportioned	268.8	268.8	268.8	268.8
Prior Year Advance Construction Federal Funds	-25.0	-40.0	-40.0	-40.0
Estimated Federal Funds Available	243.8	228.8	228.8	228.8
Estimated State and Local Funds for match and State/Local funded projects	115.9	114.6	102.2	99.2
State Funds for PE, ROW acquisitions, and Utility relocation	40.0	40.0	40.0	40.0
Balance from Previous Year	0.0	0.0	0.0	0.0
Net Funds Available	399.7	383.4	371.0	368.0
State and Local Funds Programmed	68.5	68.9	69.4	65.7
Federal Funds Programmed	371.2	354.6	341.6	327.4
Total Funds Programmed	439.7	423.4	411.0	393.2
Difference Between Funds Available and Funds Programmed	-40.0	-40.0	-40.0	-25.2
State Funds for Advance Construction	40.0	40.0	40.0	25.2
Balance	0.0	0.0	0.0	0.0

ESTIMATED FUND USAGE IN FISCAL YEAR 2016 BY IMPROVEMENT TYPE

Construction/Reconstruction

Highway construction is the complete rebuilding of a highway, bridge, or street on an existing or new location. Highway reconstruction is widening of an existing facility and/or the removal and application of new surface. Bridge replacement is the removal and reconstruction of a structure or replacement with a culvert. The estimated expenditure for these types of improvements for Fiscal Year 2016 is \$208,260,000.

Resurfacing & Asphalt Surface Treatment

Highway resurfacing is the addition of a pavement layer or layers over the existing roadway surface to provide additional structural capacity and improved serviceability. For this purpose, resurfacing is considered an additional pavement layer of 3/4 inch or greater and of sufficient length to not be considered normal maintenance. Asphalt surface treatments are maintenance seals that extend the life of the pavement. The estimated expenditure for these types of improvements for Fiscal Year 2016 is \$130,079,000.

Rehabilitation

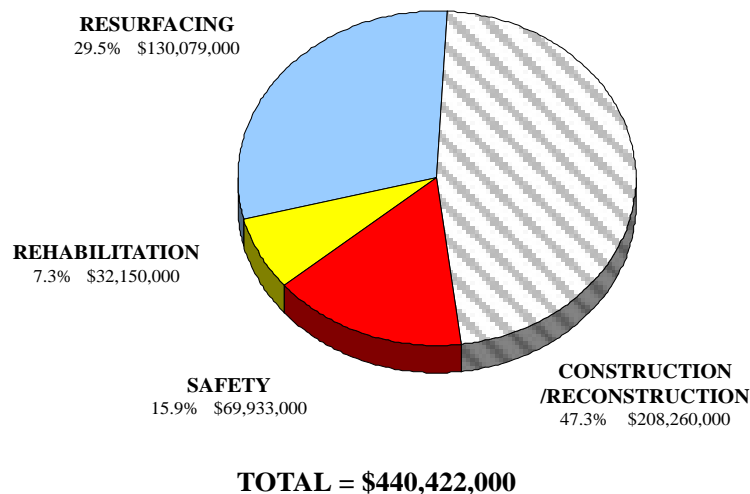
Rehabilitation is roadway or structure work including replacement of malfunctioning joints, repair of spalled joints, pavement undersealing, concrete panel replacement, reworking or strengthening of bases or subbases to improve their structural integrity, adding underdrains, erosion control or the restoration or rehabilitation of bridge decks and rest area. It can also include

structure painting and fence replacement. The estimated expenditure for these types of improvements for Fiscal Year 2016 is \$32,150,000.

Safety

Safety projects are designed to improve safety at hazardous locations throughout the highway system. It can also include things such as signs, traffic signals, pavement markings, guard rail installation and other projects such as walking paths and bike trails that enhance safe travel. The estimated expenditure for this type of improvement for Fiscal Year 2016 is 69,933,000.

Estimated Expenditures
Fund Usage in Fiscal Year 2016 by Improvement Type



ESTIMATED FUND USE IN FISCAL YEAR 2016 BY SYSTEM

Interstate

The Interstate System is a multi-lane controlled access facility. The estimated expenditures for Interstate projects in Fiscal Year 2016 are \$118,990,000.

Major Arterial

Major arterial routes are primarily the principal arterial highways on the Federal-Aid System and/or National Highway System Routes. The estimated expenditures for Major Arterial projects in Fiscal Year 2016 are \$123,872,000.

Minor Arterial

Minor arterial routes are the minor arterial highways on the Federal-Aid System. These routes provide the major connections to the principal arterial highways in South Dakota. The estimated expenditures for Minor Arterial projects in Fiscal Year 2016 are \$74,704,000.

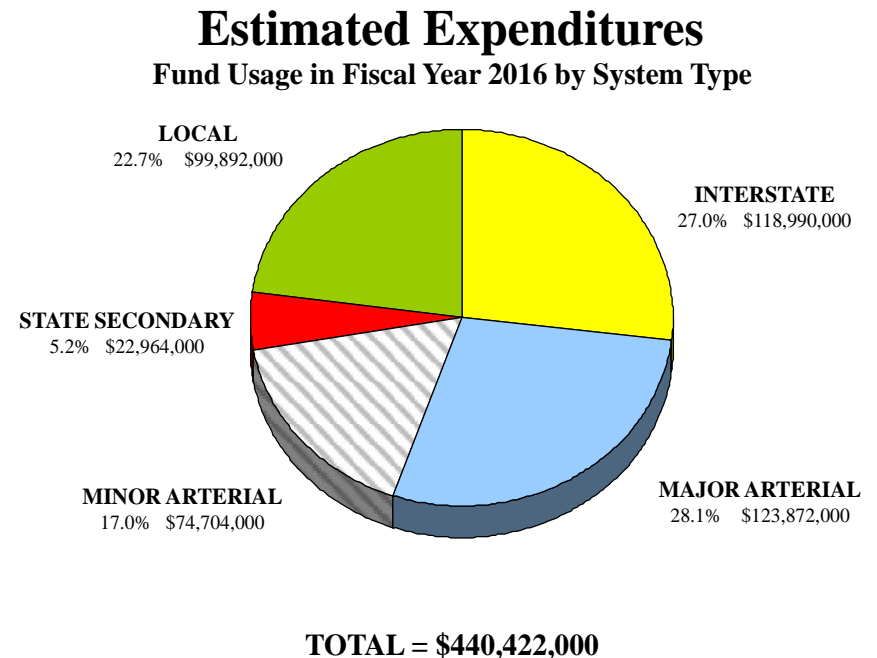
State Secondary

State secondary routes are the collector highways on the Federal-Aid System that are located on the state trunk system. The estimated expenditures for State Secondary projects in Fiscal Year 2016 are \$22,964,000.

Local

Local systems include state and/or federal assistance and economic development funds on county roads, urban roads and other locations. County routes are collector highways on the Federal-Aid System.

Project selection for this system is determined by local officials. Urban projects are on the designated Federal-Aid Urban System (cities with a population of 5,000 or more) and are determined by that urban area. Transportation enhancement projects are identified and submitted by any unit of government and are submitted after publication of the document. The estimated expenditures for Local projects in Fiscal Year 2016 are \$99,892,000.



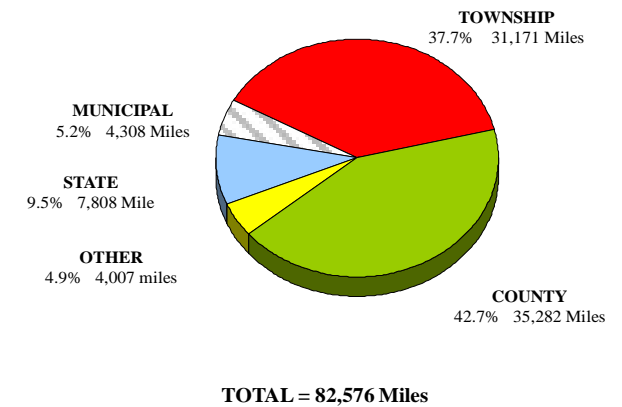
2014 HIGHWAY CHARACTERISTICS
BY JURISDICTION

The importance of the state highway system is illustrated in the following statistics that compares this system with the local road system in South Dakota. The 7,808 mile State Highway System comprises 9.5 percent of the 82,576 total miles in the South Dakota street and highway system, however, it carries 67.3 percent of the daily vehicle miles of travel in the State.

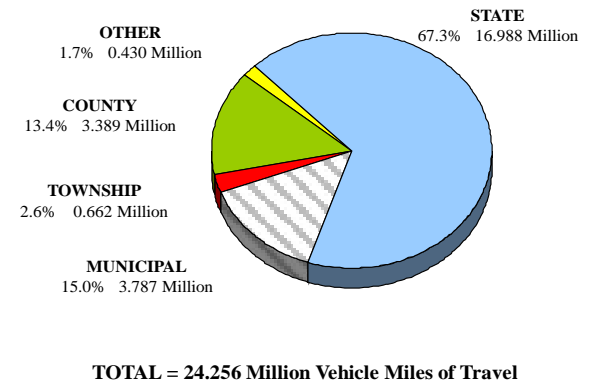
County roads by comparison are 42.7 percent of the total statewide mileage, and carry 13.4 percent of the vehicle miles of travel. The Township roads are 37.7 percent of the statewide mileage, but these low volume rural roads carry only 2.6 percent of the vehicle miles of travel. Municipal roads comprise only 5.2 percent of the statewide mileage and carry 15.0 percent of the vehicle miles of travel.

The state highway system is the most traveled with an average of 2,176 vehicles per day. Township roads have the least traffic density with an average of only 21 vehicles per day. The municipal roadways and the county roadways have an average of 879 and 96 vehicles per day respectively.

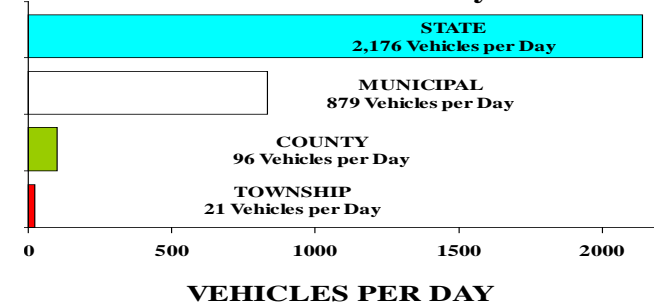
2014 South Dakota Miles of Highway



2014 Daily Vehicle Miles of Travel (VMT)



2014 Traffic Density



The state highway system also carries a significant majority of all heavy truck traffic within the state. While the state system only consists of 9.5 percent of the 82,559 total miles in the South Dakota, it carries 80.5 percent of the total heavy truck traffic. Conversely, the remaining 90.5 percent of nonstate system roads only carry 19.5 percent of the total heavy truck traffic in South Dakota.

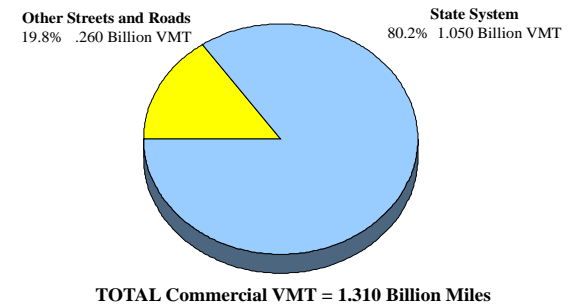
**FUNCTIONAL CLASSIFICATION
STATE HIGHWAY SYSTEM MILEAGE**

The 7,808 mile state highway system in South Dakota is functionally classified into four categories. The largest category with 38.5 percent of the total miles is the minor arterial highways with 3,005 miles. The Principal arterial routes follow with 38.5 percent or 3,009 miles. The Major Collectors category has 14.2 percent or 1,112 miles. The interstate system consists of 8.7 percent or 679 miles.

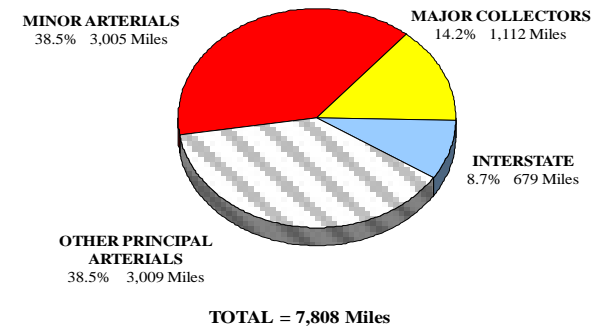
**FUNCTIONAL CLASSIFICATION
HIGHWAY SYSTEM USAGE**

The usage of a highway is expressed in yearly vehicle miles of travel (VMT). The interstate system accounts for only 8.7 percent of the state highway miles, but carries 43.1 percent of the VMT. The principal arterial system accounts for 38.5 percent of the state highway miles and carries 36.5 percent of the VMT. The minor arterial system accounts for 38.5 percent of the state highway miles, but carries only 17.7 percent of the VMT. The state secondary system, which consists of the Major Collectors on the State Highway System, accounts for 14.2 percent of the state highway miles, and carries 2.7 percent of the VMT.

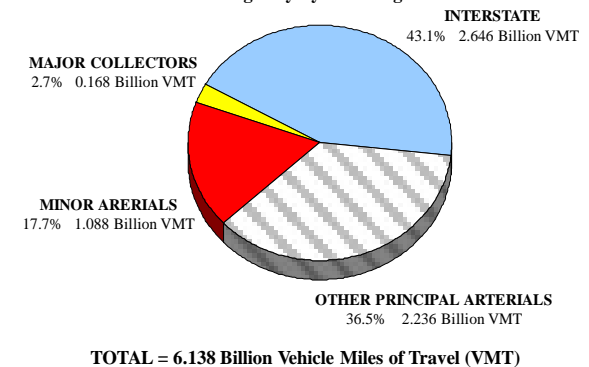
**2014 Yearly Truck Vehicle Miles of Travel
Statewide System**



**2014 Functional Classification
State Highway System Mileage**



**2014 Functional Classification
State Highway System Usage**



THE INTERSTATE HIGHWAY SYSTEM IN SOUTH DAKOTA

South Dakota has 679 miles of Interstate highways that provide motorists with a system enabling them to travel the State from border to border with speed and ease of travel. The Interstate system consists of I-90 from Wyoming on the West to Minnesota on the East (413 miles), I-29 from Iowa on the South to North Dakota on the North (252.5 miles), I-229 in Sioux Falls (11.5 miles) and I-190 in Rapid City (2.0 miles).

The Interstate system is important to the state and national economy and is the key component in providing connectivity of our rural areas with

the rest of America and the world. Construction of the Interstate system began in 1955 near Sioux Falls and continued for the next 28 years. The final segment of Interstate was completed in 1983, which was on I-29 in the northeastern part of the state. The original construction cost for this system was \$494,000,000. In today's dollars, that would be approximately \$3.60 billion. Currently, only 1.1 percent of South Dakota's 679 mile Interstate system is in need of repair or replacement. Planned projects outlined in the STIP will attempt to maintain this condition level on South Dakota's Interstate system.

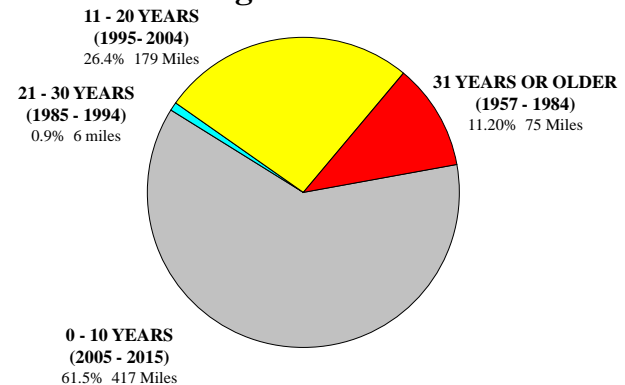
SURFACE AGE OF THE INTERSTATE

Although some segments of the Interstate were constructed in the late 1950s, most of the mileage was constructed in the 1960s and 1970s. Since the initial construction, a considerable portion of the surface has been resurfaced or replaced. Of the 679 miles of interstate highway in South Dakota, 75 miles (or 11.2 percent) of the surface was placed prior to 1984 and is 31 years or older. 6 miles (or 0.9 percent) of the surface was placed between 1985 and 1994 and is 21 to 30 years old. 179 miles (or 26.4 percent) was placed between 1995 and 2004 and is between 11 and 20 years old. The largest percentage of the Interstate surface (61.5 percent or 417 miles) is 10 years old or less.

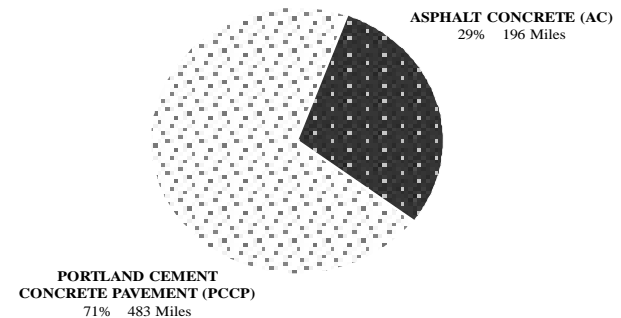
INTERSTATE SURFACE TYPE

Surfacing on the Interstate consists of seventy percent of the mileage being Portland Cement Concrete Pavement (PCCP) with the remaining thirty percent consists of Asphalt Concrete (AC) surface. This corresponds to 483 miles of PCCP surfacing and 196 miles of AC surfacing.

Surface Age of the Interstate



Interstate Surface Type



STATE HIGHWAY SYSTEMS MAP

The importance or significance of state highways varies due to the type and level of traffic that uses them. Therefore, the state highways have been classified into different categories for funding purposes. While similar to functional classification, these categories are slightly different. They are in descending order of importance: Interstate, Major Arterial, Minor Arterial and State Secondary.

Two additional funding categories have been added for segments of the state highway system that pass through communities. State Highway Urban (cities of 5,000 or greater population) and State Highway Municipal (Cities less than 5,000) categories were added to insure that funding is dedicated for these types of projects.

All of these categories total seven thousand eight hundred nine miles (7,808). A colored map illustrating these systems is found on the following page.

Six hundred seventy-nine (679) miles of Interstate are shown in blue on the systems map. This multi-lane divided controlled access facility is 8.7 percent of the total state highway system mileage.

Two thousand eight hundred twenty (2,819) miles of Major Arterial highways are shown in red on the systems map. This system of federal-aid primary highways is 36.1 percent of the total system mileage.

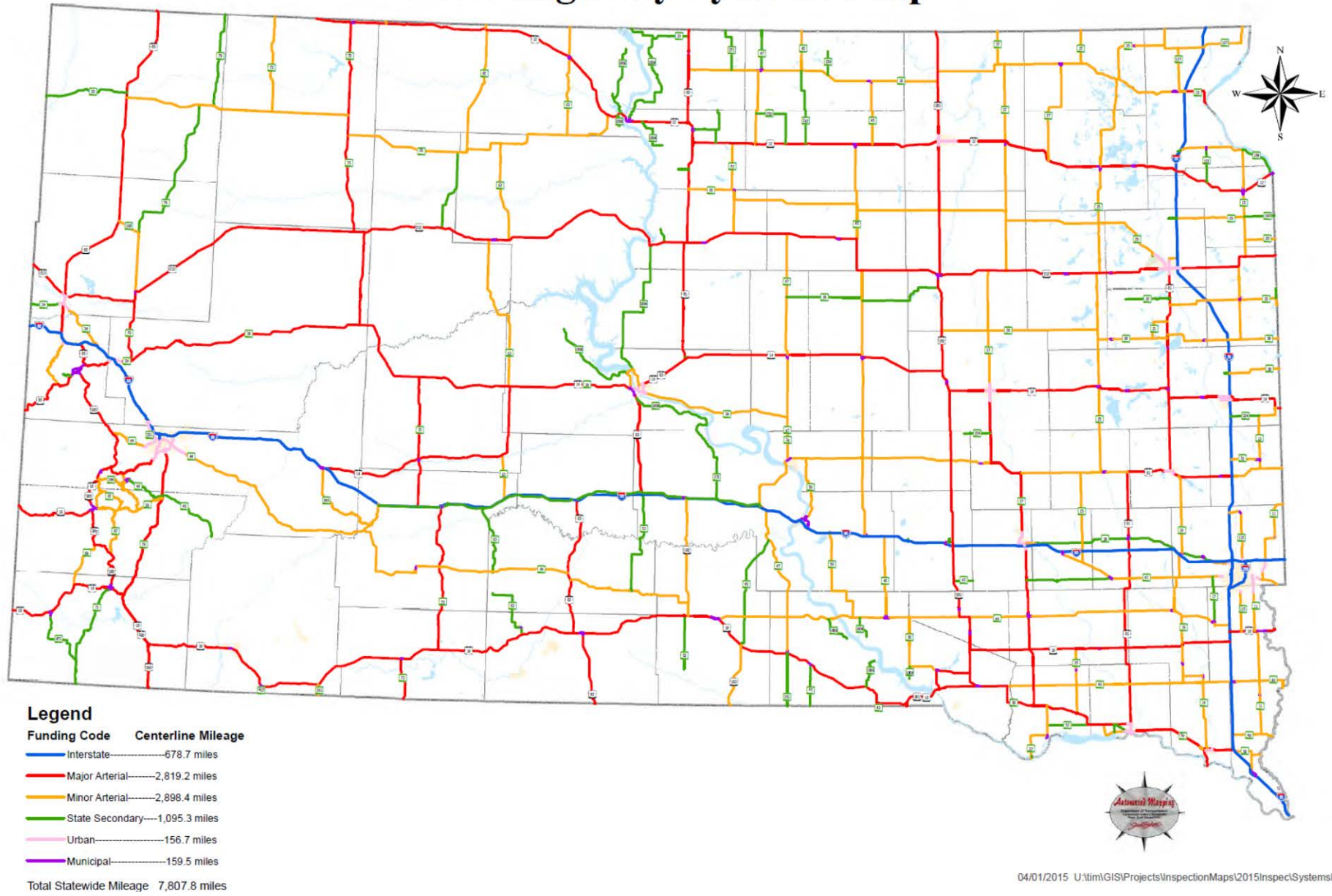
Two thousand eight hundred ninety eight (2,898) miles of Minor Arterial highways are shown in orange on the systems map. This system of federal-aid primary highways serves as the main connectors to the major arterial routes. They account for 37.1 percent of the total system miles in South Dakota.

One thousand ninety five (1,095) miles of State Secondary highways are shown in green on the systems map. This system of collectors is 14.0 percent of the total miles on the state highway system in South Dakota.

The State Highway System Urban roads are shown in pink on the systems map. These are State Highways that fall within the boundaries of cities with populations greater than 5,000. There is a total of one hundred fifty three (157) miles of urban roads which equals 2.0 percent of the system mileage.

Finally, there are one hundred sixty five (160) miles of State Highway System Municipal roads in the state. These are State Highways that fall within the boundaries of cities with less than 5,000 in population. These roads are illustrated in purple and account for 2.1 percent of the total mileage.

State Highway Systems Map



2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM MAP

The 2016-2019 Transportation Improvement Program Map shows the location of major projects on the state highway system. Railroad Crossing Improvements, County Secondary and Off System Projects, Recreational Trails Program Projects, Local Urban Projects, Local Bridge Replacement Projects, Safe Routes to School Projects, Roadway Safety Improvement Projects, Special Projects, Pavement Preservation, Highway System Management Projects, Ag/Industrial Roads, Transportation Alternatives Projects, and Emergency Repair Projects typically are not shown on this map.

Major construction/reconstruction improvements are illustrated by dots on the map. All projects for this category represent an estimated cost of \$773,576,000 for improvements and cover an estimated 396 miles for 2016-2019.

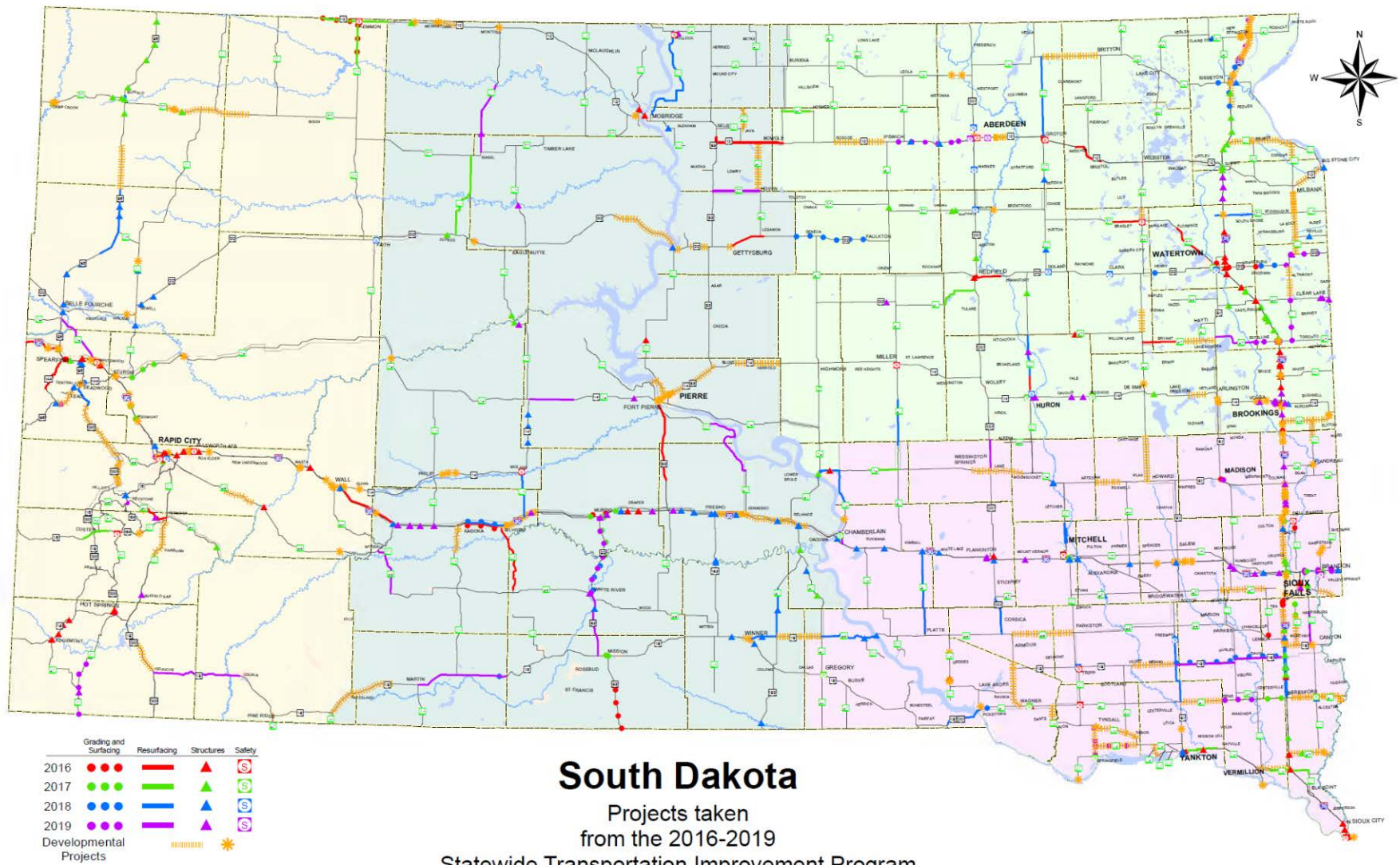
Major resurfacing improvements are illustrated by solid lines. All projects for this category represent an estimated cost of \$382,203,000 of improvements and cover an estimated 1,021 miles. Resurfacing projects are programmed for the four year period but are subject to adjustment. Conditions can change rapidly in the outlying years.

Many of the Bridge projects are shown by a triangle symbol. These projects represent work on an estimated 541 structures at a

projected cost of \$143,282,000 for 2016-2019. Interstate structure projects are also shown by a triangle symbol.

Major Roadway Safety Improvement projects, Accident Prevention and other safety projects are shown by the letter "S". These projects are designed to improve safety at hazardous locations. This can also include other projects that enhance safety on the highway system such as durable pavement marking, railroad crossing signals, rumble strips, construction of turning lanes, roadway lighting, guard rail and other similar projects. This represents 165 projects at the time of publication at an estimated cost of \$103,015,000 for 2016-2019. Additional projects of this type are typically added throughout the year as needs are identified.

The remaining projects have been categorized as Other and are not shown on the map. This can include preliminary engineering, inspections, chip seals, crack sealing, culvert repair, railroad crossing rehabilitation, rest area improvements, bike trails, conducting studies, curb ramp updates, joint repair, fence repair, railroad crossing rehabilitation and other related projects. This accounts for 219 projects in the 2016-2019 STIP at a cost of \$265,968,000.



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ABBREVIATIONS AND DEFINITIONS

The Highway Construction Industry, like other industries, has its own definitions and abbreviations. Following are the ones used to describe the type of work in this booklet:

Asphalt Concrete Resurfacing (AC Resurf.) – Placing 1.5 inches or more thickness of Asphalt Concrete surfacing to an existing AC surface, and can include base repair and leveling.

Asphalt Concrete Surfacing (AC Surf.) - All stages of asphalt concrete surfacing until the ultimate design thickness is reached. Typically indicates new surfacing for construction.

Asphalt Surface Treatment (Asph. Surf. Treat.) - Application of asphalt and cover aggregate (includes blotters, seals, etc.).

Base Course - The gravel material that is put down prior to application of the AC or PCCP surfacing.

Crack and Seat PCCP – Breaking a PCCP surface into medium sized pieces and compacting them in preparation for an AC Overlay.

Curb & Gutter - Constructing new curb and gutter.

Deck Overlay – The placement of a new driving surface on a structure.

Dowel Bar Retrofit - Installing epoxy coated dowel bars into existing PCCP pavement at joints to strengthen them.

Epoxy Deck Seal – Application of a sealant material to the driving surface of a bridge to prolong its life.

Fence Restoration - Replacement of posts, wire or both.

Grading - New construction, includes minor structures less than 20 feet in span.

Gravel Surfacing - Gravel placed approximately four inches thick, full roadway width.

Interchange Construction/Reconstruction – The construction or reconstruction of an interstate interchange.

Milling – Removal of 1.5 inches or more of existing AC Pavement. Usually done prior to AC Resurfacing so the overall roadway width remains the same.

Pavement Restoration (Pav. Rest.) - Includes slab jacking, joint & spall repairs or partial removal and replacement of the surfacing course.

Portland Cement Concrete Paving (PCCP) – Portland Cement Concrete Paving surfacing or resurfacing .

Preliminary Engineering (PE) – The initial work performed to identify the type and extent of work needed on a new project.

Roadway Lighting - Provide lighting for street, highways and interchanges.

Rubblize PCCP – Breaking a PCCP surface into small pieces in preparation for an AC Overlay.

Shoulder Widening - Construction or widening shoulders on existing highway.

Sign Refurbishing (Sign Refur.) - Upgrading signing to current standards.

Signing and Delineation (Sign. & Del.) - Providing new signs, delineators and pavement markings.

Structures (Str.) - Structures 20 feet or over in span.

Structure Repair/Rehabilitation – This can include the repair or replacement of the driving surface of a bridge, the application of a rigid concrete overlay that will replace deteriorated concrete, slow chloride penetration and increase skid resistance on bridge decks, or other related structure maintenance.

HIGHWAY PROGRAM KEY

(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Seq	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost (Mil \$)

(1)
Aurora County

- (1) The highway projects section that follows is sub-divided by the counties in South Dakota. This example is Aurora County.
- (2) The Line Number starts with number 1 and continues sequentially throughout the report.
- (3) The Project Number is a unique number for each project and is used to track a project and costs.
- (4) PCN is another unique number for each project and stands for Project Control Number.
- (5) County or Counties in which the project is located.
- (6) Length is the length of each project in tenths of a mile.
- (7) The Highway Number is the highway or highways on which the project is located. A blank in this space signifies the project is not on the Federal or State Highway System.
- (8) Location of Project is a general description of a project's location.
- (9) Type of improvement is a general description of the work planned for each project.
- (10) Federal Funds programmed in millions of dollars.
- (11) Fiscal Year is the Federal Fiscal year in which the project is planned to be let to contract. This begins Oct 1st and continues until Sept 30th of the following year.
- (12) Total cost of the project is in millions of dollars.

Project Prefix/Funding Table

FHWA Funding	
Project Prefix	Federal Funding Source
IM	National Highway Performance Program (NHPP)
NH	National Highway Performance Program (NHPP)
P	Surface Transportation Program (STP)
PH	Highway Safety Improvement Program (HSIP)
PP or PS	Highway Safety Improvement Program (HSIP)
P TAPU or P TAPR	Transportation Alternative Projects (TAP)
EM	Earmark

This table provides a cross reference between SDDOT's project numbering and FHWA core funding programs. The core funding programs are the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP) and Transportation Alternatives Program (TAP).

The NHPP provides funding to preserve and improve the conditions and performance of the National Highway System (NHS) and for construction of new facilities on the NHS.

The STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, and pedestrian and bicycle infrastructure.

The HSIP provides funding to achieve a reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The TAP is a grant program for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. The project number prefix identifies the proposed category of federal funds. However, there is overlap in the core funding program eligibilities and flexibility in funding options. Therefore, final project funding categories may differ from what is presented in the STIP.