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August 31, 2016

Honorable Blair Anderson
Under Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Interim National Multimodal Freight Network; Docket No. DOT-OST-2016-0053

Dear Under Secretary Anderson:

The South Dakota Department of Transportation takes this opportunity to comment to the above-referenced docket concerning USDOT's efforts to finalize a National Multimodal Freight Network (NMFN). The SDDOT commented jointly as part of a multi-state coalition with the transportation departments of Idaho, Montana, North Dakota, and Wyoming to address many key points. The five State coalition members also coordinated with other states, including Nebraska and Minnesota, in developing recommendations to USDOT to expand and improve the Interim NMFN.

Like our coalition partners, AASHTO and other states, after consultation and discussion with many of our local officials and stakeholders, we find that the highway and rail mileage on the draft NMFN is seriously inadequate and would result in large areas being underserved, particularly in rural South Dakota. We and our local officials and stakeholders request a significant increase in the mileage "established" by the Interim NMFN while an excellent opportunity for expansion exists before the NMFN is "designated" as final. South Dakota and other states can designate state freight networks but states alone cannot ensure that vital freight routes to achieve national freight goals for the region and nation are identified, preserved, and funded. The final NMFN and national freight goal implementation must be broad, flexible, and regionally responsive to fulfill those purposes.

The highway mileage on the USDOT's Interim NMFN is minimal and is not close to being

comparable to the portion or magnitude of the other freight modes included. Yet, it is highways that provide the most connectivity, resiliency, and flexibility for the NMFN. Efficient highway connections to grain terminals increase safety and extend the life of highway freight routes by shortening truck trips while reducing truck VMT, fuel consumption, emissions, and transportation costs.

The minimal NMFN highways currently proposed for rural South Dakota leaves us, surrounding states, and much of rural America at risk of being isolated and underserved. The sparseness of the Interim NMFN magnifies the adverse impact of any mileage limits on additions to the network. Limiting additions to the NMFN effectively prohibits large rural states from providing freight connections off the Interstate System to agriculture, industry, disadvantaged areas, and tribal populations that are remote and a long distance from Interstate and rail freight routes. Consequently, the Interim NMFN needs to be increased to mitigate legislative restrictions that may lead to terminated, unconnected routes. This point is explained in further detail in the comments that we filed jointly with the DOTs of Idaho, Montana, North Dakota and Wyoming as well as in the first attachment to this letter (all attachments are part of our submission to the docket).

The USDOT Interim NMFN includes highways and other facilities in metropolitan areas and at ports. But, other freight priorities, like intermodal connections to agricultural shuttle train facilities and routes providing freight connections to cities off the Interstate System are also important to economic growth in the United States and need more attention in the final NMFN designation. One of the key areas the final, revised NMFN must address is improved freight connections to areas of agricultural commodity production, agricultural processing and industrial locations. Several national freight policy goals can be strengthened by adding such routes in rural areas – for the benefit of the entire country.

Nationally, agriculture and agriculture-related industries contributed \$835 billion to the U.S. gross domestic product (GDP) in 2014, a 4.8-percent share. These industries employ about 10 percent of U.S. workforce and account for about 14 percent of manufacturing employees. Other agriculture related industries in the supply and production chain add to those percentages. Approximately 20 percent of U.S. agricultural products are exported and those exports reduce the annual trade deficit by around \$19.5 billion. In the Midwest and especially in South Dakota, the economic impacts of agriculture are even more pronounced because of agriculture's regional economic importance. The attached material illustrates that South Dakota and the U.S. have a strong competitive advantage in the agricultural sector and we should build on that strength by increasing freight connections in and across rural areas.

Supporting agriculture with adequate freight connections is important to the nation as a whole, the Midwest, and particularly to states like South Dakota that rely heavily on the agricultural

sector to provide jobs and economic activity. Yields per acre from major crops like corn, wheat, soybeans, and sunflowers have increased by over 50 percent over the last thirty years and they are still increasing. New, higher capacity and more modern shuttle train loading facilities are constructed regularly to respond to this increased production. Such changes create dynamic freight needs requiring a flexible response and a robust freight network.

As the nation's rail network developed, South Dakota did not acquire transcontinental Class I rail routes, possibly due to the cost of breaching the physiographic barrier created by the Black Hills. Consequently, South Dakota has many short lines in state ownership because our Class I routes are not sufficient to achieve a connected multimodal freight network. Specific regional railroads and short lines are critical to serve our national and international freight shipments and should be added to the Interim NMFN as well.

Highways and rail in rural areas provide essential connections for freight between major metropolitan areas. The Interim NMFN must improve connectivity and flexibility of the system by recognizing that long stretches of highways, rail, and waterways across rural areas are necessary connections that benefit the nation, including the residents of the large population centers. Almost seventy percent of South Dakota's truck freight does not have an origin or destination in South Dakota. Improved freight connectivity enhances efficient production and shipment of domestically produced commodities and goods. This creates domestic jobs and allows all areas of the United States to compete nationally and globally.

The attachments identify South Dakota highway and rail NMFN freight routes to be added to the Interim NMFN to enhance the freight policy goal 49 USC 70103(c)(1). "(A) improving network and intermodal connectivity," as well as the goals of 49 USC 70101(b). The routes satisfy the "considerations" the Under Secretary must use for designating routes and facilities, and fulfill the "conditions" that must be met to be an NMFN route. The routes proposed by the SDDOT advance the national goals, "considerations," "conditions," and freight connectivity more directly and clearly than many of the routes in the Interim NMFN. The highway routes we propose to add are all key NHS routes in South Dakota, though comprising less than all of our NHS system.

Every highway and rail route that we propose in these comments, for addition to the Interim NMFN, has been determined by the State of South Dakota to be vital to improve the efficient movement of freight important to the economy of the State.

To the extent the USDOT considers it necessary for state comments to this docket to include a certification (including attachments), the SDDOT certifies that: We considered any additions to the Interim NMFN within our state nominated by others in the state, such as but not limited to parties specified in 49 USC 70103(c)(4)(A). We consulted with many local officials. We have

not consulted with a State Freight Advisory Committee because such a committee is not yet established. These recommended additions are consistent with the State's Long Range Transportation Plan and STIP.

Many South Dakota counties, cities, and other freight stakeholders are dissatisfied with the low mileage on the highway component of the interim NMFN. We have attached letters illustrating strong support for an expanded NMFN network from local officials and stakeholders. In addition, we worked closely with our neighboring states to coordinate this proposal as a multi-state coalition to identify freight routes of critical importance to the region and the nation. We thank USDOT in advance for its consideration of these comments; we look forward to designation of a significantly expanded NMFN in accord with these comments. We look forward to working with the USDOT in selecting the final NMFN to improve freight connectivity and ensure that the Interim NMFN adequately connects rural areas. **If USDOT considers not adopting these recommendations, we ask that you discuss the designations with us before making a final decision.**

Sincerely,



Darin Bergquist, Secretary
South Dakota Department of Transportation

cw/attachments:

Senator Thune

Senator Rounds

Representative Noem

Additional Comments of the South Dakota Department of Transportation¹
to the
United States Department of Transportation
regarding the
National Multimodal Freight Network
Docket No. DOT-OST-2016-0053

The South Dakota Department of Transportation (SDDOT) appreciates the opportunity to comment on USDOT's Interim National Multimodal Freight Network (NMFN). The Interim NMFN is improved over the original draft Primary Highway Freight Network proposed several years ago. Unlike that original draft, the Interim NMFN includes South Dakota's Interstate Highway System -- but it still omits too much highway mileage and does not provide adequate freight connectivity for the nation by omitting routes in and across rural areas. The addition of rail connections in underserved areas is needed as well.

The SDDOT joined in comments with the transportation departments of Idaho, Montana, North Dakota, and Wyoming that explain the inadequacy of highway mileage on the Interim NMFN, particularly when compared to the extent that other freight modes are represented on the Interim NMFN. AASHTO's comments reinforce these views. In these comments we also discuss those important points and present South Dakota's specific recommendations for additions to the Interim NMFN.

As it is currently proposed, the Interim NMFN focuses on non-highway modes, and includes very few highway miles not on the Interstate System. But other freight transportation needs, including intermodal connections to agricultural shuttle train facilities and providing highway freight connections to cities and to agricultural and natural resource producing areas, are important to economic growth in the United States and need more attention in the final NMFN designation. South Dakota's proposed NMFN additions are strongly supported by the recently updated South Dakota Rail Plan. In contrast to the Interim network components for the rail, water and airport modes, the highway mileage on the Interim NMFN understates the importance of the needed highway system connections as shown by the underserved areas and facilities in **Figure 1** which is **attached with the other figures in Appendix A**.

Unlike the other national freight modes that encompass a high percentage of the freight attributed to that particular mode, highways do not approach 90 percent of the freight traffic moved on highways. Nor do they represent a significant portion of the highway network. Yet, highways would provide the most connectivity, resiliency, and flexibility for NMFN freight if the highway NMFN mileage was adequate.

¹ These comments are an attachment to the letter to USDOT by SDDOT Secretary Darin Bergquist.

The final NMFN should include significantly more highway mileage than the Interim NMFN. Roughly 88 billion of 170 billion VMT of combination trucks are on the Interstate System, only a 52 percent share of that truck freight. The USDOT draft National Freight Strategic Plan (DNFSP) made clear trucking is the predominant freight transportation mode, accounting for 70 percent of freight shipments by tonnage and 64 percent by value and it is expected to grow faster than other modes in the future. Yet, the Interim NMFN includes relatively few highway miles, approximately 51,000 miles. This is only a few more miles than the Interstate System mileage of approximately 47,000 miles and barely more than one percent of the nation's over 4 million miles of public roads.

In stark contrast to highways, the Interim NMFN for the non-highway modes captures 90 percent of movement by those modes. For example, the DNFSP proposed to include in a NMFN 49,900 miles representing 35 percent of the nation's rail system and 60 percent of the rail traffic.² The Interim NMFN includes over 104,000 rail miles representing roughly 75 percent of all rail miles (including 100 percent of Class I rail miles) and an unspecified but likely very high percentage of all rail traffic (perhaps 90 percent or more), even though the DNFSP finds rail represents only 9 percent of the nation's freight by tonnage and 3 percent by value.

Similarly, USDOT has stated in the notice in this docket that ports included in the Interim NMFN handle more than 95 percent of U.S. domestic and foreign cargo routed through ports. The Interim NMFN's airports handle 90 percent of the landed weight of all air cargo at U.S. airports.³ For waterways, the entire marine highway system is included as well as the full list of certain inland waterways specified by Congress at 33 USC 1804.

In its Freight Facts and Figures 2009, the USDOT has noted that 64 percent of the value of freight is moved by truck. If the truck freight is limited to routes carrying cargo at least 50 miles, as in the above-referenced USDOT data, for purposes of discussion only, that 20 percent of non-Interstate NHS traffic represents approximately 13 percent of the total national freight value. Alone that represents a much higher share of the total freight value than the share for rail, air, or water modes. Clearly, including little more than the Interstate highway system is leaving out a great deal of nationally important freight movement – especially when the designations for the other modes capture at least 90 percent of movement by those modes.

This indicates highway mileage is significantly underrepresented in the Interim NMFN and should be increased in the final NMFN. Further, Congress recognized the importance of the entire NHS to freight movement. In the statute authorizing what USDOT calls the FASTLANE

² See DNFSP, page 140.

³ See DNFSP, pages 96 and 143.

program, 23 USC 117, the entire NHS system is eligible for funding – approximately 227,000 center-line miles.

Several national freight policy goals can be strengthened by adding South Dakota rural highway freight connections connecting the facilities shown in **Figure 2**. The 49 USC 70103 (c) (1) goal needing further support in the designation of additional rural NMFN routes is “(A) improving network and intermodal connectivity.” The 49 USC 70101 (b) freight policy goals needing more emphasis are:

- 1(A) Strengthening the economic competitiveness of the United States;
- 1(C) Increase the productivity, particularly for domestic industries and businesses that create high-value jobs;
- (2) Improving the safety, security, efficiency, and resiliency of the multimodal freight transportation;
- (5) Improving the economic efficiency and productivity of the National Multimodal Freight Network;
- (6) Improving the reliability of freight transportation;
- (7) Improving the short-and long-distance movement of goods that-
 - (A) Travel across rural areas between population centers; and
 - (B) Travel between rural areas and population centers.

Improving freight access and connectivity in rural areas to the national and global economy needs more recognition in the designated NMFN. The U.S. has a competitive advantage in agricultural commodity production and logistics. Those strengths should be recognized and reinforced by adding rural highway and rail freight routes to the Interim National Multimodal Freight Network. Most agricultural commodities are heavy and are shipped long distances by rail to ports in the Pacific Northwest and the Gulf of Mexico. The NMFN freight rail gaps are apparent upon review of the underserved facilities in **Figure 3**.

There is a symbiotic relationship between rural highways and rail connections in South Dakota. Trucks are necessary to get the agricultural commodities to the shuttle train and unit train loading facilities. Strong highway freight connections to rail facilities can shorten truck trips, get trucks off the road, and preserve the life of highway freight routes. Truck freight transferred to the rail begins the national and international commodities’ journey to the ports or processing facilities and needs more consideration in the NMFN. The importance of increasing freight rail mileage to connect underserved facilities is shown by the additional facilities South Dakota’s proposed NMFN rail connections serve in **Figure 4**.

Nationally, agriculture and agriculture-related industries contributed \$835 billion to the U.S. gross domestic product (GDP) in 2014, a 4.8-percent share. These industries employ about 10

percent of the U.S. workforce and account for about 14 percent of manufacturing employees. Other agriculture related industries in the supply and production chain add to those percentages. Approximately 20 percent of U.S. agricultural products are exported and those exports reduce the trade deficit by approximately \$19.5 billion.⁴ U.S. farmers are the most competitive in the world not only because of lower production costs but also because of lower transportation costs. The origins of the production of these commodities is far from ports and shuttle train loading facilities and requires additional NMFN highway and rail connections.

In 2014, South Dakota ranked in the top ten states nationally in the value of soybeans, wheat, corn, oilseeds, grain products, feed and other feed grains, and beef commodities exported with a value of \$3.5 billion. South Dakota ranks twelfth among the states in the value of agricultural exports at \$4.3 billion.⁵ Being far from the ports, South Dakota's global participation is quite a feat enabled by a complex freight network of freight segments worthy of inclusion in the NMFN. This network can create a 16 percent advantage in transportation costs for South Dakota farmers compared to transportation costs in Brazil for example.⁶ Without freight connectivity, these international transactions involving U.S. commodities would not occur.

Enhancing efficient production and shipment of domestically produced commodities and goods, like agricultural commodities and products of agriculture-related industries, creates domestic jobs. It allows all areas of the United States to compete nationally and globally. Domestic control of the profits and capital created by successful United States producers is a positive economic multiplier. Efficiently moving foreign produced goods and commodities adds value but economic impacts in the U.S. are improved by enhancing domestic production, particularly impacts on wages, job creation, the positive effects on the balance of international trade, and gross national product. The NMFN should provide more rural routes to reinforce domestic production, enhance exports, improve our ability to compete in the international marketplace, and facilitate the economic growth and future we want for all areas of our country.

West of the Mississippi River the distances between Interstate routes increases substantially compared to the eastern U.S., leaving huge areas without highway freight connections on the Interim NMFN. The small highway network included in the Interim NMFN and the minimal mileage additions referenced in 49 USC 70103(c)(4) will not provide sufficient connectivity to sustain the level of exporting just discussed, especially in the plains and western states. Also, the limits on mileage additions referenced in 49 USC 70103(c)(4) are so low that, even with a substantially increased NMFN, for large rural states trying to provide freight connections to remote, disadvantaged areas, and isolated Native American Tribes, the overall highway

⁴ U.S. Department of Agriculture, Economic Research Service, 2015.

⁵ U.S. Department of Agriculture, Economic Research Service, 2014.

⁶ Iowa Farmer Today, March 07, 2016.

mileage is seriously inadequate. States cannot provide sufficient national freight connectivity alone. The large distances dictate more NMFN highway and rail connections are needed so that huge areas are not highway freight disadvantaged. Also, the mileage limits for state additions should be expanded by several multiples when the legislative opportunity arises so that these large rural areas do not risk becoming underserved by freight.

There appears to be more Congressional support for such enhanced rural connectivity than is evident in the Interim NMFN. Congressional action provided eligibility for freight projects on the full NHS network, not just on 65,000 miles of it, suggesting support for a larger freight highway network than we see in USDOT's Interim NMFN.

Highways, rail, and waterways in rural areas provide essential connections for freight between major metropolitan areas. The Interim NMFN must do more to improve connectivity of the system by recognizing long stretches of highways across rural areas provide connections benefiting the nation, including large population centers. Improved freight connectivity enhances efficient production and shipment of domestically produced agricultural commodities and goods. This creates domestic jobs and allows all areas of the United States to compete economically, both nationally and globally, by lowering transportation costs.

Figures 5, 6, 7 and 8 show and describe the routes the SDDOT recommends for the final NMFN **in no particular order**. To qualify as a corridor for the NMFN, the facility or corridor must meet at least one of the conditions in [Federal Register / Vol. 81, No. 108/ Monday, June 6, 2016 notice, page 36385.] All the segments the SDDOT is proposing for addition to the NMFN meet one or more of the necessary “conditions.” They also conform and support the “factors” the Under Secretary must consider on [FR, Vol. 81, No. 108, page 36383.]

The “conditions” provide significant latitude to expand the NMFN and add routes. However, the mileage constraints imposed by the USDOT in the Interim NMFN are too limiting to serve many of our urban areas and provide adequate rural connectivity to fully support the national freight policy goals. The additional highway and rail freight segments the SDDOT proposes to add to the Interim NMFN shown in **Figure 9** provide the minimum connectivity necessary for a resilient and workable NMFN to serve rural facilities, areas, and cities.

The South Dakota Department of Transportation thanks the USDOT for the opportunity to comment on the Interim NMFN. We considered the comments of many stakeholders and local officials in making our proposal. Because of the importance of the freight network designation, we encourage the USDOT to include the SDDOT as an active partner in a cooperative decision-making process to ensure both the national and state freight goals are achieved and high priority

freight routes are added. We respectfully request further additions to the Interim NMFN routes be made in accord with these recommendations, comments, and supporting information.

Attached in Appendix B are letters from stakeholders supporting the SDDOT's request for expanding the Interim NMFN.

Appendix A

Figures and Maps

Figure 1

Proposed National Multimodal Highway Network Showing Huge Freight Gaps

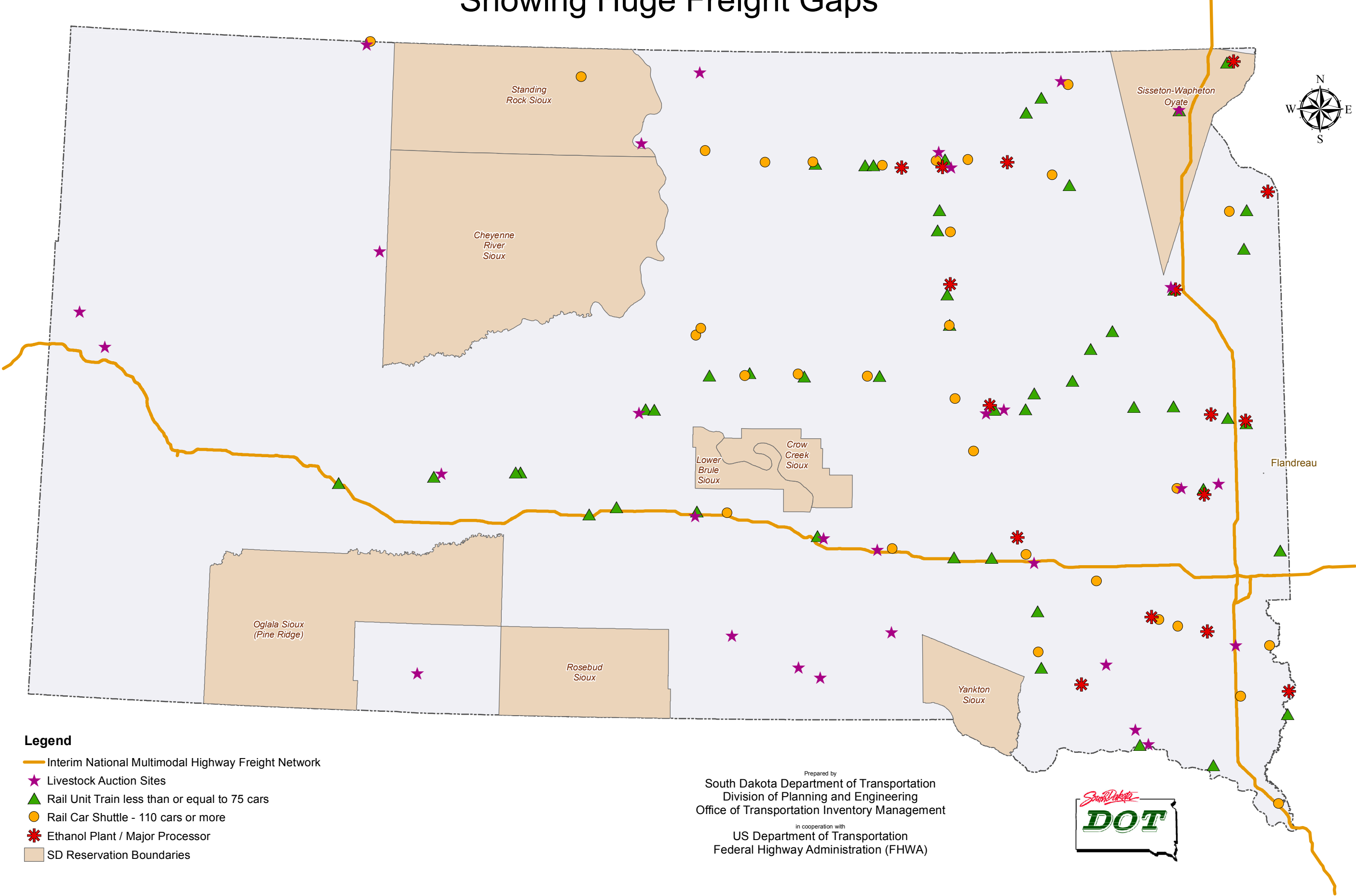


Figure 2

South Dakota Proposed National Multimodal Highway Network Fills Huge Freight Gaps

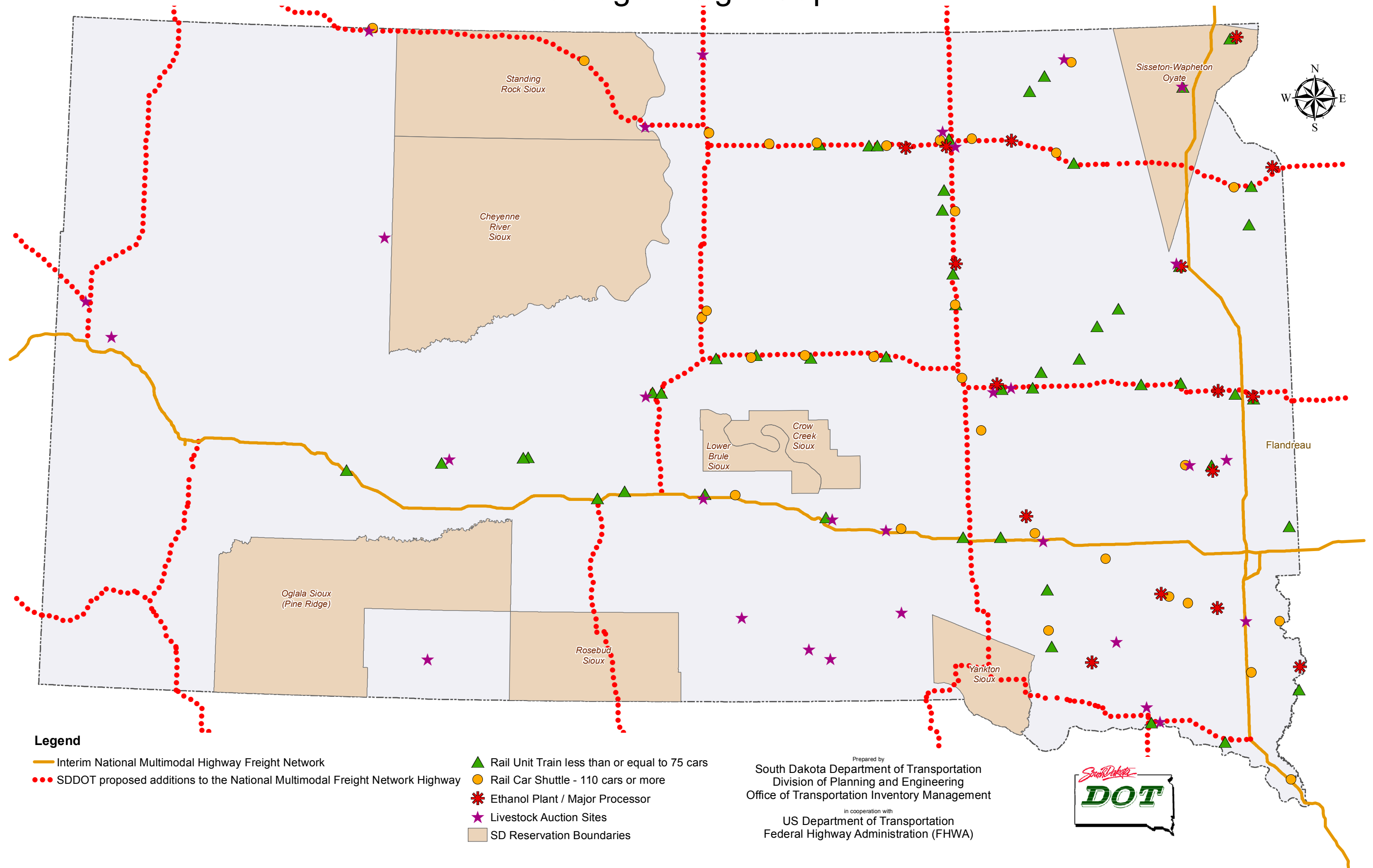


Figure 3

Proposed National Multimodal Rail Network Showing Huge Freight Gaps

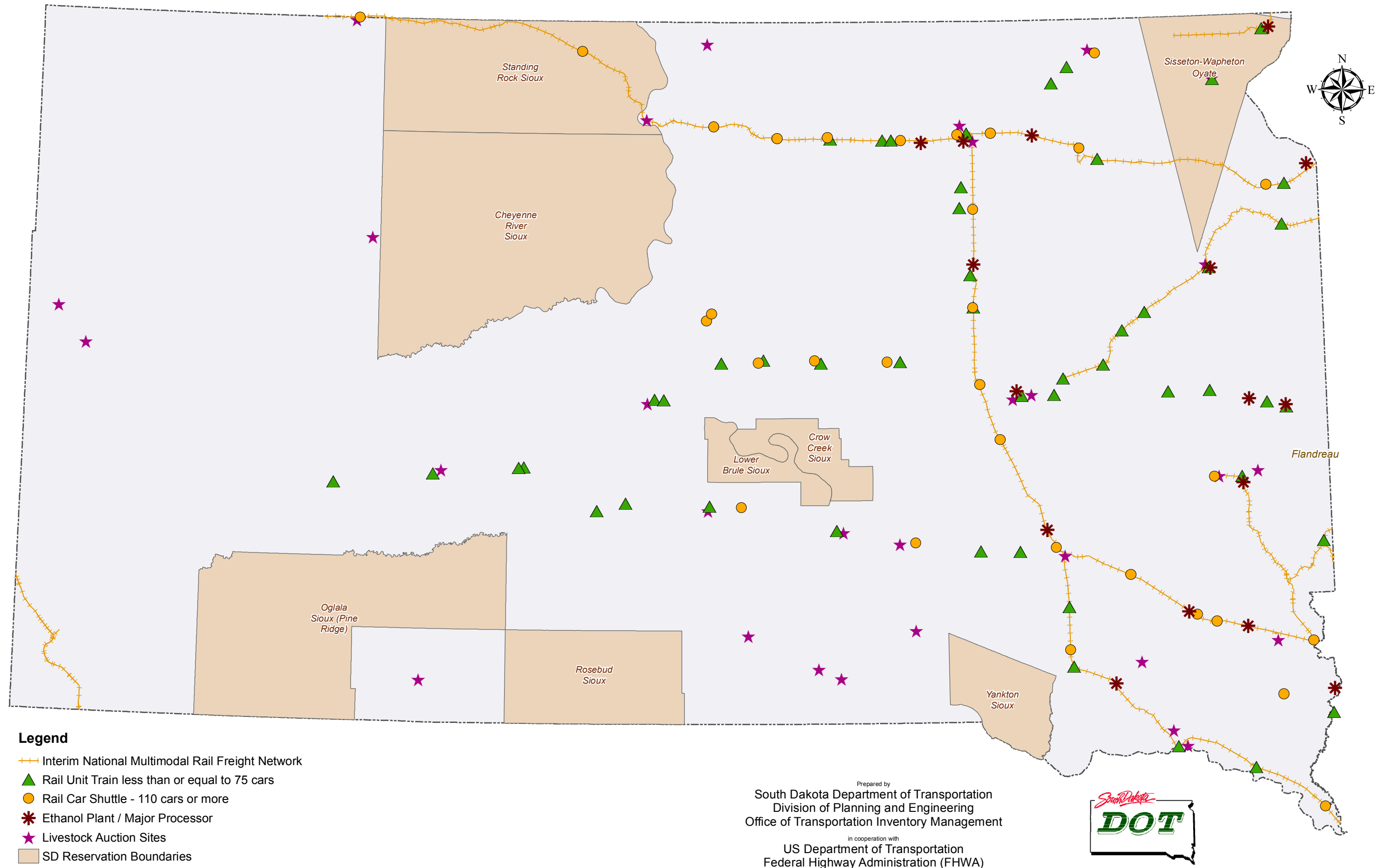


Figure 4

South Dakota Proposed National Multimodal Rail Network Fills Huge Freight Gaps

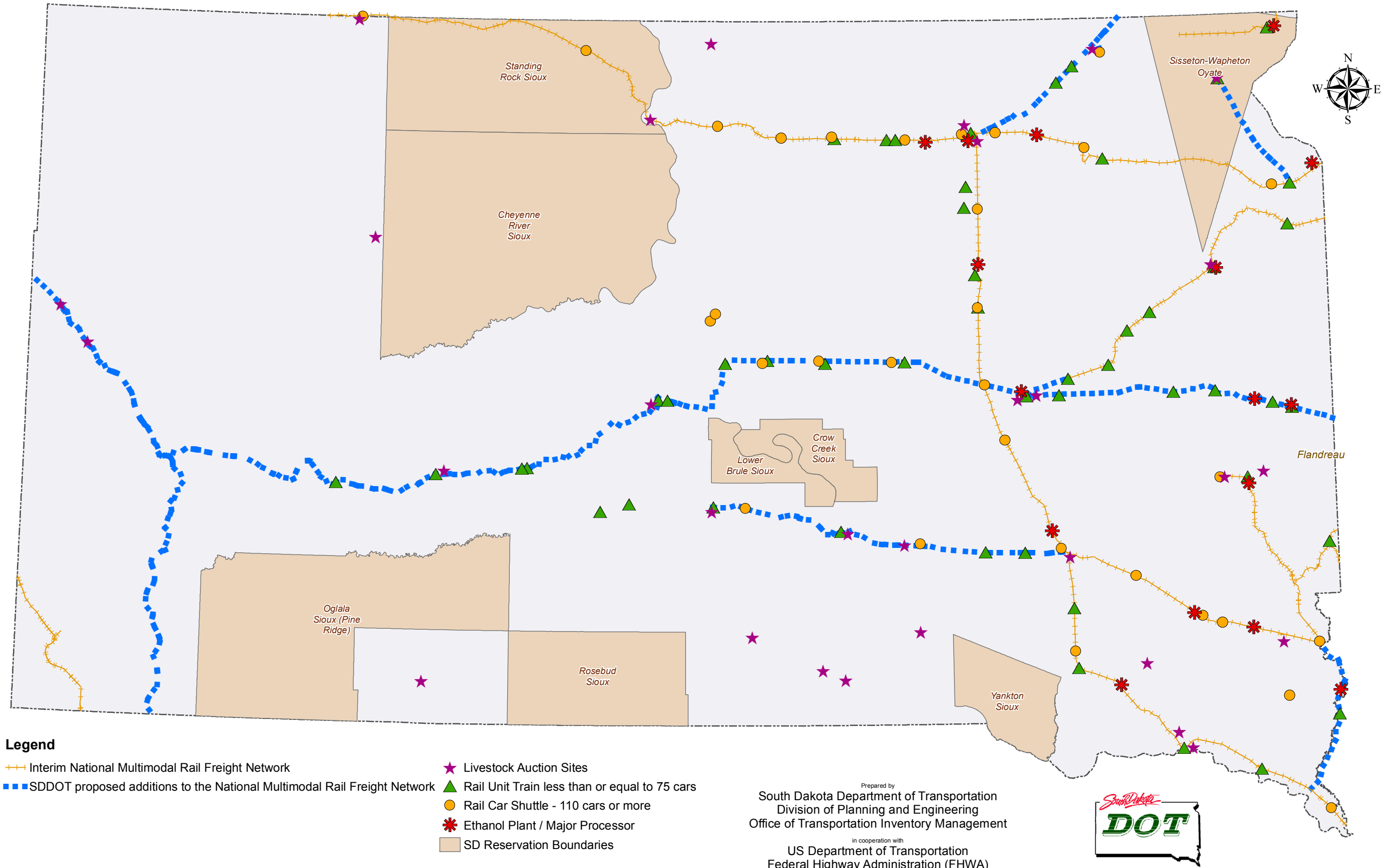
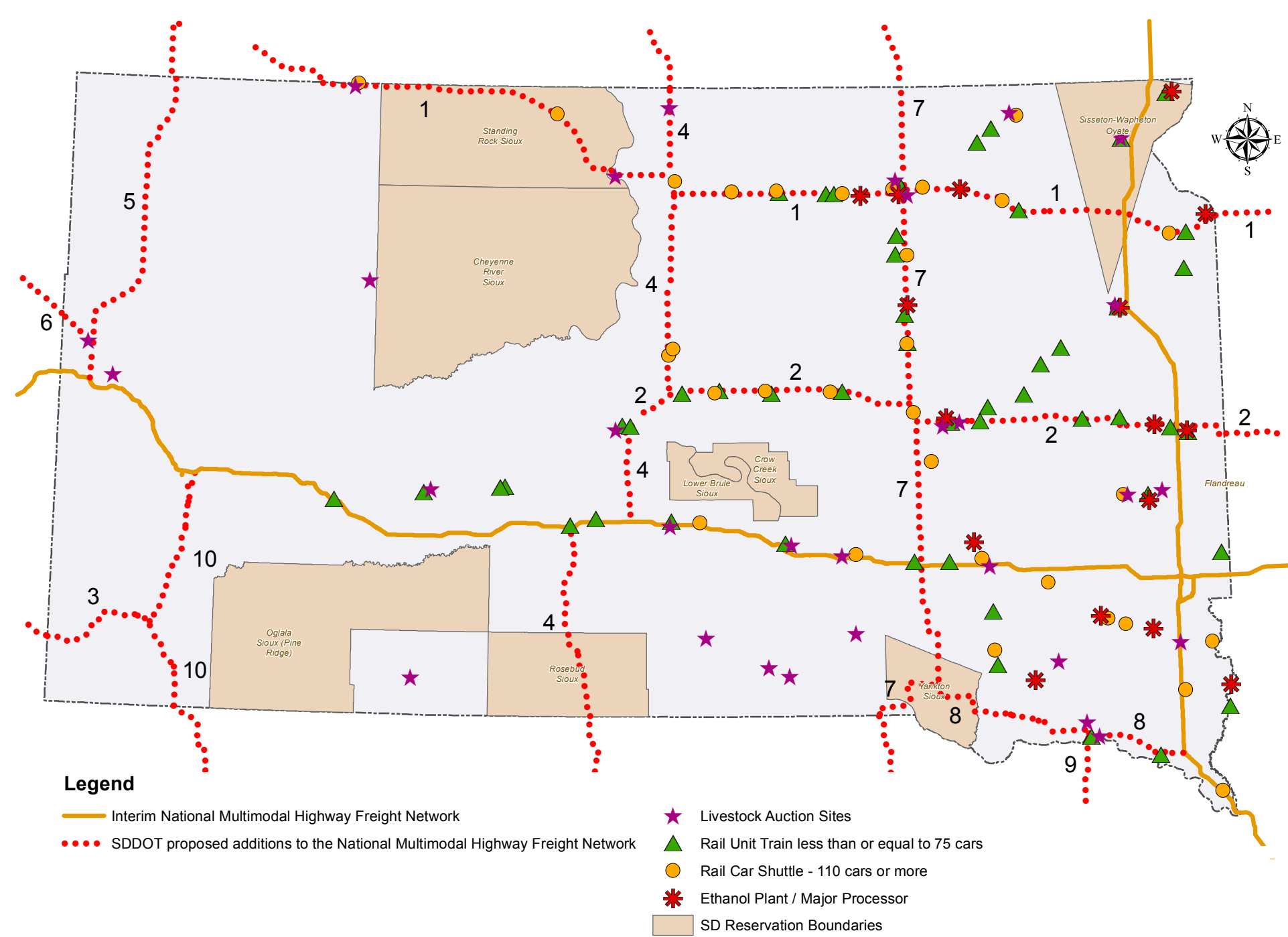


Figure 5

South Dakota Proposed National Multimodal Highway Network Fills Huge Freight Gaps



Proposed Highway Additions to the National Multimodal Freight Network

Corridor ID	Highway To Add to National Multimodal Freight Network	Length (Miles)	Under Secretary Factors	NMFN Corridor Conditions	Special Designation
1	US12 from North Dakota to Minnesota	315.868	1,2,4,5,7,9,10,11,12	1,2,3a,3b,3e,5,6	
2	US14 from Pierre/Fort Pierre to Minnesota	213.577	1,2,4,5,7,9,10,11,12	1,3a,3b,3e,5,6	
3	US18 from Wyoming to Maverick Junction	40.823	1,2,4,5,7,9,10,11,12	1,5,6	STRAHNET Connector
4	US83 from Nebraska to North Dakota	194.713	1,2,4,5,7,9,10,11,12	1,2,3a,3b,3e,5,6	
5	US85 from I90 at Spearfish to North Dakota	109.508	1,2,4,5,7,9,10,11,12	1,2,3b,5,6	Congressional High Priority Corridor Teddy Roosevelt Expressway
6	US212 from Wyoming to Jct US85 at Belle Fourche	13.435	1,2,4,5,7,9,10,11,12	1,2,3b,5,6	
7	US281 from Nebraska to North Dakota	220.796	1,2,4,5,7,9,10,11,12	1,3a,3b,3e,5,6	
8	SD50 from Northwest of Wagner to I-29 (includes SD46 and US81 through Yankton)	94.158	1,2,4,5,7,9,10,11,12	1,3a,3b,3e,5,6	
9	US81 from US81 / SD50 Jct in Yankton to Nebraska	0.351	1,2,4,5,7,9,10,11,12	1,3a,3b,3e,5,6	
10	US385/US18/SD79/US16B from Nebraska to I-90 at Rapid City	84.009	1,2,4,5,7,9,10,11,12	1,2,3e,5,6	Congressional High Priority Corridor Heartland Expressway, STRAHNET Connector

Requested Highway Additions to
National Multimodal Freight Network 1287.238 Miles

Figure 6
Highway Route Justification Statement

Route 1. US 12 from North Dakota to Minnesota

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---10 rail car shuttle train facilities, 5 rail unit train facilities, and 4 major agricultural processing facilities located along the corridor. The corridor provides intermodal links and intersections that promote connectivity. The corridor provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 12 has truck traffic of 20-30 percent along some sections

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 2. US 14 from Minnesota to US 83

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---16 unit train facilities, 4 shuttle train facilities, and 3 major agricultural processing facilities located along the route. The route also serves a major livestock auction facility. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 14 has truck traffic of 20-30 percent of the total traffic along some sections.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 3. US 18 from Wyoming to SD 79

The route enhances factors required to be considered by the Under Secretary: Is part of a STRAHNET Connector route which provides access to Ellsworth Air Force Base. Truck traffic on the section is between 20%-40% of total traffic. The route is the major freight connector to the Pine Ridge and Rosebud Indian Reservations. The route provides access to major areas for agriculture resources which produces significant amount of product for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 4. US 83 from Nebraska to North Dakota

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---3 rail car shuttle train facilities, 4 rail unit train facilities, and 1 livestock auction facility located along the route. The Route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 83 has truck traffic of 20-40 percent along some sections.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 5. US 85 from I-90 to North Dakota

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Provides service for equipment and supplies to the oil fields in North Dakota. Accesses major areas of agricultural production and 2 livestock auction facilities located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply

chains. US 85 has truck traffic of 20-40 percent along some sections. The route is a Congressional High Priority Corridor.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access and service to energy exploration, development, installation, and production areas. Provides access or service to agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 6. US 212 from Wyoming to US 85

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Provides service for equipment and supplies to the oil fields in North Dakota. Accesses major areas of agricultural production and 1 major agricultural livestock auction located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 212 has truck traffic of 20-30 percent along the section.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access and service to energy exploration, development, installation, and production areas. Provides access to agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 7. US 281 from Nebraska to North Dakota

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---5 rail car shuttle train facilities, 5 rail unit train facilities, and 1 major agricultural processing facility, and 2 livestock auction facilities located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 281 has truck traffic of 20-30 percent along some sections.

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 8. US 50 from US 281 to I-29

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---2 rail unit train facilities and 2 livestock auction facilities located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 50 has truck traffic of 20-30 percent along some sections

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 9. US 81 from Nebraska to SD 50

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Is the first and last mile for many agricultural facilities. Accesses major areas of agricultural production---1 rail unit train facility and 2 major livestock auction facilities located along the route. The route provides a critical Missouri River Crossing. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. US 81 has truck traffic of 20-30 percent along some sections

The route meets the following conditions to qualify as a NMFN route: Is a principal arterial. Provides access or service to grain elevators and agricultural facilities. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

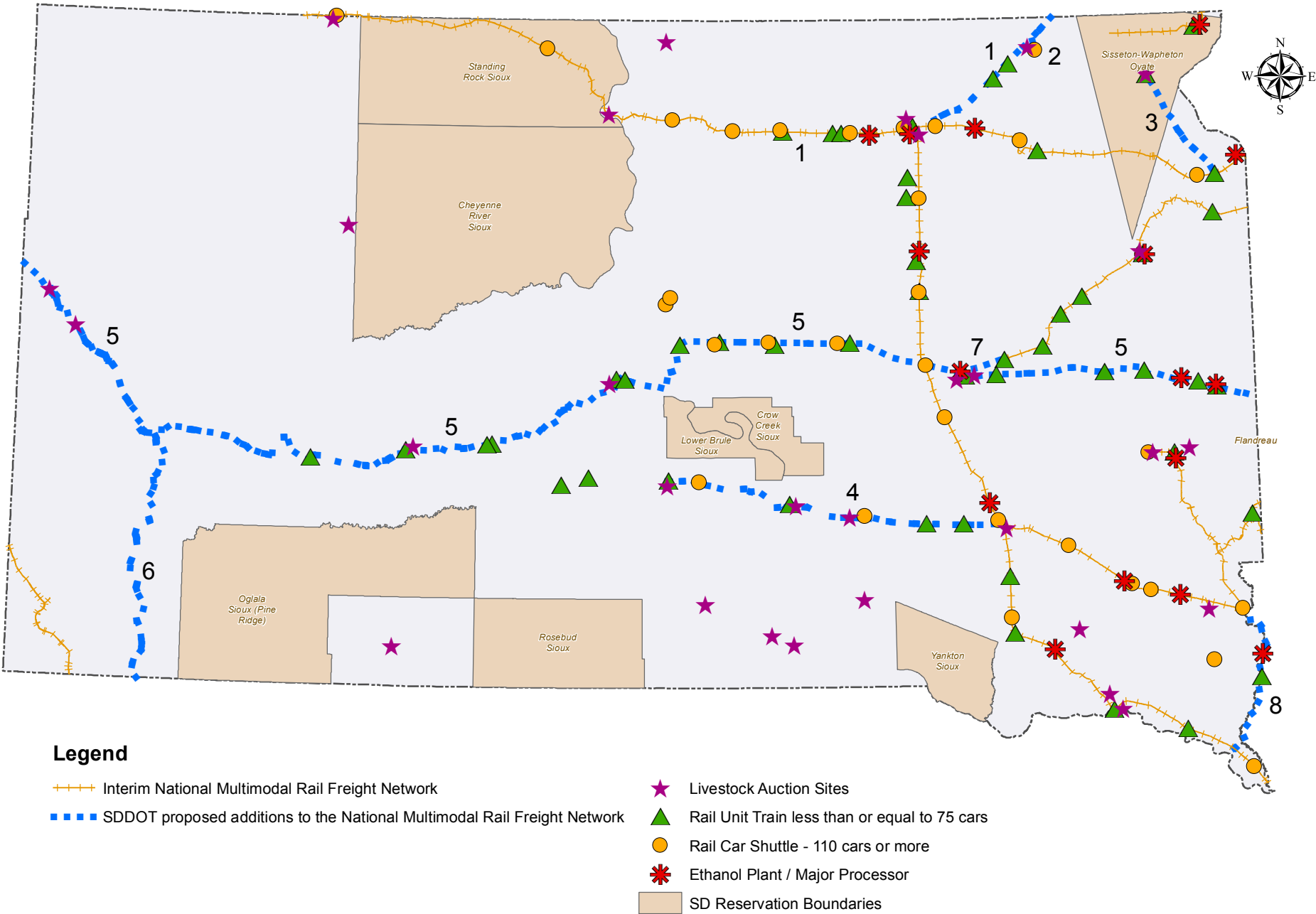
Route 10. US 385/US18/SD79/US16B from Nebraska to I-90

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Portion of the corridor is a STRAHNET Connector Route providing access to Ellsworth Air Force Base. The corridor provides intermodal links and intersections that promote connectivity. The corridor provides access to major agriculture resource areas producing significant products for global and domestic supply chains. The corridor has truck traffic of 20-30 percent along some sections. The corridor is a Congressional High Priority Corridor. This corridor is a part of the CanAm Highway.

The corridor meets the following conditions to qualify as a NMFN corridor: Is a principal arterial. Provides access and service to energy exploration, development, installation, and production areas. Provides access to significant rail and other freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Figure 7

South Dakota Proposed National Multimodal Rail Network Fills Huge Freight Gaps



Proposed Rail Additions to the National Multimodal Freight Network

Corridor ID	Rail to Add to National Multimodal Freight Network	Length (Miles)	Under Secretary Factors	NMFN Corridor Conditions	Owner/Operator
1	Dakota, Missouri Valley & Western (DMVW) Aberdeen to ND Border/Geneseo Jct	72.1	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	State of SD/DMVW
2	(DMVW) Jarrett Jct to Britton	4.4	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	State of SD/DMVW
3	(DMVW) Sisseton to Milbank	37.1	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	Twin City and Western (TCW)
4	Mitchell to Rapid City (MRC) Mitchell to Presho	107.0	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	State of SD/Dakota Southern
5	Rapid City, Pierre & Eastern (RCPE) MN Border to Wyo border	445.4	1, 2, 4, 5, 7, 8, 9, 10, 12	2, 3a, 3b, 3e, 5, 6	Genesee Wyoming/RCPE
6	(RCPE) Rapid City to NE Border/Chadron	86.1	1, 4, 5, 9, 12	2, 3a, 3b, 3e, 5, 6	Genesee Wyoming/RCPE
7	(BNSF) Huron to Yale	15.3	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	State of SD/RCPE
8	Dakota & Iowa (D & I) Canton to Elk Point	68.6	1, 2, 4, 5, 7, 9, 12	2, 3a, 3b, 3e, 5, 6	State of SD/D & I

Requested Additions to National Multimodal Rail Network 836.0 Miles

Figure 8
Rail Route Justification Statement

Route 1. Dakota, Missouri Valley and Western from Jarret Jct. to Britton

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production---2 rail car shuttle train facilities and 2 rail unit train facilities are located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 2. Dakota, Missouri Valley and Western: Aberdeen to North Dakota/Geneseo Jct.

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production---1 rail car shuttle train facility is located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 3. Dakota, Missouri Valley and Western from Sisseton to Milbank

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production--- 2 rail unit train facilities are located along the

route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 4. Mitchell to Rapid City Line from Mitchell to Presho

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production---2 rail car shuttle train facilities, 4 rail unit train facilities are located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 5. Rapid City, Pierre & Eastern from Minnesota to Wyoming

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production---4 rail car shuttle train facilities, 15 rail unit train facilities, and 3 major agricultural processors are located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains. Freight on this line also includes ethanol, cement, and bentonite. Bentonite is a rare clay used in many applications, including oil drilling.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant

intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 6. Rapid City, Pierre & Eastern from Rapid City to Nebraska/Chadron

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. The route carries cement and bentonite. Bentonite is a rare clay that is used in many applications, including oil drilling. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 7. BNSF from Huron to Yale

The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production--- 5 rail unit train facilities and to major agricultural processors are located along the route. The route provides intermodal links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Route 8. Dakota and Iowa from Canton to Elk Point

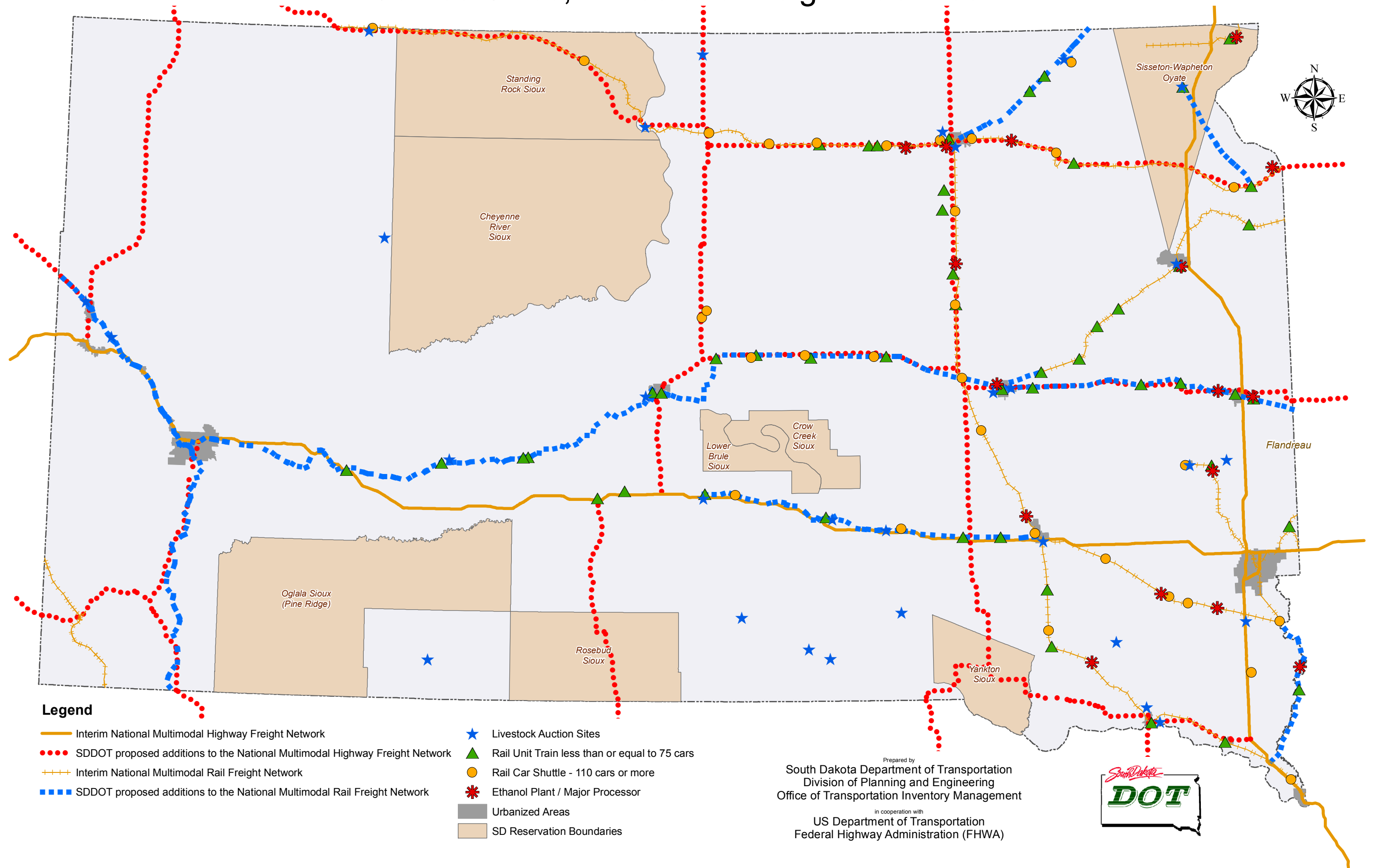
The route enhances factors required to be considered by the Under Secretary: Provides connectivity and access to numerous intermodal facilities with origins, destinations, and movement within the US. Has volume and tonnage of strategic importance, particularly in international trade. Accesses major areas of agricultural production---1 rail car shuttle train facility, 1 rail unit train facility and one agricultural processor are located along the route. The route provides intermodal

links and intersections that promote connectivity. The route provides access to major agriculture resource areas producing significant products for global and domestic supply chains.

The route meets the following conditions to qualify as a NMFN route: The route provides access or service to energy exploration, development, installation, or production areas. Provides access or service to grain elevators and agricultural facilities. Provides access to significant intermodal freight facilities. Has been determined by the state to be vital to improve the efficient movement of freight of importance to the economy of the state.

Figure 9

South Dakota Proposed Highway and Rail Network Serves Cities, Tribes and Freight Facilities



Appendix B

Letters from Stakeholders Supporting the SDDOT's NMFN Expansion Request



August 19, 2016

Honorable Blair Anderson
Under Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Docket No. DOT-OST-2016-0053

Dear Under Secretary Anderson:

The limited highway mileage included in the USDOT's Interim National Multimodal Freight Network (NMFN) may leave many of South Dakota's cities, counties, tribes, and rural areas underserved. The proposed NMFN focuses on heavy freight traffic volumes, freight congestion, and bottlenecks. But, other freight policy objectives, like providing highway connections to agricultural unit train and shuttle train facilities and providing freight connections across rural areas are important to the entire nation and to economic growth in the United States, including those in heavily populated metropolitan areas. The final NMFN must include more highway miles.

The highway mileage depicted on the map is minimal and does not provide a highway network comparable to the portion or magnitude of the other freight modes that are included. Yet, it is highways that provide the most connectivity, resiliency, and flexibility for the NMFN system. The minimal highway mileage included in the interim NMFN for South Dakota, surrounding states, and most of rural America risks leaving huge areas poorly connected.

The proposed NMFN must do more to improve connectivity by recognizing that long stretches of highways across rural areas provide connections that benefit major metropolitan centers. Improved freight connectivity enhances efficient production and shipment of domestically produced agricultural commodities and goods. This creates domestic jobs and allows all of the United States, including rural areas, to compete economically, both nationally and globally, by lowering transportation costs. Among the important routes not included in the interim NMFN are US Highways 281, 83, 85, 12 and 14 along with SD Highway 50 all of which are critical routes necessary to accomplish both national and international freight transportation. This list of highways is also currently under consideration as expanded longer combination vehicle (LCV) routes authorized by the FAST Act.

The 560 member companies that comprise the South Dakota Trucking Association support the efforts of our South Dakota Department of Transportation to significantly increase South Dakota's NMFN highway mileage and our freight connections to other states. If there is any assistance we can provide to encourage the USDOT to increase rural freight connectivity and partner with the state DOTs, please let us know.

Sincerely,

Myron L. Rau
President

South Dakota Trucking Association

SOUTH DAKOTA MUNICIPAL LEAGUE

Executive Director
Yvonne Taylor

August 22, 2016
Honorable Blair Anderson
Under Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Docket No. DOT-OST-2016-0053

Dear Under Secretary Anderson:

On behalf of our 300 member municipalities, we support the efforts of our South Dakota Department of Transportation to significantly increase South Dakota's NMFN highway and rail mileage and our freight connections to other states. Our membership includes cities which range in population from 12 people to more than 150,000 and spans the entire state of South Dakota.

The proposed NMFN focuses on heavy freight traffic volumes, freight congestion, and bottlenecks. But, other freight issues like serving domestic manufacturing and providing freight connections to cities across rural areas are important to economic growth in the United States, South Dakota and the region. The NMFN, as proposed with only Interstate highways, increases the risk that smaller cities and rural areas off the Interstate may become more isolated and underserved. Consequently, the final NMFN must include more highway miles. Additional rail mileage is needed as well.

The Interstate highway mileage depicted on the map is minimal and does not reflect a comparable portion of the highway network relative to the portion or magnitude of the other freight modes that are included. Yet, highways provide the most connectivity, resiliency, and flexibility for the NMFN. The minimal NMFN highways mileage included in the interim NMFN isolates much of South Dakota, surrounding states, and rural America because the Interstate freight highway connections are distant and remote and the CRFC and CUFC mileage that is allowed is insufficient to make the necessary connections.

SOUTH DAKOTA MUNICIPAL LEAGUE

The proposed NMFN must do more to improve connectivity by recognizing long freight highway corridors highways across rural areas provide connections that benefit major metropolitan centers. Improved freight connectivity creates domestic jobs and allows all of the United States, including smaller cities and rural areas, to compete economically, both nationally and globally, by lowering transportation costs.

If there is any assistance we can provide to encourage the USDOT to increase rural freight connectivity and partner with the state DOTs, please let us know.

Thanks for your assistance.

Sincerely,



Yvonne Taylor
Executive Director

cc.

Senator Thune

Senator Rounds

Representative Noem



City of Huron

239 Wisconsin Ave SW • PO Box 1369 • Huron, SD 57350

Phone: (605) 353-8502 • Fax: (605) 353-8506

August 25, 2016

Honorable Blair Anderson
Under Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Docket No. DOT-OST-2016-0053

Dear Under Secretary Anderson:

The proposed NMFN focuses on heavy freight traffic volumes, freight congestion, and bottlenecks. But, other freight issues like serving domestic manufacturing and providing freight connections to cities across rural areas are important to economic growth in the United States, South Dakota and the region. The NMFN, as proposed with only Interstate highways, increases the risk that smaller cities and rural areas off the Interstate may become more isolated and underserved. Consequently, the final NMFN must include more highway miles. Additional rail mileage is needed as well.


The Interstate highway mileage depicted on the map is minimal and does not reflect a comparable portion of the highway network relative to the portion or magnitude of the other freight modes that are included. Yet, highways provide the most connectivity, resiliency, and flexibility for the NMFN. The minimal NMFN highways mileage included in the interim NMFN isolates much of South Dakota, surrounding states, and rural America because the Interstate freight highway connections are distant and remote and the CRFC and CUFC mileage that is allowed is insufficient to make the necessary connections.

The proposed NMFN must do more to improve connectivity by recognizing long freight highway corridors highways across rural areas provide connections that benefit major metropolitan centers. Improved freight connectivity creates domestic jobs and allows all of the United States, including smaller cities and rural areas, to compete economically, both nationally and globally, by lowering transportation costs.

We support the efforts of our South Dakota Department of Transportation to significantly increase South Dakota's NMFN highway and rail mileage and our freight connections to other states. If there is any assistance we can provide to encourage the USDOT to increase rural freight connectivity and partner with the state DOTs, please let us know.

Thanks for your assistance.

Sincerely,



Paul Aylward, Mayor
City of Huron

cc: Senator Thune
 Senator Rounds
 Representative Noem



August 22, 2016

Honorable Blair Anderson
Under Secretary for Policy
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: Docket No. DOT-OST-2016-0053

Dear Under Secretary Anderson:

The proposed NMFN focuses on heavy freight traffic volumes, freight congestion, and bottlenecks. But, other freight issues like serving domestic manufacturing and providing freight connections to cities across rural areas are important to economic growth in the United States, South Dakota and the region. The NMFN, as proposed with only Interstate highways, increases the risk that smaller cities and rural areas off the Interstate may become more isolated and underserved. Consequently, the final NMFN must include more highway miles. Additional rail mileage is needed as well.

The Interstate highway mileage depicted on the map is minimal and does not reflect a comparable portion of the highway network relative to the portion or magnitude of the other freight modes that are included. Yet, highways provide the most connectivity, resiliency, and flexibility for the NMFN. The minimal NMFN highways mileage included in the interim NMFN isolates much of South Dakota, surrounding states, and rural America because the Interstate freight highway connections are distant and remote and the CRFC and CUFC mileage that is allowed is insufficient to make the necessary connections.

The proposed NMFN must do more to improve connectivity by recognizing long freight highway corridors highways across rural areas provide connections that benefit major metropolitan centers. Improved freight connectivity creates domestic jobs and allows all of the United States, including smaller cities and rural areas, to compete economically, both nationally and globally, by lowering transportation costs. Among the important routes not included in the interim NMFN are Highway 12, Highway 13, Highway 18, Highway 37, Highway 50, Highway 83, Highway 85, Highway 212, and rail line that extends the length of South Dakota.

We support the efforts of our South Dakota Department of Transportation to significantly increase South Dakota's NMFN highway and rail mileage and our freight connections to other states. If there is any assistance we can provide to encourage the USDOT to increase rural freight connectivity and partner with the state DOT, please let us know.

416 Walnut St
PO Box 176
Yankton, SD 57078-0176
Phone (605) 668-5221
www.cityofyankton.org

EQUAL OPPORTUNITY EMPLOYER



Thanks for your assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C.N. Gross', with a stylized flourish extending to the right.

C.N. Gross

Mayor, City of Yankton

cc: Senator Thune

Senator Rounds

Representative Noem



BOARD OF BEADLE COUNTY COMMISSIONERS
450 3RD ST SW, SUITE 201
HURON, SD 57350
(605)353-8400
auditor@beadlesd.org

08-01-16

**“Encourage the USDOT Under Secretary for Policy to
Expand South Dakota’s National Multimodal Freight Network”**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Beadle County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Beadle County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated this 16th day of August, 2016



Rick Benson, Chair of the Board

ATTEST:



County Auditor

Don Homme

**County Resolution
16-08
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-23-16 Russell Johnson Chair of the County Commission.

ATTEST:

Lamara Brunken
County Auditor

Brookings Resolution #16-*26*
**A Resolution to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Brookings County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Brookings County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: Aug. 23, 2016



Chair of the Brookings County Commission.

ATTEST:



Brookings County Finance Officer



NATIONAL MULTIMODAL FREIGHT NETWORK:
Commissioner Fischbach offered the following Resolution:

County Resolution #61-16
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Brown County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Brown County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated this 16th day of August, 2016

Seconded by Commissioner Hansen. Roll call vote: Commissioners Hansen-aye, Sutton-aye, Fischbach-aye, Fjeldheim-aye, Kippley-aye. Resolution adopted.


Rachel Kippley, Chair of the Brown County Commission


Maxine Fischer, Brown County Auditor

**Brule County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;


WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and


WHEREAS, Brule County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Brule County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: August 16, 2016

 Chair of the Brule County Commission.
Brad Carson

ATTEST:


County Auditor

Clark County Resolution 13-16
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

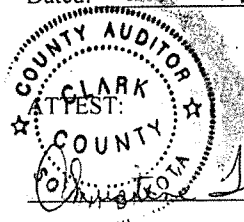
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

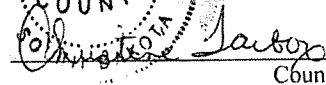
WHEREAS, Clark County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Clark County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-16-16


Chair of the County Commission.




County Auditor

Codington

RESOLUTION 2016-19

**To Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS; Codington County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Codington County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

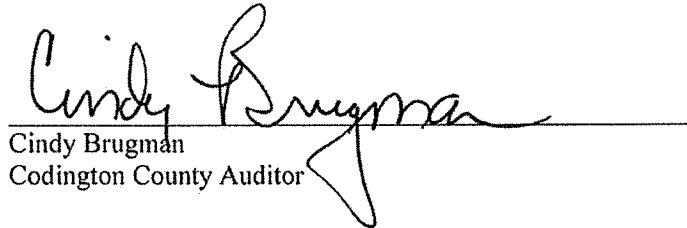
Dated this 23rd day of August, 2016



Elmer Brinkman

Chair of the Codington County Commission.

ATTEST:



Cindy Brugman

Codington County Auditor

Custer County Resolution 2016-10
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

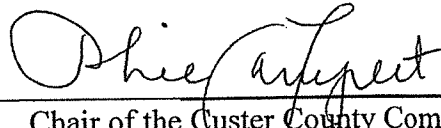
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

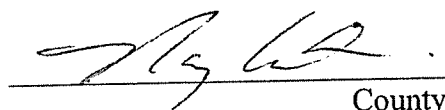
WHEREAS, Custer County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Custer County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: Aug 24, 2016


Chair of the Custer County Commission.

ATTEST:



County Auditor



Day County Resolution 05-16
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

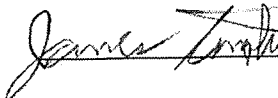
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and


WHEREAS, *Day* County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by *Day* County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-16-16

 Chair of the *Day* County Commission.

ATTEST:


County Auditor

Deuel County Resolution #16-19
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Deuel County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Deuel County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8/16/16

Deanna Burrows Chair of the Deuel County Commission.

ATTEST:

Don L. Lynd
County Auditor

EDMUNDS COUNTY RESOLUTION 2016-8-2

Resolution to Encourage the USDOT Under Secretary for Policy to Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

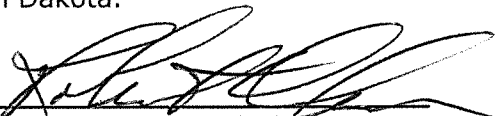
WHEREAS, Edmunds County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Edmunds County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

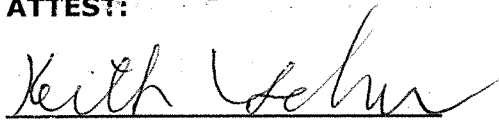
Vote of Edmunds County Commission:

AYE 5 NAY 0

Dated this 16th day of August, 2016 at Ipswich, South Dakota.

By 
Robert Olson, Chairman
Edmunds County Board
Of Commissioners

ATTEST:


Keith Schurr,
Edmunds County Auditor

Fall River County Resolution 2016-20
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

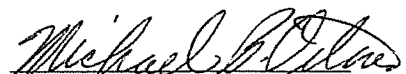
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Fall River County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Fall River County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: _____

5/16/16


Michael P. Ortner
Commission Chairman

ATTEST: _____


Sue Ganje, County Auditor

2016-20
Grant County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Grant County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Grant County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated this 16th day of August, 2016.


Chairman
Grant County Commission

ATTEST:


Grant County Auditor

Gregory County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

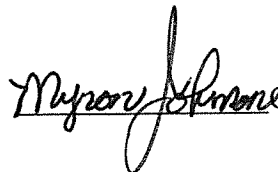
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, ^{Gregory} Gregory County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Gregory County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8/16/16

 Chair of the Gregory County Commission.

ATTEST:


County Auditor

Haakon County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS Haakon County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Haakon County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: August 15, 2016

Jerry Brook Chair of the County Commission.

ATTEST:

Carla J Smith
My Commission Expires
March 1, 2019

County Auditor



Hamlin

County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;


WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

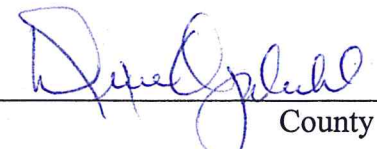
WHEREAS, Hamlin County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Hamlin County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-23-2016

 Chair of the Hamlin County Commission.

ATTEST:


County Auditor

Hanson County Resolution
**to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Hanson County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

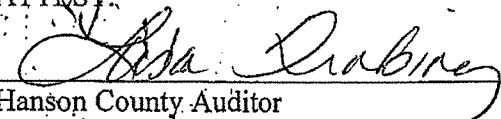
NOW, THEREFORE BE IT RESOLVED, by Hanson County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated:



Chair of the Hanson County Commission.

ATTEST:



Hanson County Auditor

Dated: 8-16-16

Harding County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

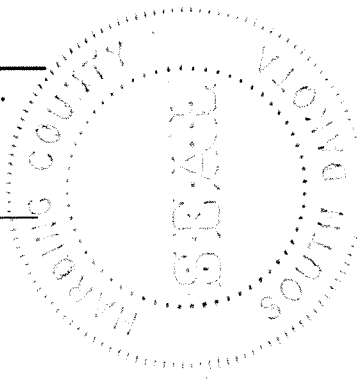
WHEREAS, Harding County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Harding County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 17 Aug 2016

Matthew K. [Signature]
Chairman of the Harding County Commission.

ATTEST: [Signature]
Harding County Auditor



Hughes County Resolution 2016-06
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

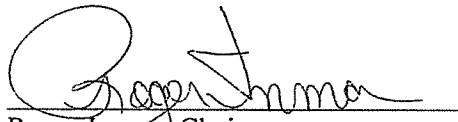
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Hughes County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future; but in its current form it is too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Hughes County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated this 15th day of August 2016.



Roger Inman, Chairman
Hughes County Board of Commissioners

ATTEST:



Sue Bourk, Chief Deputy Finance Officer
Hughes County, South Dakota

Lake County

RESOLUTION 16-16

**RESOLUTION TO ENCOURAGE THE USDOT UNDER SECRETARY FOR POLICY TO
EXPAND SOUTH DAKOTA'S NATIONAL MULTIMODAL FREIGHT NETWORK**

WHEREAS, the Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS, the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS, the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS, the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS, the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS, the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS, the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

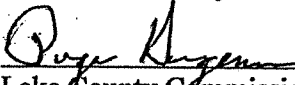
WHEREAS, Lake County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Lake County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Voting aye: Bohl, Golden, Hageman, and Wollmann

Voting nay: none

Dated this 16th day of August, 2016.

 Vice-Chairman
Lake County Commission

ATTEST:


Lake County Auditor



UNCLASSIFIED

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;


WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Lincoln County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Lincoln County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-23-2016


Chair of the Lincoln County Commission.

ATTEST:

ATTEST:
Margene Sweiter
 County Auditor

Meade County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

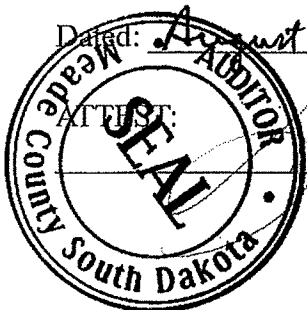
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Meade County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Meade County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota **to include Highway 73, Highway 79, Highway 34, and Highway 212** in its comments to the USDOT Under Secretary for Policy.

Dated: August 24, 2016

Galen Niederwieser Chair of the Meade County Commission



[Signature]
County Auditor

Meade County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

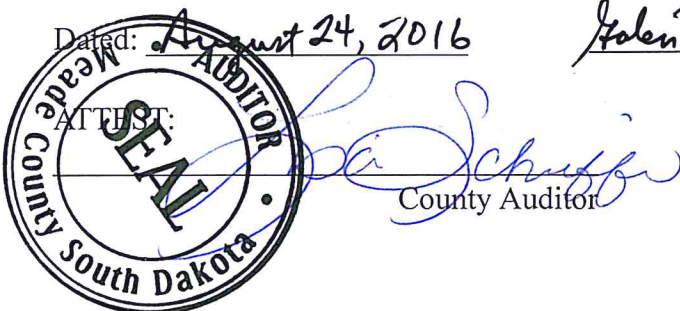
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Meade County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Meade County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota **to include Highway 73, Highway 79, Highway 34, and Highway 212 in its comments to the USDOT Under Secretary for Policy.**

Dated: August 24, 2016

Galen Niederwieser Chair of the Meade County Commission



Miner County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: August 16, 2016

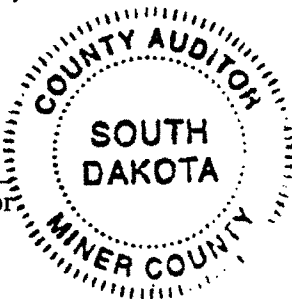
[Signature] Chair of the

County Commission.

ATTEST:

[Signature]

County Auditor



RESOLUTION MC 16-42
TO ENCOURAGE THE USDOT UNDER SECRETARY FOR POLICY TO
EXPAND SOUTH DAKOTA'S NATIONAL MULTIMODAL FREIGHT NETWORK

WHEREAS, The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

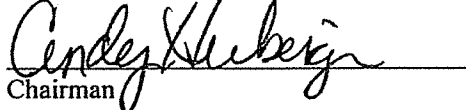
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Minnehaha County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

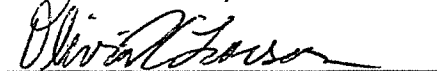
NOW, THEREFORE BE IT RESOLVED, by Minnehaha County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated this 23rd day of August, 2016

APPROVED BY THE COMMISSION:


Chairman

ATTEST: Bob Litz, Auditor


Deputy Auditor

11/10/16

County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

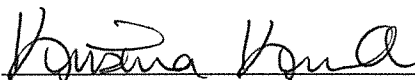
Dated: 8/30/16



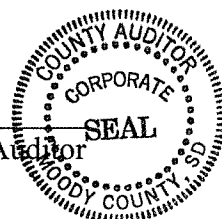
Chair of the

County Commission.

ATTEST:



County Auditor



Pennington County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

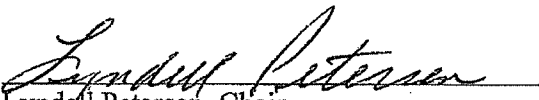
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Pennington County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by the Pennington County Board of Commissioners that Pennington County supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8/16/2014


Lyndell Petersen, Chair
Pennington County Board of Commissioners

ATTEST:


County Auditor



Roberts County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

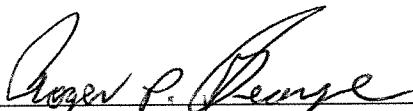
WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Roberts County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Roberts County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-23-16



Roberts County Commission Chairman

ATTEST:



County Auditor

Spink

**RESOLUTION TO ENCOURAGE THE USDOT UNDER SECRETARY FOR POLICY TO
EXPAND SOUTH DAKOTA'S NATIONAL MULTIMODAL FREIGHT NETWORK(#16-12)**

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS; Spink County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Spink County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

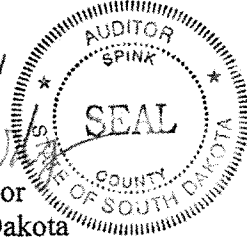
Dated at Redfield, South Dakota, this 16th day of August, 2016.

Dave Albrecht

Dave Albrecht, Chairman
Spink County Board of Commissioners

ATTEST:

Theresa Hodges
Theresa Hodges, Auditor
Spink County, South Dakota



2016-17
Sully County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;


WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Sully County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Sully County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: Aug. 18, 2016  Chair of the Sully County Commission.

ATTEST:

A Susan B. Lamb
County Auditor

WALWORTH COUNTY RESOLUTION 2016-06
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;


WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

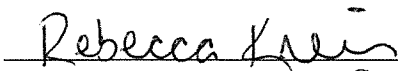
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-16-16  Chair of the County Commission.

ATTEST:


County Auditor

Yankton

County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

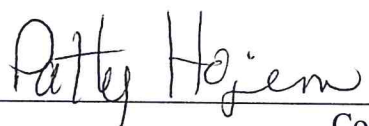
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

WHEREAS, Yankton County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Yankton County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: August 16, 2016,  Chair of the Yankton County Commission.

ATTEST:


County Auditor

Ziebach County Resolution
to Encourage the USDOT Under Secretary for Policy to
Expand South Dakota's National Multimodal Freight Network

WHEREAS; The Under Secretary of Transportation for Policy (Under Secretary) is to establish a National Multimodal Freight Network (NMFN) to assist states and achieve freight policy goals;

WHEREAS; the routes should meet at least one of the many conditions like: being a rural principal arterial; access energy areas, grain elevators; agricultural, mining, forestry, or intermodal facilities; access significant freight facilities; or be important to the economy and the efficient movement of freight as determined by the State;

WHEREAS; the national multimodal freight policy should strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States,

WHEREAS; the policy should increase productivity, particularly for domestic industries and businesses that create high-value jobs, improve the safety, security, efficiency, and resiliency of multimodal freight transportation;

WHEREAS; the policy should improve the economic efficiency and productivity of the National Multimodal Freight Network and improve the reliability of freight transportation;

WHEREAS; the policy should improve the short- and long-distance movement of goods that travel across rural areas between population centers; that travel between rural areas and population centers; and that travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

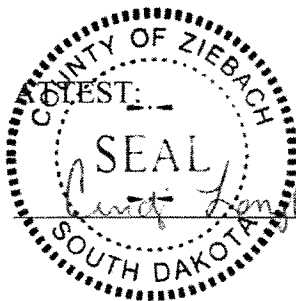
WHEREAS; the policy should improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity and pursue these and other goals in a manner that is not burdensome to State and local governments; and

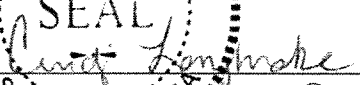
WHEREAS, Ziebach County considers the Interim NMFN to be very important to connect cities, support rural areas, enhance agricultural expansion, provide for job creation, and enhance its economic future but currently too limited to accomplish those purposes:

NOW, THEREFORE BE IT RESOLVED, by Ziebach County, that the county supports the efforts of the SDDOT to expand the Interim NMFN in South Dakota as proposed in its comments to the USDOT Under Secretary for Policy.

Dated: 8-23-2016


Chair of the Ziebach County Commission.




County Auditor