

## Tropical Storm Moves Away From Cape Verde Islands

MIAMI (AP) — Tropical Storm Fred is moving farther away from the Cape Verde Islands and is expected to weaken.

The storm's maximum sustained winds Tuesday are near 50 mph (80 kph).

Fred is centered about 410 miles (660 kilometers) northwest of the Cape Verde Islands.

Meanwhile in the Pacific, Hurricane Jimena has maximum sustained winds near 115 mph (185 kph). Jimena is cen-

tered about 910 miles (1464 kilometers) east of Hilo, Hawaii.

Tropical Storm Ignacio has winds of 70 mph (113 kph) and is 340 miles (547 kilometers) north of Hilo.

## SDSMA

From Page 1

listen to what our members have to say. The organization is about our members. So we need to hear from them, so we can represent them the best that we can."

Tuesday was the first district meeting of the year, with the other 11 scheduled.

"I am thinking that each president has their own agenda of things they want to accomplish," he said. "What I want to accomplish is to let them get to know me and that the organization is there for them. We want to add value to our membership. I would like to hear about different ways – and there are different ways – to do things. We have started a physician center; we are calling it, which basically is going to show our membership that we are adding value to them. So, basically I just want to listen and find out what it is they need. They are all participating members and we need to find out what their agendas are."

Ridgway said his term of president will be a dual role in conjunction with one of his daily positions.

"I am the dean of faculty affairs and associate professor of medicine at the University of South Dakota School of Medicine; I also still practice," he said. "I am the director of endoscopy at the Veterans Administration Hospital in Sioux Falls. I am a gastroenterologist and still practice endoscopy at the VA. But it is a nice fit with my role at the medical school, because it is so busy trying to fit everything we do."

Ridgway noted that because he oversees the USD Medical School faculty, it allows him as not only a member of the organization but also as a member of the medical school to reach out to faculty and find out from the doctors in rural areas what is working and what it not. It allows the SDSMA to brainstorm other ways to get students to come back to South Dakota.

Because the American Medical Association called on medical schools to increase their class sizes by 30 percent, Gov. Dennis Daugaard approved increased funding for the medical school and it just accepted the first expanded class of students.

"So, now we have all these increased class sizes and new medical schools that have crept up across the country, the problem is that after your four years of medical school, you then have to go into a residency," he said. "Residencies have not increased their slots since 1997. So, if you are going to have a residency program Medicare dollars pay for it. So, now if you are going to offer a new medical residency — Sanford Health has done this with a surgical residency program — it is paid solely by the health system."

He said these issues and more are what he will be talking about at the district meetings.

"These district meetings are about transparency, it's about reaching out to our members and asking what can we do better," Ridgway said. "I have learned this association is not about 'me' or 'I'; it is about our patients, it is about South Dakota, about the public health of South Dakota."

## Levy

From Page 1

Yankton County Commission chairman Todd Woods said it's projected the county would bring in \$1.55 million in 2016 if the levy is successfully passed.

Currently, the county's projected revenue for 2016 is about \$11.8 million, general fund about \$7.8 million and road and bridge revenue about \$2.7 million. Under the projected 2016 budget, the county would spend \$4,299,513 for a shortfall of \$1,528,787 that would have to be taken from the general fund. In 2014, the general fund was \$3.4 million.

Woods said that he doesn't see the levy as a great option, but that it's one of the only options.

"I don't think there's such a thing as a fair tax," Woods said. "Unfortunately, this is the only source of revenue we have available to us to take on to do it. I've had people say, 'Why don't you do a 1 percent tax on gas in Yankton County and have that go towards the roads?' Great idea, but we don't

have that authority."

He added that there isn't a set end to the levy, but that it can only be used on road and bridge projects.

"There is not a sunset clause in the levy, but the commissioners have the power every year, if they see fit," he said. "Senate Bill 1 only allows the money to be used for roads and bridges. It cannot be used for salaries. It cannot be used for the sheriff's office, state's attorney's office or any other place. It can only be used on roads and bridges."

Woods also addressed concerns the money could go to proposed developments at Napa Junction.

"In regards to Napa Junction and Dakota Plains, that's already been talked about in the commission on a TID (Tax Increment District) and a memorandum of understanding," he said. "If that project does go through, that'll be a loan and in a TID. This levy has no bearing on whether Napa Junction goes forward or does not go forward."

Moore said there are other options available to the county, including raising the wheel tax.

"I'm going to be the first

to admit that the wheel tax isn't going to generate the type of money that we would probably need," he said. "Although, with the way Senate Bill 1 is written, it would allow up to \$60 per vehicle depending on the number of tires it had. You could go up to a \$5 assessment per wheel on a vehicle. I think that ought to have been tried first because, quite frankly, if I have three vehicles, I'd much rather pay an additional \$12 on wheel tax than another \$200 in my property tax. That just makes good economic sense."

However, Woods said that limits on the wheel tax would mean the revenue would fall far short of what is required — and it's possible it wouldn't even have a chance to go into effect as well.

"We did look at the option of a wheel tax," he said. "The revenue it would generate to maximize the wheel tax, according to our treasurer in Yankton County, would be about \$100,000. It wouldn't generate enough to effectively do something for our roads. That also can be referred to vote."

In closing, Moore said that if the levy were to fail,

current state of the roads and how to get the money to pay for repairs.

Freng suggested overlaying, which makes up a large portion of the roadway paving done today. However, even a structural overlay needs to be placed on a structurally sound base. If an existing pavement is cracked or provides inadequate structural support, these defects will often cause premature pavement failure.

If overlaying is an option, it would take approximately 10 years to overlay 77 miles of road, Freng said.

"We had talked about that for years on that colony road because it is just about impossible to keep it patched," she said.

Although a less expensive option than continual patching or even repaving, overlays still cost money. Gustad has been working on preparing the county to be eligible for grants that could help cover the costs. But more research and time is needed, which the roads just don't have, he said.

"When those combines start rolling and those crops come out of the fields for harvest, there may be more unexpected road repair," said Commissioner Raymon Epp.

Due to inadequate road repair funds, several states and counties across the nation are converting once-paved roads back to gravel. That may end up being an option to address some local road repairs.

"Grinding it up and taking it back to gravel costs money, too," Gustad said.

In the meantime, the commissioners want to get the word out about the roads and remind people of the problems with road durability.

"I spoke with the sheriff in regard to truck traffic on the county's asphalt roads and asked about enforcement on them," Woods said. "He said the only individuals who are trained to do that are the South Dakota Highway Patrol. The sheriff's office doesn't have the manpower nor the training or the equipment to do that. In my years in law enforcement, I know that there are not a lot of work areas out there."

More research will continue to be done on the status of the roads and the possible options for the future.

"If we get a lot of rain like Sioux Falls did last week, that could create a lot of challenges, and the money is just not there," Woods said.

Other topics discussed Tuesday included: supplements to the 2016 budget, approval of several plats and variances, and the voting of new candidates for the Highway 52 Corridor Overlay Committee.

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## County

From Page 1

toll on the heavy traffic roads, and conditions have gotten worse.

"We had a tough spring," Gustad said. "We had some break-up (with the roads) last year but it was not nearly as severe as this year.

There were three major projects that Gustad did not count on in his initial planning.

The first he mentioned was the road north of Highway 46 that runs through Jamesville Colony.

"That road receives a lot of truck traffic," Gustad said. "They put signs up, but I'm not going to say they get abided by."

"We can have the signs up but the enforcement is difficult," said Commission Chairman Todd Woods. "It is on the honor of the users of the roads."

Approximately \$124,000 worth of asphalt was used on that six-mile stretch of road alone.

According to Gustad, there was also patchwork done on that road last fall to prepare it for chip-sealing. The main function of a chip-seal is to keep water from seeping in, but it doesn't last indefinitely. The typical life of a chip-seal is about five years.

The second project was the 12-mile stretch of 444th Avenue, or Walshtown Road, from Highway 50 to Highway 46. More than \$155,000 was put on that road just this year. According to Gustad, the last pavement that road received was in the early 1990s.

"We are at the point right now, if we wouldn't do something, we would be putting more (money) into (the roads) than what we put on them this year," Gustad said.

The third was the culvert on Walshtown Road near intersection of 299th Street by Mayfield, which is the most traveled road in the county. It has undergone repairs this past week.

"It had been patched here and there over the years," Gustad said. "That road was constructed in the '60s, so that culvert is definitely past its life."

The Yankton County Highway Department hopes to have the road back open today (Wednesday) after spending roughly \$7,000 to repair it.

"That is quite an expensive hole," said Commissioner Debra Bodenstedt.

Many commissioners were concerned about the added cost and the additional problems that may come up with the roads in the future. In order to address this issue, several commissioners made some suggestions as to the

## Wagner

From Page 1

community that I wouldn't necessarily see or speak to on a regular basis," said Mavrick Hill, Wagner Labor Day head of advertisement. "You might be talking to someone that's in high school for the queen contest to the parade marshals. There won't be a dull moment out of the three days."

"I enjoy planning and prepping for the town's big-

gest event of the year," Mohr added. "It's hard work, but it definitely pays off."

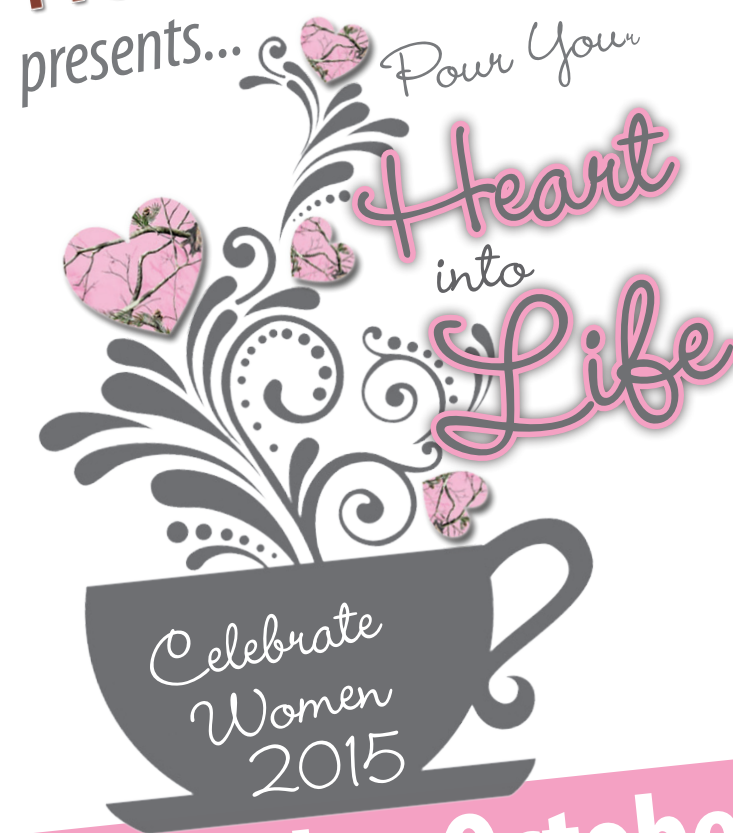
For Mohr, the biggest take away of the weekend is the satisfaction of a job well done.

"It's known as the world's best Labor Day celebration, so we're trying to live up to that reputation," he said.

For more information and a full schedule of the Wagner Labor Day events, visit [www.wagnerlaborday.wix.com/celebration](http://www.wagnerlaborday.wix.com/celebration).

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