

# **Rapid City Area Transportation Improvement Program**

**(Fiscal Years 2020-2023)**

**Final  
August 2019**

**Prepared By:**

The Cities of Rapid City, Box Elder, Summerset and Piedmont,  
Meade County and Pennington County,  
Rapid City Regional Airport,  
Ellsworth Air Force Base  
Rapid City Area School District,  
Rapid City Long Range Planning Division, and the  
South Dakota Department of Transportation

**In Cooperation With:**

Rapid City Public Works Department  
Pennington County Highway Department  
Meade County Highway Department  
City of Box Elder  
South Dakota Department of Transportation  
Federal Highway Administration and the  
Federal Transit Administration  
of the United States Department of Transportation

**Adopted by:**

The Executive Policy Committee  
of the Rapid City Area Metropolitan Planning Organization

*The Rapid City Area Metropolitan Planning Organization (MPO) provides services without regard to race, color gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.*

*Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Rapid City Area MPO at 605-394-4120.*

*"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."*



# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2020 - 2023)

## TABLE OF CONTENTS

	<u>Page</u>
Abbreviations Used in this Document.....	iii
Metropolitan Transportation Planning Process Self Certification.....	v
I. INTRODUCTION	
A. Transportation Improvement Program.....	1
B. Transportation Improvement Program in Perspective.....	2
II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS	
A. Project Selection and Prioritization.....	2
B. Financial Constraint.....	3
C. Performance Management Requirements.....	9
III. RECOMMENDED PROJECTS AND PROGRAMS.....	12
IV. LIST OF PROJECTS.....	12
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS	
Interstate Maintenance Projects.....	13
Major Arterial Projects.....	15
State Highway System Urban Projects.....	16
Railroad Crossing Improvement Projects.....	17
Roadway Safety Improvement Projects.....	18
Pavement Preservation Projects.....	20
County Secondary and Off Systems Projects.....	21
Transportation Alternative Projects.....	22
Americans with Disabilities Act (ADA) Projects.....	23
RAPID CITY CAPITAL IMPROVEMENTS PROGRAM	
2020-2024 Capital Improvements Program Project List.....	24
PUBLIC TRANSIT PROJECTS	
Rapid City Public Transit and Private Non-Profit Organizations.....	26

IV.	LIST OF PROJECTS (con't)	
	RAPID CITY REGIONAL AIRPORT PROJECTS	
	2019-2022 Airport Improvement Projects.....	27
	BOX ELDER 2018-2023 CONSTRUCTION PROGRAM.....	28
	MEADE COUNTY 2019-2023 CONSTRUCTION PROGRAM.....	30
	PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM	
	2019-2023 Project List.....	32
	RAPID CITY METROPLITAN PLANNING AREA	
	Project Map .....	35
	RAPID CITY METROPOLITAN PLANNING AREA	
	Boundary Map .....	36
Appendix A	RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION	
	Guidelines for Administrative Amendments and Revisions to the	
	Transportation Improvement Program.....	37
Appendix B	RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION	
	Self-Certification Review .....	39

## RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2020 - 2023)

### - ABBREVIATIONS USED IN THIS DOCUMENT -

<b>AC</b>	Asphalt Concrete
<b>ADA</b>	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
<b>AIP</b>	Airport Improvement Program
<b>C &amp; G</b>	Curb and Gutter
<b>CIP</b>	Capital Improvement Plan
<b>CY</b>	Calendar Year
<b>DOT</b>	United States Department of Transportation
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>IM</b>	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
<b>MPO</b>	Metropolitan Planning Organization
<b>PCC</b>	Portland Cement Concrete
<b>PE</b>	Preliminary Engineering
<b>PL</b>	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
<b>RCATPP</b>	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.

## **ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)**

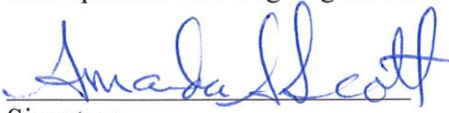
<b>RCP&amp;E</b>	Rapid City, Pierre, and Eastern Railroad
<b>RCRA</b>	Rapid City Regional Airport
<b>ROW</b>	Right-Of-Way
<b>SEC 5307</b>	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
<b>SEC 5310</b>	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
<b>SEC 5339</b>	A formula program that provides funding for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities. This program was established under Moving Ahead for Progress in the 21st Century (MAP-21), replacing the previous Section 5309 discretionary program established under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
<b>SDDOT</b>	South Dakota Department of Transportation
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	Transportation Improvement Program

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.336, the **South Dakota Department of Transportation** and the **Rapid City Area Metropolitan Planning Organization** for the **Rapid City, South Dakota urbanized area** hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO  
Metropolitan Planning Organization

  
Signature

Proxy for Chair Larson  
Title

6-13-2019  
Date

South Dakota Department of Transportation  
State Department of Transportation

  
Signature

Secretary of Transportation  
Title

06/24/19  
Date





**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM  
(Fiscal Years 2020- 2023)**

**I. INTRODUCTION**

**A. The Transportation Improvement Program**

A Transportation Improvement Program (TIP) is a staged, multi-year program of transportation improvements including highway and transit projects. The TIP is a four (4) year priority list, including a financial plan. The Rapid City Area Metropolitan Planning Organization (MPO) and the State Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Fixing America's Surface Transportation Act (FAST Act) must be included in the TIP.

The TIP should contain at least the following basic elements:

1. Identification of the project;
2. Estimated total cost and amount of federal funds proposed to be obligated during the program period;
3. Proposed source of federal and non-federal matching funds;
4. Identification of the recipient and, state and local agencies responsible for carrying out the project;
5. A priority list of projects and project segments; and,
6. A financial plan.

The TIP is a "living" document. It can be amended with the approval of the Executive Policy Committee (EPC). The TIP focuses on projects that will require four (4) or less years to implement. Within the first four (4) years of the TIP, projects may be delayed or accelerated according to present needs, without requiring an amendment. This flexibility provides coordination among local and state agencies, saves money and decreases disruptions to the transportation system. The TIP is evaluated at year-end, and an annual increment of improvements is added to maintain a full multi-year program.

The TIP does not constitute an appropriation of funds, nor does it replace the normal funding program. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching needs with resources. All major projects eligible for placement in the TIP must be selected from an approved Metropolitan Transportation Plan previously called the Long Range Transportation Plan (MTP/LRTP).

In developing the program, the MPO shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private transportation providers, and other interested parties a reasonable opportunity to comment on the proposed program. Because public involvement is a very important component of the TIP process, the public is given several opportunities to comment. The TIP is brought twice before the Rapid City Planning Commission, the Rapid City Council, and the MPO committees. Public notices are printed in the local newspaper for all of the above meetings, and special public meeting notices are printed specifically for review of the TIP before the MPO committees. The public is given the opportunity to comment in person at the meetings or submit comments during a specified comment period. Responses are made in reply to any comment received, and significant

comments are discussed between the staff involved in the TIP process and ultimately the MPO committees for further discussion as identified in 23 CFR 450.316 (a)(2).

## **B. The Transportation Improvement Program in Perspective**

FAST Act projects in urbanized areas must be included in a TIP that is based on a continuing, comprehensive planning process carried on cooperatively by the state and local communities. The rationale for requiring a TIP can be summarized in three (3) key points.

1. Transportation issues should be approached in a comprehensive fashion with participation from all affected parties;
2. A systematic, comprehensive approach to planning and initiating transportation improvements assists decision-makers in determining the location, timing and financing of needed improvements; and,
3. A cooperatively developed program of transportation improvements should facilitate the coordination of public and private improvements thereby eliminating duplication of effort and expense. The TIP development provides local officials and the general public the opportunity to identify, evaluate, and select short-range community transportation improvements.

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next four (4) years. Emphasis has been on area needs stated in the LRTP, called RapidTRIP 2040, the Box Elder Strategic Transportation Plan, the Pennington County Transportation Plan, and the Meade County Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible.

## **II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS**

### **A. Project Selection and Prioritization**

The 2020-2023 Rapid City Area TIP represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrians. Projects are prioritized within each program year by funding category. The Rapid City Area TIP is developed cooperatively by the SDDOT, the local participating units of government, agencies, and the MPO committees. The Rapid City Area TIP development is a result of a series of meetings between state and local transportation officials in which the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions have been developed and initiated into the Rapid City Area TIP by the governmental entity having jurisdiction.

State projects included within the TIP are also found in SDDOT's Statewide Transportation Improvement Program (STIP). The projects identified in the STIP have been prioritized based on overall needs at the state level and the availability of funds for each the regions in South Dakota. The South Dakota Transportation Commission approves the STIP after the MPO acts on the TIP.

Projects located within the cities are either drawn from the city's Capital Improvements Program (CIP), as in the case of Rapid City, or developed internally through other planning and budgeting processes. County projects are developed internally and funding sources are included in the annual provisional budget for the highway departments.

The improvement projects listed in the TIP must conform to the MTP/LRTP for the MPO. The most recent MTP/LRTP was approved in September 2015. *RapidTRIP 2040* can be found on the MPO website at <http://rapidcityareampo.org/documents/longrange-transportation-plan>. Only major projects identified in the approved MTP/LRTP are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the MTP/LRTP.

Consistent with the project prioritization and evaluation criteria noted in the MTP/LRTP, the TIP projects are prioritized in accordance with the policies and strategies that guide the activities of the Rapid City Area MPO process, including the FAST Act Planning Factors. The planning factors found in the FAST Act include:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and safeguard the personal security of all motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

In terms of selecting a project for construction, the FAST Act provides additional flexibility within the period of the first four (4) years. Any projects identified within the initial four (4) year period may be accelerated or moved back based on current funds, needs or priorities. If a newly identified project is to be considered for placement in the TIP, then it must be presented to the transportation planning committees for approval. If approved, an amendment is then placed on the existing TIP to identify the new project. See Appendix A for the amendment process details.

## **B. Financial Constraint**

The FAST Act requires that the Rapid City Area TIP be financially constrained and include a financial plan which demonstrates that funding is available for programmed projects. The Rapid City Area TIP has been developed to meet this requirement, and outlines the available funding in the respective project categories. The following funding sources have been identified for funding street projects.

1. **Assessments** – Cost recoveries levied against real property based upon the cost of improvements made by the city.

2. **Bond funds** – Funds derived from the issuance of general obligation or revenue bonds by the City. These bonds constitute an obligation of the City to repay principal and interest over a specified number of years from general or other revenues of the City.
3. **Enterprise Funds** – Cost recoveries from user fees or surcharges against real property based upon the cost of improvement by the City. These costs are charged within a specific enterprise fund (water, wastewater, landfill, etc.).
4. **Federal Funds** – Grants or loans from the federal government, which are required to be used for specific purposes or projects.
5. **General Fund** – The fund used to account for all financial resources, except those required to be accounted for in another fund. The City's general fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.
6. **Other Funds** – Special revenue or trust funds that account for revenues restricted for specific purposes.
7. **State Funds** – Grants or loans from the State of South Dakota for specific purposes or projects.
8. **Sales Tax (2<sup>nd</sup> Penny)** – An additional one percent tax levied on gross receipts of retail business and service within the City's jurisdiction that may be used for specific purposes, primarily capital improvement projects and debt retirement.
9. **Tax Increment Financing** – Financing used to fund public investments in an area by capturing, for a time, all of the increased property tax revenue that results when public investment stimulates private investment.
10. **State Fuel Revenue Tax**
11. **Motor Vehicle Excise Tax**
12. **User Fees** – Fees charged for goods and services to recover the costs associated with providing those goods and services, including transit fares and bus advertising.

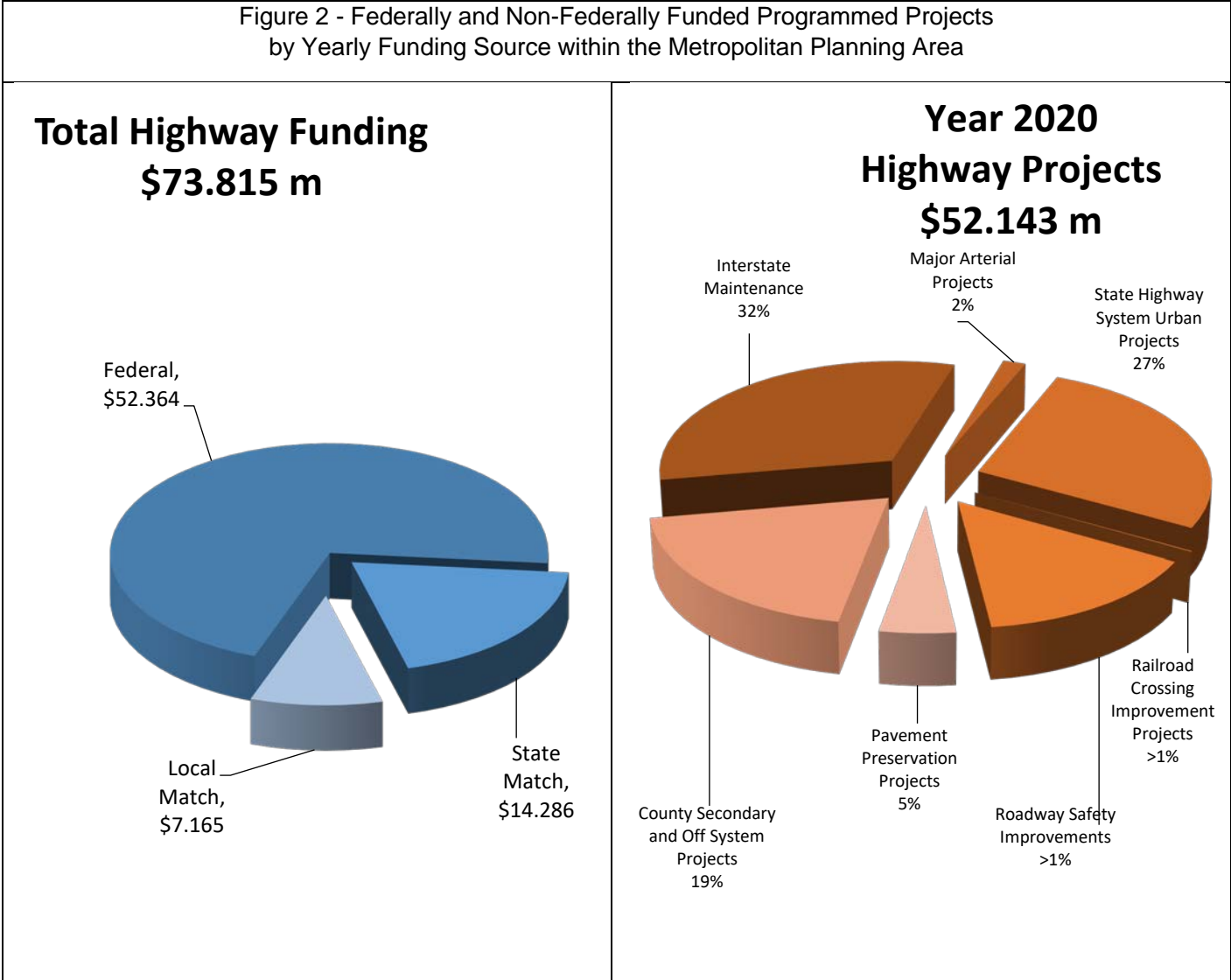
Figure 1 below depicts the annual construction totals for the federally and non-federally funded projects. The South Dakota Department of Transportation has committed the State and Federal funds for the expenditures in Figure 1. State match is funded from the State Highway Trust Fund. The State Highway Trust fund generates most of its revenue from the state gas tax. City and County governments have committed funding for the required local match. (Both Rapid City and Box Elder, Class 1 cities, list the proposed construction projects utilizing the Federal Highway Administration's Local Urban Systems funds in the respective Capital Improvements Program and included in this report.)

**Figure 1 - Federally and Non-Federally Funded Programmed Projects  
by Project Type within the Metropolitan Planning Area**

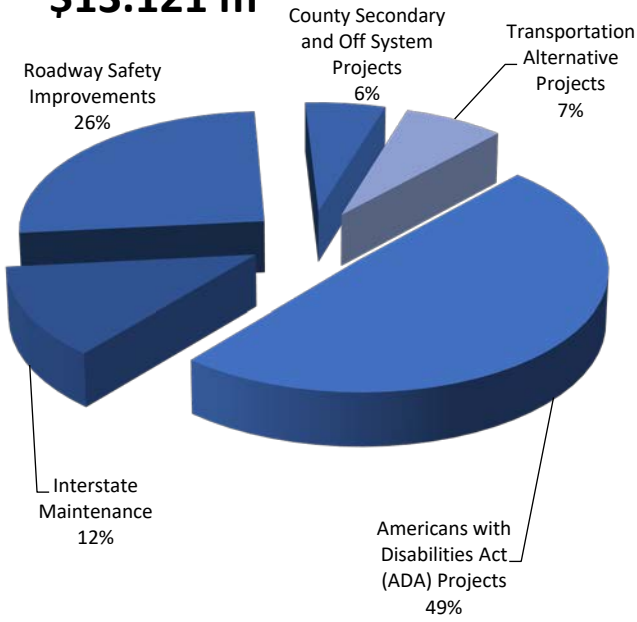
	2020	2021	2022	2023	Total
<b>Interstate Maintenance</b>					
Federal	\$14,584,000	\$1,166,000	\$1,647,000	\$311,000	\$17,708,000
State Match	\$2,253,000	\$116,000	\$164,000	\$31,000	\$2,564,000
Interstate Maintenance	\$16,837,000	\$1,282,000	\$1,811,000	\$342,000	\$20,272,000
<b>Major Arterial Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$900,000	\$0	\$0	\$0	\$900,000
Major Arterial Projects	\$900,000	\$0	\$0	\$0	\$900,000
<b>Minor Arterial Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
<b>State Highway System Urban Projects</b>					
Federal	\$11,359,000	\$0	\$0	\$0	\$11,359,000
State Match	\$2,710,000	\$0	\$0	\$0	\$2,710,000
State Highway System Urban Projects	\$14,069,000	\$0	\$0	\$0	\$14,069,000
<b>Railroad Crossing Improvement Projects</b>					
Federal	\$45,000	\$0	\$0	\$0	\$45,000
State Match	\$5,000	\$0	\$0	\$0	\$5,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$50,000	\$0	\$0	\$0	\$50,000
<b>Roadway Safety Improvements</b>					
Federal	\$6,568,000	\$2,573,000	\$785,000	\$2,678,000	\$12,604,000
State Match	\$1,155,000	\$106,000	\$0	\$110,000	\$1,371,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$7,723,000	\$2,679,000	\$785,000	\$2,788,000	\$13,975,000
<b>Pavement Preservation Projects</b>					
Federal	\$2,029,000	\$2,209,000	\$444,000	\$905,000	\$5,587,000
State Match	\$445,000	\$487,000	\$97,000	\$199,000	\$1,228,000
Pavement Preservation Projects	\$2,474,000	\$2,696,000	\$541,000	\$1,104,000	\$6,815,000
<b>County Secondary and Off System Projects</b>					
Federal	\$4,453,000	\$0	\$0	\$0	\$4,453,000
Local	\$5,543,000	\$496,000	\$496,000	\$496,000	\$7,031,000
State Match	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
County Secondary and Off System Projects	\$10,090,000	\$590,000	\$590,000	\$590,000	\$11,860,000
<b>Transportation Alternative Projects</b>					
Federal	\$0	\$608,000	\$0	\$0	\$608,000
Local Match	\$0	\$134,000	\$0	\$0	\$134,000
Transportation Alternative Projects	\$0	\$742,000	\$0	\$0	\$742,000
<b>Americans with Disabilities Act (ADA) Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$5,132,000	\$0	\$0	\$5,132,000
Americans with Disabilities Act (ADA) Projects	\$0	\$5,132,000	\$0	\$0	\$5,132,000
<b>Highway Total for Fiscal Year</b>					
	\$52,143,000	\$13,121,000	\$3,727,000	\$4,824,000	\$73,815,000

Figure 1 - Federally and Non-Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2020	2021	2022	2023	Total
<b>Public Transportation Projects</b>					
Federal	\$1,565,664	\$1,593,170	\$1,621,226	\$1,649,843	\$6,429,903
State Match	\$37,837	\$37,837	\$37,837	\$37,837	\$151,348
Local (Rapid City)	\$1,083,710	\$1,103,999	\$1,124,745	\$1,145,905	\$4,458,361
Public Transportation Projects	\$2,687,211	\$2,735,006	\$2,783,808	\$2,833,585	\$11,039,612
<b>Total FHWA and FTA Funding for Fiscal Year</b>	<b>\$54,830,211</b>	<b>\$15,856,006</b>	<b>\$6,510,808</b>	<b>\$7,657,585</b>	<b>\$84,854,612</b>

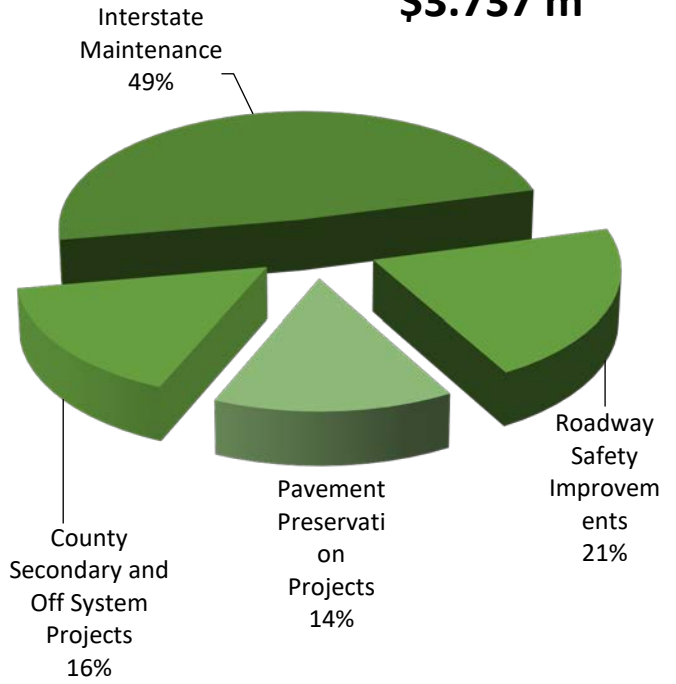
Figure 2 charts the yearly highway funding sources by year and the four year transit funding by funding sources within the Metropolitan Planning Area.



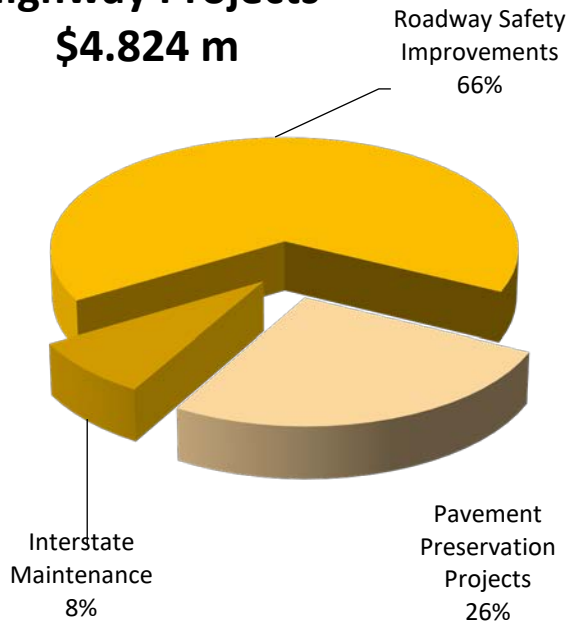
**Year 2021  
Highway Projects  
\$13.121 m**



**Year 2022  
Highway Projects  
\$3.737 m**



**Year 2023  
Highway Projects  
\$4.824 m**



**Total Public Transit  
Funding  
\$11.039 m**

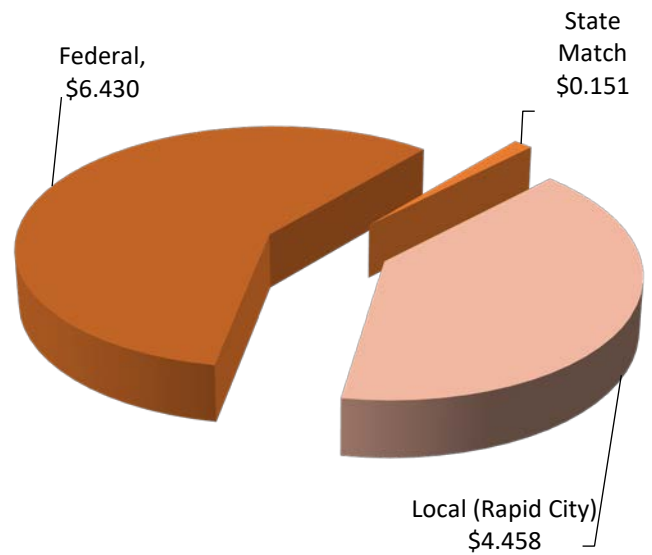


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2020	2021	2022	2023	Total
<b>Rapid City Regional Airport Improvements Program</b>					
Local	\$0	\$8,500,000	\$0	\$0	\$8,500,000
<b>Box Elder Capital Improvements Program</b>					
Local	\$10,000,000	\$0	\$0	\$7,000,000	\$17,000,000
<b>Rapid City Capital Improvements Program</b>					
Local	\$5,425,890	\$6,040,000	\$5,295,000	\$1,140,000	\$17,900,890
<b>Meade County Road and Bridge Fund</b>					
Local	\$2,200,000	\$0	\$1,100,000	\$0	\$3,300,000
<b>Pennington County Road and Bridge Fund</b>					
Local	\$1,200,000	\$0	\$0	\$0	\$1,200,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2020-2024STIP is included on pages 13 - 22.

All projects sponsored by the City of Rapid City are excerpts from the City's Capital Improvement Program (CIP). The CIP is a five-year plan for construction and infrastructure improvements. The five-year plan is revised and updated annually. The CIP Committee reviews the proposed projects and formulates the five-year plan based on available funding and priority. The plan is then presented to the Mayor, Planning Commission and City Council for approval. Projects programmed for the upcoming year (2020) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2021-2023) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City's local match for transportation projects. The City of Rapid City's Capital Improvements Projects are found on pages 23-24.

Rapid City Public Transit receives funding from the Federal Transit Administration, the South Dakota Department of Transportation and the City of Rapid City. The breakdown of these funds and the Transit Program for 2020-2023 is included on page 25. Rapid City Public Transit also receives funds to assist with programming expenditures from fare box and bus advertising revenues.

Rapid City Regional Airport receives funding from the Federal Aviation Administration, the State of South Dakota, and the Airport Enterprise Fund. The Airport Improvement Projects for 2019-2022 are listed on page 26.



The City of Box Elder presently receives funding from the City’s general fund and The State of South Dakota. The City of Box Elder Five-Year Construction Program for 2018-2023 is included on pages 27-28.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2019-2023 is included on pages 29-30.

Pennington County presently receives funding from the County’s general fund. Pennington County has committed funds to those County Secondary and Off System Projects (SDDOT) listed within this TIP. The Pennington County Five-Year Construction Program for 2019-2023 is included on pages 30-33.

FAST Act directs MPOs to consider operation and maintenance (O&M) of the system as part of fiscal constraint, in addition to capital projects. O&M costs represent what is required to operate and maintain existing transportation facilities. To support this assessment, MPOs are charged with providing credible cost estimates in the TIP. The table below was developed in consultation with SDDOT and the local governments. The total O&M costs for the MPO area are greater than \$23 million per year. Figure 4 depicts the O&M costs in each entity’s fiscally constrained budget.

Figure 4 – Projected Operations and Maintenance Costs in the Metropolitan Planning Area

Entity	2020	2021	2022	2023	Total
<b>SDDOT</b>	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
<b>Box Elder</b>	\$950,000	\$950,000	\$950,000	\$950,000	\$3,800,000
<b>Rapid City</b>	\$6,119,587	\$6,119,587	\$6,119,587	\$6,119,587	\$24,478,348
<b>Summerset</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>Meade County</b>	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
<b>Pennington County</b>	\$8,673,603	\$8,673,603	\$8,673,603	\$8,673,603	\$34,694,412
<b>Total Projected O&amp;M Costs</b>	\$23,004,556	\$23,004,556	\$23,004,556	\$23,004,556	\$92,018,224

**C. Performance Management Requirements**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promote the use of an objectives-driven, performance-based approach to planning for operations as an effective way to integrate operations into planning and programming. This approach focuses on short- and long-term system performance rather than simply focusing on implementation of projects as a measure of success.

FHWA defines Transportation Performance Management as a strategic approach using system information to make investment and policy decisions to achieve national performance goals. It is systematically applied and a regular ongoing process; provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes; improves communication between decision makers, stakeholders, and the traveling public; and ensures that performance targets and measures are developed through cooperative partnerships and based on data and objective information.

As a part of Moving Ahead for Progress in the 21st Century (MAP-21), and continued under the Fixing America's Surface Transportation (FAST) Act, states are to invest resources in projects that, collectively, will make progress toward achieving seven national goal areas that include:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

#### Safety Performance Management (PM1)

Safety was the first national performance goal area for which states and MPOs were required to set performance. The Safety Performance Measures Final Rule supports the Highway Safety Improvement Program (HSIP) as it establishes safety performance management requirements for the purpose of carrying out the HSIP and assesses fatalities and serious injuries on all public roads.

The Safety Performance Management Final Rule establishes five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Rather than setting its own safety targets, the Rapid City MPO has chosen to support the South Dakota DOT's safety targets as published in the South Dakota Highway Safety Improvement Program 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's TIP. Any South Dakota DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the South Dakota Transportation Commission.

The South Dakota DOT conferred with stakeholder groups, including the Rapid City MPO, as part of its target setting process. Working in partnership with local agencies, South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The South Dakota DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

## Pavement and Bridge Performance Measures (PM2)

The Federal Highway Administration (FHWA) published a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.

The Final Rule establishes the Pavement Performance Measures as follows.

1. % of Interstate pavements in Good condition
2. % of Interstate pavements in Poor condition
3. % of non-Interstate NHS pavements in Good condition
4. % of non-Interstate NHS pavements in Poor condition

The Final Rule also establishes the Bridge Performance Measures as:

1. % of NHS bridges by deck area classified as in Good condition
2. % of NHS bridges by deck area classified as in Poor condition

Rather than setting its own pavement and bridge performance targets, the Rapid City MPO has chosen to support the South Dakota DOT's pavement and bridge targets and will coordinate with the South Dakota DOT in the development of pavement and bridge targets.

## System Performance (PM3)

A final rule establishes performance measures that report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Final Rule establishes six performance measures:

1. Percent of reliable person-miles traveled on the Interstate
2. Percent of reliable person-miles traveled on the non-Interstate NHS
3. Percentage of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability Index
4. Total emissions reductions by applicable pollutants under the CMAQ program

5. Annual hours of peak hour excessive delay per capita
6. Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting

Rather than setting its system performance targets, the Rapid City MPO has chosen to support the South Dakota DOT's system performance and will coordinate with the South Dakota DOT in the development of system performance targets.

### **III. RECOMMENDED PROJECTS AND PROGRAMS**

A listing of projects, programs, and funding sources during Fiscal Years 2020– 2023 follows. The projects are listed in order of priority as designated by private citizens, the Citizen's Advisory Committee, the Technical Coordinating Committee, the Executive Policy Committee, Planning Staff, and the South Dakota Department of Transportation (SDDOT). The recommended projects and programs have been grouped into "System or Functional Element" categories.

### **IV. LIST OF PROJECTS**

	<u>Page</u>
<b>SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS</b>	
Interstate Maintenance Projects .....	13
Major Arterial Projects .....	15
State Highway System Urban Projects .....	16
Railroad Crossing Improvement Projects.....	17
Roadway Safety Improvement Projects .....	18
Pavement Preservation Projects.....	20
County Secondary and Off Systems Projects .....	21
Transportation Alternative Projects.....	22
Americans with Disabilities Act (ADA) Projects.....	23
 <b>RAPID CITY CAPITAL IMPROVEMENTS PROJECT</b>	
2020-2024 Capital Improvements Program Project List.....	24
 <b>PUBLIC TRANSIT PROJECTS</b>	
Rapid City Public Transit and Private Non-Profit Organizations.....	26
 <b>RAPID CITY REGIONAL AIRPORT PROJECTS</b>	
2019-2022 Airport Improvement Projects .....	27
 <b>CITY OF BOX ELDER 2018–2023 PROJECT LIST .....</b>	 28
 <b>MEADE COUNTY 2019-2023 CONSTRUCTION PROGRAM.....</b>	 30
 <b>PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM</b>	
2019-2023 Project List.....	32

**South Dakota Transportation Improvement Program**

Tentative 2020 - 2023

Report Date 08/05/2019

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
25.00	*IM 0902(112)59	6568	Pennington	0.0	I90E I90W	I90 - Exit 59, (LaCrosse Street) in Rapid City	Interchange Reconstruction, PCC Surfacing, Aux. Lane Addition (WB & EB), Str Widening, Deck Overlay, Approach Slabs	10.893	2020	12.756	
Construction planned for 2020 & 2021.											
26.00	IM 0901(181)0	04NH	Lawrence Pennington	0.0	I90E I90W	I-90 - Rapid City Region	Crossroad Improvements	0.900	2020	1.012	
907.00	IM 0902(178)67	07CN	Pennington	11.1	I90E I90W	I90 E&W - Fm Exit 67 to Exit 78	Interstate Fence	0.236	2020	0.260	
924.00	IM Z403(14)	03VR	Statewide	0.0		Statewide on the Interstate System	Dynamic Message Boards	2.555	2020	2.809	
								2020	11.1	<b>Miles</b>	16.837
39.00	IM-P 0901(193)7	04W4	Lawrence Meade	0.0	I90E I90W SD34	I90 - Strs, Over Co Rd & Over Spearfish Creek, 3.0 W & 0.3 W of the US85N Interchange; Co Rd over I90, 2.2 W of the SD34N Interchange; Over RR, 0.8 W of SD34N Interchange; SD34 Interchange; Over Whitewood Crk, 1.0 E of SD34N Interchange; Over RR, 0.2 SE of US14A Interchange; Co Rd Over I90, 3.2 NW of the Tilford Interchange; The Tilford Interchange; Co Rd over I90, 3.1 NW of the SD231 Interchange	Zone Painting, Diaphragm Weld Repair	1.166	2021	1.282	
								2021	0.0	<b>Miles</b>	1.282

¥ Costs reflect anticipated inflation

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
56.00	IM-NH-P 0040(234)	04W7	Jackson Pennington	0.0	I90E I90W SD240 US14E	I90 - Strs, 1.5 W of Exit 67 Over S Gate Road & a Crk; 1.4 W of Exit 67 over RR Track; 4.0 E of the Box Elder Intch over 154th Ave; 0.5 W of SD240 Over RR; 0.3 E of Wasta Over the Cheyenne River; 1.9 NW of the W Wall Intch Under Cedar Butte Road; 6.3 NW of the SD240 S Intch Over Whitewater Crk; On the US014 WB Off ramp at the I90 Intch; US14 – Str, US14 & I 90 Intch; SD240 – Str, At the W Wall Intch Over I90	Zone Painting	1.647	2022	1.811	
							2022	0.0 Miles	1.811		
75.00	IM 1902(67)0	065K	Pennington	0.0	I190N	I190 - Anamosa St Str over I190	Low Slump Dense Concrete Overlay	0.311	2023	0.342	
							2023	0.0 Miles	0.342		

¥ Costs reflect anticipated inflation

By Category

Major Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
907.00	NH 0016(00)59	07HD	Pennington	0.0	US16E	US16 - Jct of US16/Croell Quarry Access	Intersection Improvement	0.000	2020	0.900		
								2020	0.0	<b>Miles</b>	0.900	

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
6.00	*NH 0044(167)44 P 0231(13)79	027K 03CP	Pennington	1.2	SD231 SD231N SD231S SD44 SD44E SD44W	SD44 (Omaha St) - Fm Mt. View Rd to the start of the divided lanes Near 12th St.; SD231 (W Chicago/W Omaha) - Fm Sheffer St to Mt View Rd (SD44) in Rapid City	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, PCC Surfacing, Lighting; Str Repair & Widening Over Rapid Creek	11.097	2020	13.541	
7.00	P 0445(00)74	06WX	Pennington	0.3	SD445	SD445 - Deadwood Ave and Krebs Drive	Install Left Turn Lane at Deadwood Ave & Krebs Dr	0.262	2020	0.320	
905.00	*NH 0016(93)64	6874	Pennington	0.0	US16E US16EB US16W US16WB	US16/US16B - Intersection	Preliminary Engineering	0.000	2020	0.208	
								2020	1.5 Miles	14.069	

¥ Costs reflect anticipated inflation



By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
34.00	PH-PS 3230(05) PH 3269(02)	01DJ 074E	Pennington	0.0		Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road Intersection; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad; Box Elder - Radar Hill Rd Approaches to Pennington Co Rd 14-16 Intersection	Intersection Reconstruction, Add Turn Lanes, Lighting; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	0.045	2020	0.050	
Also Funded In:											
	Item	Category						Total Project Cost			
	10.00	Roadway Safety Improvement					3.601	3.651			
Coordinate with PCN 05RH											
							2020	0.0 Miles	0.050		

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
10.00	PH-PS 3230(05) PH 3269(02)	01DJ 074E	Pennington	0.0		Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road Intersection; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad; Box Elder - Radar Hill Rd Approaches to Pennington Co Rd 14-16 Intersection	Intersection Reconstruction, Add Turn Lanes, Lighting; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	3.242	2020	3.601	
Also Funded In:								Total Project Cost			
	Item	Category						3.651			
	34.00	Railroad Crossing Improvement Projects					0.050				
Coordinate with PCN 05RH											
42.00	PH 0040(317)	062J	Lawrence Meade Pennington	0.0	I90E I90W	Various Locations in the Rapid City Region	Interstate Median Protection for Rapid City Region	0.624	2020	0.624	
47.00	PH 8052(71)	04L4	Pennington	0.0		Various County, City, & Township Roads in Pennington County	Signing & Delineation	1.510	2020	2.157	
Construction planned to begin in 2021.											
54.00	PH 0040(222)	04JP	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Pavement Marking	0.208	2020	0.208	
55.00	PH 0040(223)	04JQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Pavement Marking	0.338	2020	0.338	
70.00	PH 0040(332)	06K3	Fall River Pennington	0.0	SD79S US18	Various Locations in the Rapid City Region	Intersection Improvements	0.408	2020	0.453	
71.00	PH 000S(395)	06TT	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.238	2020	0.238	
932.00	PH 0016(91)61	06X3	Pennington	0.0	US16W	US16 - Intersection of US16 & Neck Yoke Rd	Preliminary Engineering	0.000	2020	0.104	
								2020	40.0 Miles	7.723	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
91.00	PH 0040(231)	04KH	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.212	2021	0.212	
92.00	PH 0040(232)	04KJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.345	2021	0.345	
108.00	PH 0040(335)	06TR	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.955	2021	1.061	
924.00	PH 0040(340)	07AM	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	1.061	2021	1.061	
								2021	1.5 Miles	2.679	
118.00	PH 0040(233)	04RT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.352	2022	0.352	
129.00	PH 000S(397)	06U6	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.433	2022	0.433	
								2022	40.0 Miles	0.785	
148.00	PH 0040(239)	05GA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.304	2023	0.304	
149.00	PH 0040(324)	05GC	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.276	2023	0.276	
164.00	PH 0040(338)	06U3	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.994	2023	1.104	
925.00	PH 0040(342)	07AN	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	1.104	2023	1.104	
								2023	1.5 Miles	2.788	

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
60.00	NH-P 0041(163)	06FK	Areawide	0.0		Various Locations Throughout the Rapid City Area	2020 Areawide Pipe Work Projects	0.427	2020	0.520	
61.00	IM 0041(171)	06YA	Meade Pennington	22.1	I190N I190S I90E I90W	Various Routes in the Rapid City Area	Pavement Restoration	1.302	2020	1.588	
72.00	IM-NH 0041(170)	06YL	Lawrence Meade Pennington	33.9	I190N I190S I90E I90W SD34 US385	Various Routes in the Rapid City Area	Rout and Seal	0.300	2020	0.366	
								2020	56.0 Miles	2.474	
65.00	IM-NH 0040(323)	06FY	Harding Pennington Perkins	0.0	I90E I90W SD73 SD79 US16WB US85	Various Locations Throughout the Rapid City Region	2021 Regionwide Approach Slab Repair	1.774	2021	2.165	
104.00	NH-P 0041(168)	06FL	Areawide	0.0		Various Locations Throughout the Rapid City Area	2021 Areawide Pipe Work Projects	0.435	2021	0.531	
								2021	0.0 Miles	2.696	
113.00	NH-P 0041(169)	06UR	Areawide	0.0		Various Locations Throughout the Rapid City Area	2022 Areawide Pipe Work Projects	0.444	2022	0.541	
								2022	0.0 Miles	0.541	
901.00	P 0040(341)	07CW	Regionwide	0.0		Various Locations Throughout the Rapid City Region	2023 Regionwide Approach Slab Repair	0.905	2023	1.104	
								2023	0.0 Miles	1.104	

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
7.00	P 6480(04)	5777	Pennington	9.7		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, C&G, AC Surfacing	4.453	2020	9.500	
Total = \$9.5; STP/Match = \$5.434; Local Funds = \$4.066											
.....											
9.00	P 000S(00)236	04LY	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2020	0.590	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
.....											
								2020	9.7 Miles	10.090	
13.00	P 000S(00)225	04M3	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2021	0.590	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
.....											
								2021	0.0 Miles	0.590	
903.00	P 000S(00)	07DQ	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2022	0.590	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
.....											
								2022	0.0 Miles	0.590	
907.00	P 000S(00)	07DV	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2023	0.590	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
.....											
								2023	0.0 Miles	0.590	

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
7.00	P TAPU(15)	05CC	Pennington	0.5		Rapid City - Along I190 and SD44 / Omaha St, from approximately 850' N of the Rapid Creek Bridge along I190 to N Mount Rushmore Rd	PE, CE and Construction of Shared Use Path	0.138	2021	0.169	
14.00	P TAPU(09)	04UA	Pennington	0.9		Rapid City - On the east side of Cambell St. from the end of the side path south of Rocker Dr., N to E. Omaha St./Hwy. 44.	PE, CE and Construction of Shared Use Path	0.470	2021	0.573	
							2021	1.4 Miles	0.742		

¥ Costs reflect anticipated inflation

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
5.00	NH 0044(00)46	04PD	Pennington	3.4	SD44	SD44 - Fm LaCrosse St to Covington St in Rapid City	ADA Curb Ramp Upgrades, Intersection Improvement, Sidewalk	0.000	2021	5.132	
							2021	3.4 Miles	5.132		

¥ Costs reflect anticipated inflation

<b>Rapid City Capital Improvement Project Name</b>	<b>CIP #</b>	<b>Year</b>	<b>Estimated Project Cost</b>
East Anamosa Storm Sewer Repair	51153	2020	\$70,000.00
Skyview Dr Water Main Replacement	51072	2020	\$120,000.00
12" High Pressure Water Main Imp	51016	2020	\$125,000.00
Red Rock Drainage Basin Design Plan 2017	51183	2020	\$150,000.00
Bridge Maintenance	50752	2020	\$180,000.00
St Cloud Street Reconstructon West Blvd to 9th St	51174	2020	\$341,000.00
Meade Street Watermain Reconstruction	51077	2020	\$405,000.00
Idlewild Box Culvert	50715	2020	\$450,000.00
West Omaha Water Transmission Main-Design	50457.0	2020	\$600,000.00
Winners/Crown/Squire/Gallery/Hallmark St Repair	51134	2020	\$600,000.00
Inflow & Infiltration Project 1	50849.1-1	2020	\$750,000.00
Lindbergh Avenue Reconstruction	51088	2020	\$860,000.00
St. Patrick Street Reconstruction	50456	2020	\$900,000.00
Wentworth Drive Reconstruction	51039	2020	\$1,380,000.00
Robbinsdale - Phase 5	50390.5-1	2020	\$1,527,000.00
Robbinsdale Elm Avenue and Fairlane Drive Reconstruction	51149	2020	\$1,530,000.00
Silverleaf Reconstruction	50837	2020	\$1,560,000.00
St Patrick St Mt Rushmore Rd to 5th	51126	2020	\$1,678,390.00
Southeast Area Trunk Sewer Reconst ElmPrairie	50829	2020	\$1,750,000.00
Wonderland - Phase 1	51070.1	2020	\$2,186,000.00
Trunk Sewer Master Plan-E.Blvd to St. Patrick	50878	2020	\$2,250,000.00
Sheridan Lake Rd Reconst - CLD to W Main	50967	2020	\$2,847,500.00
Robbinsdale - Phase 6	50941.6-2	2020	\$3,350,000.00
Highway 44 Diversion Sewer	51093	2020	\$3,750,000.00
Robbinsdale - Ivy, E Iowa, E Tallent	50389.4-1	2020	\$4,205,000.00
WRF Sludge Processing Facility	51064	2020	\$12,070,000.00
Eglin Street Traffic Impact Study	51213	2021	\$60,000.00
Airport 12" Water Main Valve Replacement	51038	2021	\$165,000.00
Inflow & Infiltration Project 2	50849.1-2	2021	\$250,000.00
Trenchless Sanitary Sewer Rehabilitation-Project 1	50818.2	2021	\$300,000.00
Skyline - Design	50153.0	2021	\$320,000.00
San Marco Street Bridge Repair	51194	2021	\$650,000.00
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919	2021	\$985,000.00
Signal Dr Sanitary Sewer Replacement	51170	2021	\$1,030,000.00
Jackson Blvd DBDP Element 23	50349	2021	\$1,187,500.00
Kellogg Place Sanitary Sewer Replacement	51173	2021	\$1,360,000.00
Southeast & Terracita Zone Watermain Loop	50455	2021	\$1,600,000.00
W. Blvd NE Reconstr North to Anamosa	50879	2021	\$1,650,000.00
Jackson Blvd & W. Main ST Intersection Reconstruction	50858	2021	\$1,990,000.00
North Maple Ave Reconstruction	51113	2021	\$2,400,000.00
East Boulevard Water Transmission Main	50463	2021	\$2,600,000.00
West Omaha Water Transmission Main-Project 1	50457.1	2021	\$3,310,000.00
Country Road Trunk Sewer Design	51220	2022	\$250,000.00
Clark Street and Tompkins Street	50797	2022	\$439,000.00
Elmhurst Drive Reconstruction	51098.1	2022	\$915,000.00
Watermain Replacement - Sitting Bull, Red Cloud, Crazy Horse	51074	2022	\$1,000,000.00
Forest Street and Juniper Street Reconstruction	51098.2	2022	\$1,080,000.00
Arrowhead 10" Watermain Loop	50281	2022	\$1,125,000.00
44th Street Phase 2 - W. Main to W. Chicago	50719	2022	\$1,570,000.00
Girl Scout Gallery Building Reconst	50341	2022	\$1,825,000.00
Trenchless Sanitary Sewer Rehabilitation-Project 2	50819.3	2022	\$2,000,000.00
Robbinsdale - Oakland	50390.5-2	2022	\$3,725,000.00
Maple Street Alley SS Replacement	51040	2023	\$65,000.00



Reservoir and Booster Station Site Selection	50661	2023	\$100,000.00
Carriage Hills Drive - Corral Drive/Canyon Drive Reconstruction	51165	2023	\$150,000.00
Carriage Hills Drive - Corral to Parkridge Reconstruction	51164	2023	\$200,000.00
Sewer Utility Master Plan Update	51019	2023	\$225,000.00
Sheffer Street Storm Sewer Improvements	51114	2023	\$250,000.00
West Blvd Recon St Joe to Main St	51127	2023	\$250,000.00
Inflow & Infiltration Project 3	50849.1-3	2023	\$500,000.00
Sanitary Sewer Reconstruction - Blk 3, 10, 11, 18	50982	2023	\$705,000.00
Skyline - Phase 1	50153.1	2023	\$890,000.00
Box Elder Creek Lift Station	TBD	2023	\$1,000,000.00
Dakota Dr Watermain Reconstr W.Main to CLD	50399	2023	\$1,550,000.00
WRF Activated Sludge Phase 1 Improvements	51130	2023	\$22,830,000.00
Haines Avenue DBDP Element 1 Improvements	51191	2024	\$60,000.00
Upstream Elm Avenue Drainage - Phase 2	51009	2024	\$225,000.00
East Rapid Lift Station & Force Main	51223	2024	\$500,000.00
Inflow & Infiltration Project 4	50849.1-4	2024	\$500,000.00
Country Road Trunk Sewer Phase 1	51221	2024	\$1,500,000.00
Wonderland - Phase 2	51070.2	2024	\$1,618,125.00
Upstream Elm Avenue Drainage - Phase 1	51008	2024	\$1,960,000.00
Robbinsdale - Phase 5	50390.5-5	2024	\$2,000,000.00
West Omaha Water Transmission Main-Project 2	50457.2	2024	\$2,175,000.00
Sheridan Lake Rd - Corral to Catron	51122	2024	\$11,615,000.00
Bridge Inspections	50630	Annual	\$1,000.00
Erosion Control	50695	Annual	\$5,000.00
Railroad Signal and Track Upgrades	50969	Annual	\$5,000.00
Geotechnical/Infrastructure QA Program	50637	Annual	\$25,000.00
Guardrail Project	51112	Annual	\$35,000.00
Water Rights Acquisition	50303	Annual	\$50,000.00
ADA Compliance Project	50761	Annual	\$60,000.00
Annual Channel Replacement/Improvement	51051	Annual	\$60,000.00
Out-of-the-Dust, Various Locations	50297	Annual	\$60,000.00
Annual Miscellaneous Drainage Replace/Improve	51050	Annual	\$75,000.00
Manhole Adjustments Annual	50846	Annual	\$75,000.00
Oversize Reimbursement Stormwater	51049	Annual	\$100,000.00
Water Service Lines Matching Funds	50294	Annual	\$100,000.00
Well Electrical Improvements	51163	Annual	\$110,000.00
Traffic Operations Upgrades	51047	Annual	\$180,000.00
Miscellaneous Improvement Projects (MIP)	50298	Annual	\$210,000.00
Oversize Reimbursement Sewer	50293	Annual	\$250,000.00
Oversize Reimbursement Water	50295	Annual	\$250,000.00
Collector & Arterial Street Maintenance	50798	Annual	\$290,000.00
Street Rehabilitation	50549	Annual	\$1,500,000.00
Street Rehabilitation - Utility Support Fund	50844	Annual	\$1,500,000.00
Fire Hydrant Installation Project-Semi-Annual	50808	Semi-Annual	\$100,000.00

## Public Transit

Fiscal Year	Funding Category	County	Location	Type	Federal Funds	State Funds	Local Funds	Total
2020	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,253,708.00	\$37,837.00	\$1,016,994.00	\$2,308,539.00
2020	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2020	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$121,574.00	\$0.00	\$28,640.00	\$150,214.00

2021	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,278,782.00	\$37,837.00	\$1,037,283.00	\$2,353,902.00
2021	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2021	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$124,006.00	\$0.00	\$28,640.00	\$152,646.00

2022	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,304,358.00	\$37,837.00	\$1,058,029.00	\$2,400,224.00
2022	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2022	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$126,486.00	\$0.00	\$28,640.00	\$155,126.00

2023	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,330,445.00	\$37,837.00	\$1,079,189.00	\$2,447,471.00
2023	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2023	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$129,016.00	\$0.00	\$28,640.00	\$157,656.00

# Rapid City Regional Airport Capital Improvement Program

23-Apr-19

PROJECT YEAR 2019						
FAA Funding						
			Entitlements	Discretionary		
Term Rehab Phs 2 Vertical Circulation Terminal Construction	5283	\$ 3,000,000	\$ 2,700,000		\$ 150,000	\$ 150,000
Term Rehab Phs 2 Chiller Replacement Construction	5273	\$ 317,751	\$ 285,976		\$ 15,888	\$ 15,888
Term Rehab Phs 2 Escalator, Chiller CA/CO	5273, 5283	\$ 415,251	\$ 373,726		\$ 20,763	\$ 20,763
Term Rehab Design	5271	\$ 850,000	\$ 765,000		\$ 42,500	\$ 42,500
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000		\$ 500	\$ 500
Design for relocate of hold Lines and associated signage		\$ 50,000	\$ 45,000		\$ 2,500	\$ 2,500
Design for rehabilitation of runway marking		\$ 10,000	\$ 9,000		\$ 500	\$ 500
RTR and GA Access Road Design		\$ 200,000	\$ 180,000		\$ 10,000	\$ 10,000
Equipment Specifications		\$ 25,000	\$ 22,500		\$ 1,250	\$ 1,250
<b>Total Projects</b>		<b>\$ 4,878,002</b>	<b>\$ 4,390,202</b>		<b>\$ 243,900</b>	<b>\$ 243,900</b>

PROJECT YEAR 2020						
FAA Funding						
			Entitlements	Discretionary	State	RAP
Relocate of hold Lines and associated signage	TBD	\$ 250,000	\$ 225,000		\$ 12,500	\$ 12,500
Rehabilitation of runway marking		\$ 350,000	\$ 315,000		\$ 17,500	\$ 17,500
General Aviation Redevelopment Design/construction	TBD	\$ 2,250,000	\$ 2,025,000		\$ 112,500	\$ 112,500
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000		\$ 500	\$ 500
RTR Road Rehabilitation (Construction and CACO)	TBD	\$ 1,000,000	\$ 900,000		\$ 50,000	\$ 50,000
Construct New GA Access Road (Construction and CACO)	TBD	\$ 1,035,400	\$ 931,860		\$ 51,770	\$ 51,770
SRE (Blower/Sweeper, Blower)	TBD	\$ 1,000,000	\$ 900,000		\$ 50,000	\$ 50,000
<b>Total Projects</b>		<b>\$ 5,895,400</b>	<b>\$ 5,305,860</b>		<b>\$ 294,770</b>	<b>\$ 294,770</b>

PROJECT YEAR 2021						
FAA Funding						
			Entitlements	Discretionary	State	RAP
Term Rehab Phs 3 Sewage Lagoon Design	5279	\$ 470,000	\$ 423,000	\$ 423,000	\$ 23,500	\$ 23,500
Passenger Boarding Bridge Construction & CA/CO (3)	TBD	\$ 2,000,000	\$ 1,800,000	\$ 1,800,000	\$ 100,000	\$ 100,000
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000	\$ 9,000	\$ 500	\$ 500
Term Rehab Phs 3 Sewage Lagoon Sewer Line Construction	5279	\$ 2,100,000	\$ 1,890,000	\$ 1,890,000	\$ 105,000	\$ 105,000
Terminal Rehab Queuing, ticket counters, bag makeup area	5271	\$ 6,500,000	\$ 5,850,000	\$ 3,579,909	\$ 325,000	\$ 325,000
<b>Total Projects</b>		<b>\$ 11,080,000</b>	<b>\$ 9,972,000</b>	<b>\$ 9,000</b>	<b>\$ 554,000</b>	<b>\$ 554,000</b>

PROJECT YEAR 2022						
FAA Funding						
			Entitlements	Discretionary	State	RAP
Replace SRE Building (Design, Construct, demo old)	TBD	\$6,500,000.00	\$ 5,850,000	\$ 3,579,909	\$ 325,000	\$ 325,000
Grant Administration, legal, advertise, etc.	NA	\$10,000.00	\$ 9,000	\$ 9,000	\$ 500	\$ 500
<b>Total Projects</b>		<b>\$6,510,000.00</b>	<b>\$ 5,859,000</b>	<b>\$ 3,588,909</b>	<b>\$ 325,500</b>	<b>\$ 325,500</b>

**City of Box Elder 2018 - 2023 CIP**

**5/1/2018**

Project Name			Project Year	Total Estimated Project Cost
1	PWS-4-2018	East Mall Drive	2018-2019	\$7,595,000.00
2	PWP-1-2018	Memorial Park Baseball Field Upgrades	2018	\$250,000.00
3	PWW-1-2018	Water System Upgrades, VRC Water	2018	\$405,000.00
4	PWSS-1-2018	Sewer System Upgrades: VRC Sewer Extension	2018	\$150,000.00
5	PWSS-2-2018	Westgate Sanitary Sewer Lift Station upgrade	2018	\$100,000.00
6		Elk Vale Road Study	2018	\$11,000.00
7	PWS-2-2018	Gravel Street Project	2018	\$180,000.00
8	PWS-3-2018	Chip Seal Radar Hill Road and re-stripe	2018	\$140,000.00
9	PWS-1-2018	Fillets and pans - Prairie View Sub.	2018	\$75,000.00
10	PWS-5-2018	Street striping (other than Radar Hill Road)	2018	\$15,000.00
11		Ellsworth Rd./Prairie Rd./225th-Liberty Traffic Study	2018	\$50,000.00
12	PWW-2-2018	Water Connection (Main Loop) 150th and Radial	2018	\$20,000.00
13	PWS-1-2019	City Hall Parking Lot Expansion	2019	\$400,000.00
14	PWS-2-2019	Degeest Rail Crossing	2019	\$1,500,000.00
15	PWSS-1-2019	Camera all Sanitary Sewer Lines/north of Box Elder Rd.	2019	\$200,000.00
16	PWS-3-2019	Concrete street repair Creekside/Thunderbird Sub.	2019	\$50,000.00
17	PWS-4-2019	Crack sealing (City wide)	2019	\$20,000.00
18	PWW-1-2019	New Well	2019	\$2,500,000.00
19	PWS-5-2019	Gravel Street Reconstruction	2019	\$150,000.00
20	PWSS-2-2019	Jet Vac. Sewer Mains	2019	\$25,000.00
21	PWST-1-2018	Thunderbird Drainage Engineering Design/Construction	2018-2019	\$280,000.00
22	PWP-1-2019	Parks Master Plan Study	2019	\$40,000.00
23	PWP-2-2019	Memorial Park Baseball Fields Upgrade, Phase 2	2019	\$250,000.00
24	PWB-1-2019	City Hall Upgrades/Remodel Project(S)	2018-2019	\$800,000.00
25	PWS-6-2019	Traffic Study/Design/Construction School system	2018-2019	\$400,000.00
26	PWS-6-2019	Patching and Chip Seal Bennet Road	2019	\$175,000.00

**5/1/2018**

Project Name			Project Year	Total Estimated Project Cost
27	PWS-7-2019	Chip Seal Res. Streets Thunderbird Sub.	2019	\$150,000.00
28	PWS-8-2019	Street striping	2019	\$20,000.00
29	PWSS-2-2020	Camera Thunderbird Sub. Sewer Mains	2020	\$180,000.00
30	PWW-1-2020	Tower Road Water Main Extension	2020	\$1,200,000.00
31	PWW-2-2020	Water Booster Pump/PRV Relocation to Liberty	2020	\$618,000.00
32	PWS-1-2020	Radar Hill Road Rebuild (Bridge 2020)	2020-2021	\$10,000,000.00
33	PWSS-1-2020	Sanitary Sewer I & I Repair	2020	\$500,000.00
34	PW-1-2020	New Public Works Building, Equipment Storage	2020	\$1,800,000.00
35	PWS-2-2020	Chip Seal residential streets (TBD)	2020	\$175,000.00
36	PWS-3-2020	Crack sealing (City wide)	2020	\$15,000.00
37	PWSS-1-2020	Thunderbird Sewer upgrades after cameraing results	2020	??
38	PWS-4-2020	Street striping	2020	\$16,000.00
39	PWP 1-2020	Memorial Park Baseball Field Upgrades, Phase 3	2020	\$250,000.00
40	PWSS-1-2021	East Sanitary Sewer Collector (Westgate to 151st Ave)	2021	\$2,000,000.00
41	PWS-1-2021	Chip sealing residential streets	2021	\$175,000.00

42	PWS-2-2021	Crack sealing (City wide)	2021	\$17,000.00
43	PWW-1-2021	Radar Hill Road Water Main replacement	2021	\$3,108,000.00
44	PWSS-2-2021	Jet Vac Sewer Mains	2021	\$25,000.00
45	PWSS-2-2021	Upsize 14/16 Sewer Main to East Mall (Phase 1)	2021	\$4,200,000.00
46	PWP-1-2021	Memorial Park Baseball Fields Upgrade, Phase 4	2021	\$300,000.00
47	PWS-1-2022	150th, Liberty to 225th	2022	\$2,000,000.00
48	PWW-1-2022	Complete Creekside to Prairie Main upsizing	2022	\$920,000.00
49	PWSS-1-2022	Upsize 14/16 Sewer Main to East Mall (Phase 2)	2022	\$4,200,000.00
<b>5/1/2018</b>				
<b>Project Name</b>			<b>Project Year</b>	<b>Total Estimated Project Cost</b>
50	PWSS-1-2023	Upsize 14/16 Sewer Main to East Mall (Phase 3)	2023	\$2,700,000.00
51	PWS-1-2023	Radar Hill Road Reconstruction	2023	\$7,000,000.00
			<b>Grand Total of Projects Listed</b>	<b>\$50,350,000.00</b>

**MEADE COUNTY  
FIVE-YEAR PROGRAMMED PROJECT LISTING**

Project Location	Project Description	Year	Proposed Five-Year Project Funding Information						Total Project Cost
			Local Funding	Federal Funding	State Funding	Unfunded	Anticipated Grant	Total Funding	
Elk Vale Rd from 225th St at S Co line, N 6 mi to Elk Creek Rd	AC Surfacing	2019	\$ 2,117,000.00					\$ 2,117,000.00	\$ 2,117,000.00
New Underwood Rd from Hwy 34 South 22.5 miles	Chip Seal	2019	\$ 700,000.00					\$ 700,000.00	\$ 700,000.00
Structure No. 47-460-128, 11.8 mi S of Hwy 212 on Stoneville Rd.	Design Engineering	2019	\$ 40,000.00					\$ 40,000.00	\$ 40,000.00
Erickson Ranch Rd	Full Depth Process in place new 6" base course and 4" asphalt	2020	\$ 2,200,000.00					\$ 2,200,000.00	\$ 2,200,000.00
Alkali Rd from Ft. Meade Way East 5 mi to Titan Rd	2" overlay of existing asphalt	2020	\$ 1,100,000.00					\$ 1,100,000.00	\$ 1,100,000.00
High Meadows Rd Bottom 1 mile	Fix Drainage and replace culverts	2020	\$ 170,000.00					\$ 170,000.00	\$ 170,000.00
Structure No. 47-460-128, 11.8 mi S of Hwy 212 on Stoneville Rd.	Replace Bridge	2020	\$ 80,000.00				\$ 320,000.00	\$ 400,000.00	\$ 400,000.00
Structure No. 47-549-149, 21.1 mi W & 13.9 mi S of Faith (Pine Creek Rd)	Replace Structure	2020	\$ 150,000.00					\$ 150,000.00	\$ 150,000.00
New Underwood Rd from Pennington Co. line N 3.1 miles	Reconstruct & New AC Surfacing	2021	\$ 3,750,000.00					\$ 3,750,000.00	\$ 3,750,000.00
Rolling Hills Rd From Nemo Road North 2 mi.	Fix Drainage	2021	\$ 34,000.00					\$ 34,000.00	\$ 34,000.00
Avalanch Rd from Lazelle St to Alder Place	Chip Seal	2021	\$ 30,000.00					\$ 30,000.00	\$ 30,000.00
Whitewood Service Rd from Sturgis City limits to Lawerance County Line	Chip Seal	2021	\$ 16,000.00					\$ 16,000.00	\$ 16,000.00
Blucksburg Rd from Service Rd to Blucksburg entrance	Chip Seal	2021	\$ 17,000.00					\$ 17,000.00	\$ 17,000.00
Pleasant Valley Rd. from Service Rd to I-90	Chip Seal	2021	\$ 60,000.00					\$ 60,000.00	\$ 60,000.00
Stage Stop Rd from I-90 to end of asphalt	Chip Seal	2021	\$ 16,000.00					\$ 16,000.00	\$ 16,000.00
Anderson Rd from Service Rd to end of asphalt	Chip Seal	2021	\$ 30,000.00					\$ 30,000.00	\$ 30,000.00
Peaceful Pines West of I-90, from the Service Rd to end of asphalt	Chip Seal	2021	\$ 65,000.00					\$ 65,000.00	\$ 65,000.00
West Elm and Seaire St. in Black Hawk	Chip Seal	2021	\$ 37,000.00					\$ 37,000.00	\$ 37,000.00

Vanocker Canyon Rd. from Sturgis City limits to Lawerance Co. line	Chip Seal	2021	\$ 350,000.00					\$ 350,000.00	\$ 350,000.00
Engineer North 2.4 miles Ft. Meade Way	PE Engineering	2021	\$ 35,000.00					\$ 35,000.00	\$ 35,000.00
Structure No. 47-370-587, on the New Underwood Rd 3.2 mi N of the Pennington Co. line	Epoxy Chip -Seal	2022	\$ 50,000.00				\$ 200,000.00	\$ 250,000.00	\$ 250,000.00
Structure No. 47-378-444, 5 mile East of Hereford	Epoxy Chip -Seal	2022	\$ 56,000.00				\$ 224,000.00	\$ 280,000.00	\$ 280,000.00
Mnt. Shadows Rd. off of 2nd Street in Piedmont	Chip Seal	2022	\$ 31,000.00					\$ 31,000.00	\$ 31,000.00
Norman Ave. from Peaceful Pines N to end of county asphalt	Chip Seal	2022	\$ 78,000.00					\$ 78,000.00	\$ 78,000.00
Deadwood Ave and Peaceful Pines east of I-90 to Pennington County Line	Chip Seal	2022	\$ 67,000.00					\$ 67,000.00	\$ 67,000.00
Sidney Stage Rd	Full depth reclamation and AS Surfacing	2022	\$ 1,100,000.00					\$ 1,100,000.00	\$ 1,100,000.00
New Underwood Rd form Elk Creek Rd South 4.3 miles	Reconstruct & New AC Surfacing	2022	\$ 3,750,000.00					\$ 3,750,000.00	\$ 3,750,000.00
Avalanch Rd from Alder Pl. N 3 mi to Eden Rd	Reconstruct & New AC Surfacing	2023	\$ 3,200,000.00					\$ 3,200,000.00	\$ 3,200,000.00
Ft. Meade Way from Hwy 34 2.4 miles South	Regrade	2023	\$ 1,000,000.00					\$ 1,000,000.00	\$ 1,000,000.00
Structure No. 47-060-305, 3 mi. E & 12.5 mi. N of Sturgis (130th Ave)	Replace Bridge	2023	\$ 100,000.00				\$ 400,000.00	\$ 500,000.00	\$ 500,000.00
Structure No. 47-110-518, 8 mi. E & 8.8 mi. S of Sturgis (Morris Creek Pl.)	Replace Bridge	2023	\$ 100,000.00				\$ 400,000.00	\$ 500,000.00	\$ 500,000.00
	<b>TOTALS</b>		\$ 20,529,000.00	\$ -	\$ -	\$ -	\$ 1,544,000.00	\$ 22,073,000.00	\$ 22,073,000.00

**Local Funding Includes:** Match on BIG funding, traditional BRO & BRF projects, TAP projects, etc., and some shortfalls/balances on misc. projects. Also STP Payout funds.

**Federal Funding Includes:** 100% of Signing & Delineation projects, and approx. 80% of STP, BRO, BRF, and TAP projects. Federal portion of ER/FEMA projects.

**State Funding Includes:** 80% of awarded BIG projects and approx. 20% match on STP projects.

**Anticipated Grant (BIG):** 80% of total

**Pennington County Five-Year Programmed Project Listing**

Segment or Bridge	Road Name	Project	Year						Total
				Road & Bridge	Federal Bridge Fund	Federal Priority or Safety Fund	STP Funding	Anticipated Grant	
		<b>Bridge Projects</b>	<b>2019</b>						
359325	Dark Canyon Road	Repair	2019	\$ 140,000					\$ 140,000
361325	Dark Canyon Road	Repair	2019	\$ 45,000					\$ 45,000
363326	Dark Canyon Road	Repair	2019	\$ 15,000					\$ 15,000
305300	Sonquist Lane	Design	2019	\$ 25,000					\$ 25,000
		<b>Road Projects</b>	<b>2019</b>						\$ -
122802, 3, & 4	Sheridan Lake Road	ROW & Consultant	2019	\$ 218,691					\$ 218,691
323301	Silver Mountain Road	Guardrail	2019	\$ 83,000					\$ 83,000
121201	Radar Hill Road	Overlay	2019	\$ 360,000					\$ 360,000
444101	156th Avenue	Overlay	2019	\$ 310,000					\$ 310,000
		Crack Seals	2019	\$ 181,000					\$ 181,000
		Chip Seals	2019	\$ 518,000					\$ 518,000
		Pavement Marking	2019	\$ 225,000					\$ 225,000
		<b>Year Totals</b>	<b>2019</b>	<b>\$ 2,120,691</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,120,691</b>
		<b>Bridge Projects</b>	<b>2020</b>						
909240	223rd Street	Replace with culverts	2020	\$ 41,000					\$ 41,000
162272	Rochford Road South	Reconstruct	2020	\$ 80,000	\$ 320,000				\$ 400,000
305300	Sonquist Lane	Reconstruct & Inspect	2020	\$ 320,000					\$ 320,000
316316	Thunderhead Falls Road	Design	2020	\$ 25,000					\$ 25,000
317318	Thunderhead Falls Road	Design	2020	\$ 25,000					\$ 25,000
		<b>Road Projects</b>	<b>2020</b>						
126001	Deadwood Avenue	Reconstruct	2020	\$ 1,200,000					\$ 1,200,000
130901	Slate Road East	Lower Hill	2020	\$ 250,000					\$ 250,000
131202	Rochford Road	Chipseal from Rochford East 3 miles	2020	\$ 100,000					\$ 100,000
123401	South Canyon Road	High Friction Surface	2020	\$ 7,600		\$ 76,000			\$ 83,600
130801	Deerfield Road	High Friction Surface	2020	\$ 7,600		\$ 76,000			\$ 83,600
130602, 3	Rochford Road South	Reconstruct	2020	\$ 1,520,000		\$ 4,480,000			\$ 6,000,000
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2020	\$ 2,333,333			\$ 4,333,333		\$ 6,666,666
122002	Lower Spring Creek Road	Overlay	2020	\$ 701,000					\$ 701,000
123405	Nemo Road	Grade & Overlay	2020	\$ 348,200		\$ 3,133,800			\$ 3,482,000
		Crack Seals	2020	\$ 104,000					\$ 104,000
		Chip Seals	2020	\$ 670,000					\$ 670,000
		Pavement Marking	2020	\$ 225,000					\$ 225,000
		<b>Year Totals</b>	<b>2020</b>	<b>\$ 7,957,733</b>	<b>\$ 320,000</b>	<b>\$ 7,765,800</b>	<b>\$ 4,333,333</b>	<b>\$ -</b>	<b>\$ 20,376,866</b>



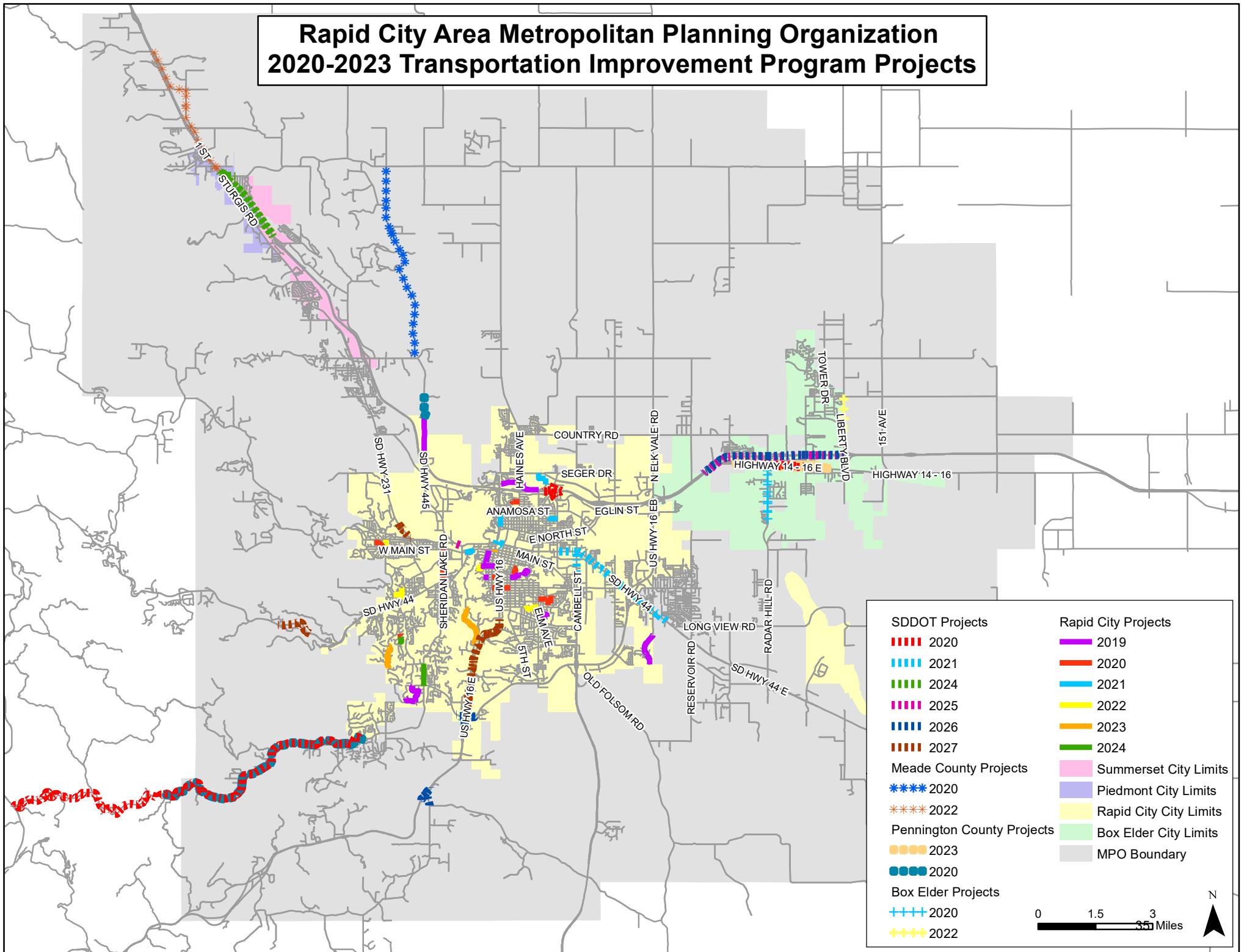
**Pennington County Five-Year Programmed Project Listing**

Segment or Bridge	Road Name	Project	Year						Total
				Road & Bridge	Federal Bridge Fund	Federal Priority or Safety Fund	STP Funding	Anticipated Grant	
		<b>Bridge Projects</b>	<b>2021</b>						
316316	Thunderhead Falls Road	Reconstruct	2021	\$ 60,000		\$ 240,000			\$ 300,000
317318	Thunderhead Falls Road	Reconstruct	2021	\$ 300,000					\$ 300,000
		<b>Road Projects</b>	<b>2021</b>						
130602, 3	Rochford Road South	Reconstruct	2021	\$ 1,520,000		\$ 4,480,000			\$ 6,000,000
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2021	\$ 2,333,333			\$ 4,333,333		\$ 6,666,666
145902	160th Avenue	Chipseal	2021	\$ 43,000					\$ 43,000
122002	Lower Spring Creek Road	Overlay	2021	\$ 701,000					\$ 701,000
		Crack Seals	2021	\$ 163,000					\$ 163,000
		Chip Seals	2021	\$ 686,000					\$ 686,000
		Pavement Marking	2021	\$ 225,000					\$ 225,000
		<b>Year Totals</b>	<b>2021</b>	<b>\$ 6,031,333</b>	<b>\$ -</b>	<b>\$ 4,720,000</b>	<b>\$ 4,333,333</b>	<b>\$ -</b>	<b>\$ 15,084,666</b>
		<b>Bridge Projects</b>	<b>2022</b>						
952341	Paulson Road	Repair	2022	\$ 78,000					\$ 78,000
837220	Trask Road	Reconstruct	2022	\$ 400,000					\$ 400,000
		<b>Road Projects</b>	<b>2022</b>						\$ -
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2022	\$ 2,333,334			\$ 4,333,334		\$ 6,666,668
453201	Paulson Road	Roadway & Creek Realignment	2022	\$ 90,000					\$ 90,000
124101	Univeral Drive	Overlay	2022	\$ 303,000					\$ 303,000
		Crack Seals	2022	\$ 204,000					\$ 204,000
		Chip Seals	2022	\$ 687,000					\$ 687,000
		Pavement Marking	2022	\$ 225,000					\$ 225,000
		<b>Year Totals</b>	<b>2022</b>	<b>\$ 4,320,334</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,333,334</b>	<b>\$ -</b>	<b>\$ 8,653,668</b>

**Pennington County Five-Year Programmed Project Listing**

Segment or Bridge	Road Name	Project	Year						Total
				Road & Bridge	Federal Bridge Fund	Federal Priority or Safety Fund	STP Funding	Anticipated Grant	
		<b>Bridge Projects</b>	<b>2023</b>						
896490	Huether Road	Repair	2023	\$ 76,000					\$ 76,000
909490	Huether Road	Repair	2023	\$ 4,000					\$ 4,000
261399	Robins Roost Road	Replace with box culvert	2023	\$ 200,000					\$ 200,000
246298	Sherman Street	Repair	2023	\$ 200,000					\$ 200,000
		<b>Road Projects</b>	<b>2023</b>						\$ -
241401	Highway 1416	Reconstruct	2023	\$ 337,000		\$ 3,029,000			\$ 3,366,000
144501	161st Ave	Reconstruct	2023	\$ 800,000					\$ 800,000
		Crack Seals	2023	\$ 183,000					\$ 183,000
		Chip Seals	2023	\$ 687,000					\$ 687,000
		Pavement Marking	2023	\$ 225,000					\$ 225,000
		<b>Year Totals</b>	<b>2023</b>	<b>\$ 2,712,000</b>	<b>\$ -</b>	<b>\$ 3,029,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,741,000</b>
		<b>5-Year Totals</b>		<b>\$ 23,142,091</b>	<b>\$ 320,000</b>	<b>\$ 15,514,800</b>	<b>\$ 13,000,000</b>	<b>\$ -</b>	<b>\$ 51,976,891</b>

# Rapid City Area Metropolitan Planning Organization 2020-2023 Transportation Improvement Program Projects



SDDOT Projects	Rapid City Projects
2020	2019
2021	2020
2024	2021
2025	2022
2026	2023
2027	2024
Meade County Projects	Summerset City Limits
2020	Piedmont City Limits
2022	Rapid City City Limits
Pennington County Projects	Box Elder City Limits
2023	MPO Boundary
2020	
Box Elder Projects	
2020	
2022	

0 1.5 3 3.5 Miles

N



# Attachment 2 Rapid City Area Metropolitan Planning Organization

## CERTIFICATION














I hereby certify and approve that the Rapid City Area Transportation Study Area Boundary depicted hereon was established by the Executive Policy Committee of the Rapid City Area Metropolitan Planning Organization and local officials in cooperation with each other pursuant to the Moving Ahead for Progress in the 21st Century (MAP-21) of July 2012.

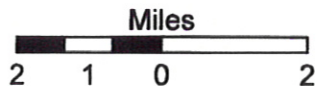
*W. Bryant* 7/10/12  
Secretary SD Department of Transportation Date

## APPROVAL

*Nancy J. Trautman* 6/13/13  
Executive Policy Committee Chair Date  
Rapid City Area Metropolitan Planning Organization

## Legend

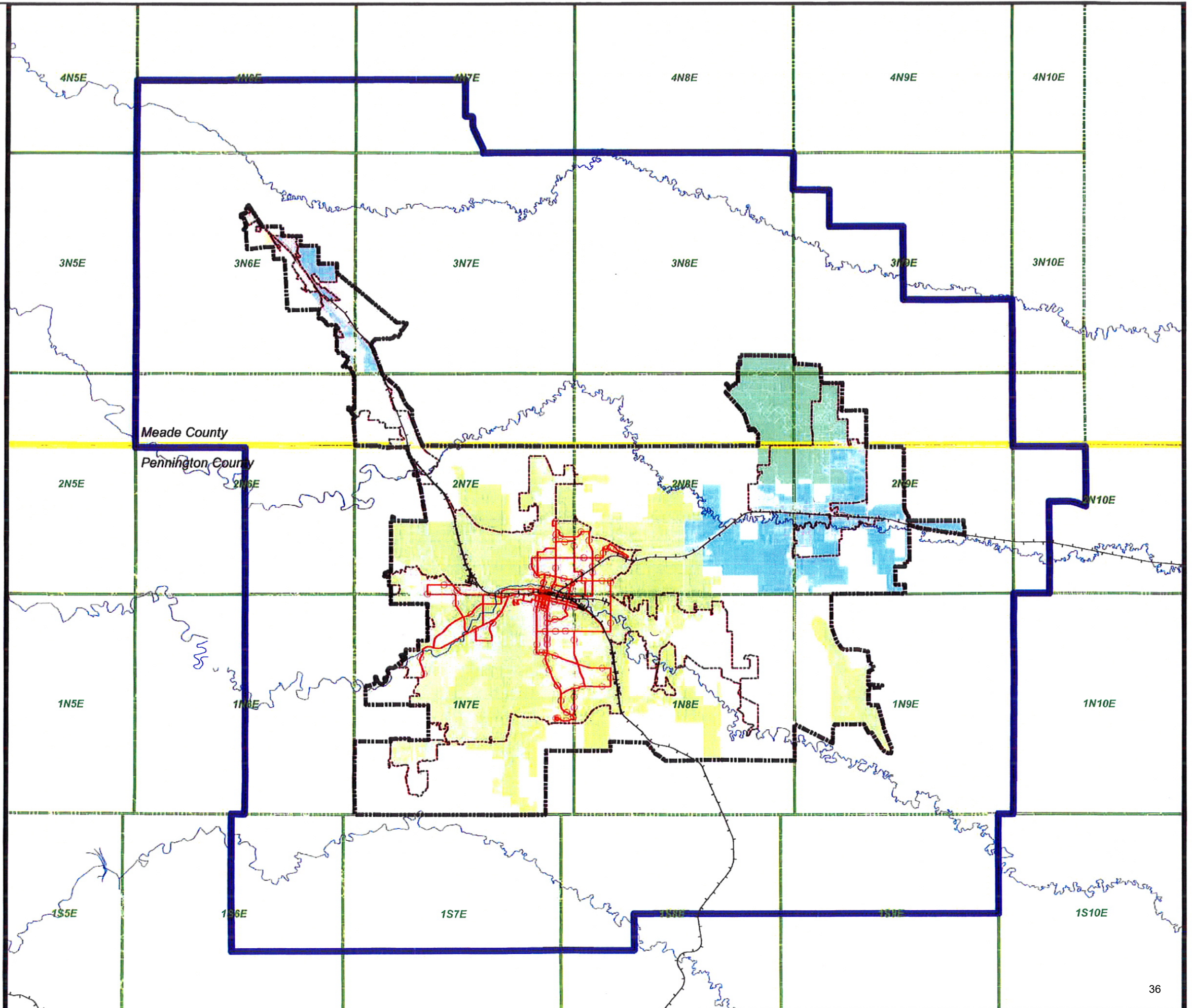
-  MPO Boundary 2013
-  FHWA Urbanized Area 2013
-  Census Urban Boundaries 2010
-  Box Elder City Limits
-  Ellsworth AFB Limits
-  Piedmont City Limits
-  Rapid City Limits
-  Summerset City Limits
-  Townships
-  Roads
-  Transit Routes
-  Railroads
-  Rivers



June 2013

## Disclaimer

This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The burden for determining accuracy, completeness, timeliness, merchantability, and fitness for or the appropriateness for use rests solely on the user. Rapid City, Pennington County and Meade County make no warranties, express or implied, as to the use of the Data. There are no implied warranties of merchantability or fitness for a particular purpose. The user acknowledges and accepts the limitations of the Data, including the fact that the data is dynamic and is in a constant state of maintenance, correction, and update.





## APPENDIX A

### **Rapid City Area Metropolitan Planning Organization Guidelines for Non-Transit Administrative Amendments and Revisions to The Rapid City MPO Transportation Improvement Program (TIP)**

#### **Revising an Approved TIP:**

The TIP may be revised at any time. A formal TIP revision will be required for any new projects added during the course of the year, project limit changes, change in type of work, etc. Projects within the Metropolitan Planning Organizations (MPO) established Metropolitan Planning Area Boundaries require both a TIP and STIP revision. A TIP revision is any change to the project listings, and/or funding tables in an existing TIP. Revisions require federal approval. A major STIP/TIP revision will require additional public involvement prior to FHWA approval. The MPO's public involvement process will be sufficient for metropolitan area TIP revisions. SDDOT will e-mail a STIP/TIP revision to FHWA requesting approval of the addition or change made and stating the source of funding to maintain a balanced STIP/TIP. Cost changes made to the second, third and fourth year of the TIP will be balanced during the TIP update process.

A revision to the TIP is:

- a. Adding a new project or phase(s) to the TIP, not programmed in the previously approved TIP
- b. Increasing the Federal Funds by more than 100% of the total project cost (minimum of \$250,000 change).
- c. Increasing the total cost of a project the greater of \$3.0 million or 10%.
- d. A change in funding source from 100% non-federal funds to partial or fully-funded with Federal funds.
- e. A change in funding sources across modes for existing projects in the TIP (the funding for a project change from FHWA to FTA or vice versa).
- f. A major change in the project scope or improvement type that changes the intent of the project.


#### **Administrative Amendments to an Approved TIP:**

An administrative amendment to the TIP does not require public involvement or FHWA approval. The TIP administrative amendment process consists of notification to all involved parties of the latest changes to the TIP. SDDOT Project Development staff will notify the FHWA by e-mail showing the change made.

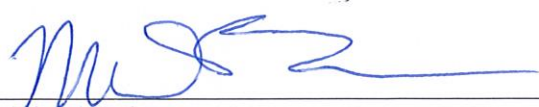
An Administrative Amendment to the TIP is:

- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.
- b. Increases in the Federal funds less than \$250,000 and cost increases less than 100% of the total project cost.
- c. Increasing the total cost of any project with federal funding that doesn't exceed the greater of \$3.0 million or 10%.
- d. Obvious data entry errors.
- e. Splitting or combining projects already in the program that result in no change in overall project schedule or funding.
- f. Changes or clarifying elements of a project location or improvement description that does not change the funding or alter the original project intent.
- g. Movement of a project or phase thereof within the first four years of the approved TIP.
- h. A change in funding source from partial or fully-funded with Federal funds to 100% non-federal funds.
- i. Cost increases for 100% state or local funded projects do not require an amendment, regardless of the State/local source.

Modification of existing STIP/TIP projects in order to make STIP/TIP documents match provided the modification involves minor changes in the scope or funding of a project as provided by this section.

Approved by:   
 Vice Chairman  
 Executive Policy Committee  
 Rapid City Metropolitan Planning Organization

Date: 4/12/18

Approved by:   
 Michael Behm  
 Division of Planning and Engineering  
 South Dakota Department of Transportation

Date: 4/23/18

**Appendix B**  
**Metropolitan Transportation Planning Self-Certification**  
**For the Rapid City Area Metropolitan Planning Organization (RCAMPO)**  
**Fiscal Year 2020-2023**

The following is to demonstrate and resolve that the Rapid City Area Metropolitan Planning Organization's transportation planning process meets all applicable requirements of Self Certification Process (23 CFR 450.334).

**1. Metropolitan Planning Organization (MPO)** (*Ref: 23 USC 134(b) and 23 CFR 450.306*)

Describe the Entity Designated as the MPO

The Rapid City Area Metropolitan Planning Organization is an association of local and state governments made up the City of Rapid City, the City of Box Elder, Pennington County and Meade County. The South Dakota Department of Transportation (SDDOT), Ellsworth Air Force Base, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the local school districts also participate. The hosting agency that provides staff and all administrative support to the Metropolitan Planning Organization is the City of Rapid City.

**2. Geographic Scope** (*Ref: 23 USC 134(c) and 23 CFR 450.308*)

Describe the Physical Boundaries/Provide a Map

The Rapid City Urbanized Area includes the lands within the City of Rapid City urban growth boundary and the densely populated adjoining areas of Pennington and Meade Counties. The area is shown in the attached map.

**3. Agreements** (*Ref: 23 USC 134(d) and 23 CFR 450.310*)

*A. Agreements in force among the participating agencies relative to the transportation planning process include:*

1. Intergovernmental Agreement for the Purpose of Establishing the Rapid City Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2007 by the South Dakota Department of Transportation and the parties in the Rapid City Area Metropolitan Planning Organization;
2. Operations Plan was adopted in December 2016. The Operations Plan outlines the procedures and requirements for adopting transportation products and plans for the Metropolitan Planning Organization.

*B. Agreements between the State and the MPO include:*

1. Annual FHWA and FTA planning funds agreement between SDDOT and City of Rapid City acting as the Rapid City Area Metropolitan Planning Organization;

*C. Agreements between the MPO and other entities include:*

1. Intergovernmental/Interagency Agreement between the Rapid City Area Metropolitan Planning Organization and the City of Box Elder.
2. Intergovernmental/Interagency Agreement between the Rapid City Area Metropolitan Planning Organization and Meade County.

#### **4. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.312)**

##### **A. Cooperative Metropolitan Planning Process**

The Rapid City Area Metropolitan Planning Organization member entities, including SDDOT, collaborate in carrying out the requirements of the Metropolitan Transportation Planning Process. The Rapid Transit system is owned by the City of Rapid City, a member of the Rapid City Area Metropolitan Planning Organization. This cooperative process includes city and state participation in the decision-making processes of the Rapid City Area Metropolitan Planning Organization Executive Policy Board, Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). Rapid Transit is represented on the TCC. SDDOT, FHWA and FTA designate staff to serve on the TCC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a Long Range Transportation Plan (RapidTRIP2040 adopted September 2015)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP2040
4. Coordination of transportation decisions among local jurisdictions and state agencies
5. Development of an annual work program

##### **B. Agreed Responsibilities for Development of UPWP, Long Range Transportation Plan, and Transportation Improvement Program**

1. Rapid City staff currently provides Travel Demand Modeling Services for all Rapid City Area Metropolitan Planning Organization related work.
2. The Rapid City Area Metropolitan Planning Organization leads development and maintenance of the Unified Planning Work Program, RapidTRIP2040, and Transportation Improvement Program. This work is coordinated with all of the Rapid City Area Metropolitan Planning Organization agencies.

#### **5. Metropolitan Transportation Planning Products**

##### **A. Unified Planning Work Program (Ref: 23 CFR 450.314)**

The purpose of the Unified Planning Work Program is to describe the annual activities, planning studies, and products to be developed by the Metropolitan Planning Organization over a year time. The Unified Planning Work Program identifies who will be involved with the work tasks and the anticipated product or outcome. The Unified Planning Work Program also identifies funding for these tasks which includes total programmed expenditures for each one. The Metropolitan Planning Organization and its coordinating agencies work together to define work activities which will be performed over the year. The City of Rapid City oversees this work program in accordance with the agreements among the City of Rapid City, the City of Box Elder, Pennington County and Meade County. The South Dakota Department of Transportation (SDDOT), Ellsworth Air Force Base, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the local school districts also participate in the development of the Unified Planning Work Program as members of the Technical Coordinating Committee.



The tasks in the FY2019 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

**B. Long Range Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)**

The federally compliant RapidTRIP2040 Long Range Transportation Plan was adopted in September 2015.

**C. Transportation Improvement Program (TIP) (Ref: 23 USC 134(h) and 23CFR 450.23 & 26)**

The Rapid City Area Metropolitan Planning Organization develops the Transportation Improvement Program in cooperation and coordination with all of the members of the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization will coordinate its prioritization process and its list of transportation project priorities with SDDOT.

**6. Planning Emphasis Areas**

The Rapid City Area Metropolitan Planning Organization planning process addresses the FHWA/FTA planning emphasis areas in all projects and policies. The following is a description of these considerations, and a brief explanation of how the factors will be addressed.

**A. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency***

It is among the goals of the Rapid City Area Metropolitan Planning Organization's transportation planning activities to support the economic vitality of the Rapid City Urbanized Area and beyond. The Rapid City Urbanized Area is the economic hub of the Black Hills region. Rapid City Area Metropolitan Planning Organization's transportation planning activities are to facilitate the movement of people and goods which is the key in promoting economic activities.

**B. *Increase the safety of the transportation system for motorized and non-motorized users***

The safety of the transportation system was among the criteria used by the Rapid City Area Metropolitan Planning Organization in prioritizing transportation projects for funding. The Rapid City Area Metropolitan Planning Organization prepares an annual Pedestrian/Bicycle Crash Report to identify high crash areas for pedestrians and bicyclist. The Rapid City Area Metropolitan Planning Organization also developed an Arterial Street Safety Study, which included a review of street segment crash statistics, identification of street segments exceeding the statistical critical rate, and recommendations to reduce crashes based on analysis of crash types. Some of the recommendations have been implemented since the completion of the study.

**C. *Increase the security of the transportation system for motorized and non-motorized users***

The security of the transportation system was among the criteria used by the Rapid City Area Metropolitan Planning Organization in prioritizing transportation projects for funding.

**D. Increase the accessibility and mobility options available to people and for freight**

It is among the goals of the Rapid City Area Metropolitan Planning Organization's transportation planning activities to increase the accessibility and mobility options of people and freight in the Rapid City Urbanized Area. The Rapid City Area Metropolitan Planning Organization will continue working with local mobility advocacy groups, the cities, and counties to identify opportunities for increasing the accessibility and mobility options of all people in the Rapid City Urbanized Area. Rapid City Area Metropolitan Planning Organization staff has in the Coordinated Human Services Public Transportation Plans.

**E. Protect and enhance the environment, promote energy conservation, and improve quality of life**

The Rapid City Area Metropolitan Planning Organization transportation planning activities include full consideration of environmental issues.

**F. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight**

The Rapid City Area Metropolitan Planning Organization transportation planning process is comprehensive and includes all modes of transportation and the mobility needs of all people. Multi-modal and intermodal transportation planning will help provide connectivity across all modes and for all users of the system.

**G. Promote efficient system management and operations**

The Rapid City Metropolitan Planning Organization approved the ITS Master Plan for Integration Strategies in November 2003. The Rapid City Area Metropolitan Planning Organization will continue to use ITS measures as a means of enhancing the efficiency of existing transportation system and operations.

The Metropolitan Plan promotes a multi-modal transportation system. This approach will help to maximize transportation efficiency by providing multiple travel options. The ultimate goal will be to reduce the demand on the highway system, which will increase roadway capacity and reduce maintenance costs.

**H. Emphasize the preservation of the existing transportation system**

Preservation of the existing transportation system is a priority in the Long Range Transportation Plan. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken "off the top" of the overall funding forecasts. The remaining funds were then allocated to capacity improvements and other non-preservation projects. The Long Range Transportation Plan devotes a large portion of available funds to the maintenance and preservation of existing transportation system.

**I. Coordinate with State DOT consultation efforts with non-metropolitan local officials**

The adopted Rapid City Area Metropolitan Planning Organization Unified Planning Work Program contains tasks to coordinate transportation issues and activities with SDDOT.

**J. Enhance the technical capability of the transportation planning processes**

The Rapid City Area Metropolitan Planning Organization programs funds in the Unified Planning Work Program and Transportation Improvement Program to upgrade the travel

demand model, update the underlying travel data by participating in joint surveys, and provide training opportunities for staff.

**K. *Linking the NEPA and planning processes***

The RapidTRIP 2040 Long Range Transportation Plan includes environmental considerations that identify known historical, cultural, archeological, and natural resources. This amendment also identifies potential mitigation activities. The data in this amendment will help improve the project development process and hopefully speed project delivery.

**L. *Coordination and provision of Human Service and Transportation Disadvantaged Services (ADA, Elderly, and Disabled)***

Metropolitan Planning Organization staff and local transit service providers began working in 2007 to develop a coordinated human services transportation plan. A plan was completed in October 2007, updated in 2013, and was recently updated in 2019. The goal of this project was to develop and implement a public transportation plan for the Rapid City Urbanized Area with a particular focus on providing access to critical services for lower income residents, seniors, and other special needs populations. The Rapid City Area Metropolitan Planning Organization has been involved in that effort to ensure the continued availability of federal transportation funds.

**7. *Public Involvement (Ref: 23 CFR 450.316(b))***

**Rapid City Area Metropolitan Planning Organization Public Participation Plan**

The Rapid City Area Metropolitan Planning Organization adopted a MAP-21 compliant public participation plan in November 2016. This plan serves as the statement of transportation public participation policies adopted by the Rapid City Area Metropolitan Planning Organization. Participation of the public in transportation planning activities is vitally important to the Rapid City Area Metropolitan Planning Organization. The emphasis of the adopted policies in this report is on regional system planning products regularly produced in the transportation planning process. Various techniques will selectively be used to provide information and solicit public comment. Some examples of public participation activities are briefly described below.

- A. Newspaper Advertisements
- B. Web Site
- C. Articles
- D. Press Releases
- E. Flyers
- F. TV/Radio
- G. Public Service Announcements
- H. Interviews
- I. Community Forums
- J. Public Meetings
- K. Public Hearings
- L. Group Presentations
- M. Advisory Committee

**8. *Title VI (Ref: Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21)***

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal

financial assistance” [42 USC 2000d]. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was signed by President Clinton on Feb. 11, 1994 and published in the Feb. 16, 1994 Federal Register, Vol. 59, No. 32. The Executive Order and accompanying memorandum reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focus federal attention on the environmental and human health condition in minority and low-income communities. Together these two laws promote non-discrimination in federal programs affecting human health and the environment, and provide minority and low income communities access to public information and an opportunity to participate in matters relating to transportation and the environment.

Through the regional planning process, the Metropolitan Planning Organization and partner agencies will thoroughly analyze the three fundamental environmental justice principles. The principles are:

- To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects of programs, policies and activities on minority populations and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction of, or significant delay in the receipt of transportation benefits by minority and low-income populations.

The Metropolitan Planning Organization staff developed a Title VI Policy that was adopted in 2012 to ensure compliance with the Civil Rights Act of 1964 and to provide the public with procedures to request assistance in addressing any issues that may surface. Additionally, the Metropolitan Planning Organization’s public participation plan addresses the full and fair participation of all populations.

**9. Disadvantage Business Enterprise (DBE)** (*Ref: Section 1101(b) of Pub. L. 109-59, 49 CFR part 26*)

The Rapid City Area Metropolitan Planning Organization shows a good faith effort to solicit Disadvantage Business Enterprises (DBEs) when procuring assistance from private contractors. The Rapid City Area Metropolitan Planning Organization awards an additional five points out of 100 points to private contractors who are DBEs or have a DBE subcontractor. It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of race, color, creed, national origin, sex, or age in any employment or business opportunity.

**10. Americans with Disabilities Act (ADA)** (*Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38*)

The Americans with Disabilities Act of 1990 (ADA) requires involving persons with disabilities in the development and improvement of transportation services. Planners, engineers, and builders must provide access for the disabled at sidewalks and ramps, street crossings, and in parking or transit access facilities. Persons with disabilities must also be able to access the sites where public participation activities occur as well as the information presented. The Metropolitan Planning Organization’s public participation plan addresses the Americans with Disabilities Act.

Rapid City Area Metropolitan Planning Organization public meetings are held in places accessible to people with disabilities. The Rapid City Area Metropolitan Planning Organization office is located in an accessible building.

- 11. Air Quality** (*Ref: 40 CFR 51; OAR 340-2-710 through 340-20-1080*)
- A. Regional Air Quality Status of the Rapid City Area Metropolitan Planning Organization Area**  
The Rapid City Urbanized Area is not in violation of EPA's National Ambient Air Quality Standards (NAAQS). The area, therefore, is not designated nonattainment for any of the Air Quality Criteria Pollutants.
- B. Describe Conformity Status of the Rapid City Area Metropolitan Planning Organization Plan and TIP**  
According to the Clean Air Act Amendments (CAAA) of 1990, the Rapid City Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan.
- 12. Lobbying Prohibition** (*Ref. 49 CFR 20*)  
The funding agreement and all contracts with the Rapid City Area Metropolitan Planning Organization include language regarding breach of any federal statutes, rules, program requirements and grant provisions applicable to the federal funds. Through approval of that agreement, the Rapid City Area Metropolitan Planning Organization agrees to follow all applicable rules.
- 13. Employment & Business Opportunity Discrimination** (*Ref. 49 USC 5332*)  
The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of race, color, creed, national origin, sex, or age in any employment or business opportunity.
- 14. Equal Employment Opportunity - Federal Aid Construction Projects** (*Ref. 23 CFR part 230*)  
This requirement is not applicable to the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization is a planning organization and does not construct projects.
- 15. Older Americans Act** (*Ref. 42 USC 6101*)  
The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of age. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.
- 16. Gender Discrimination** (*Ref. Section 324 of title 23 USC*)  
The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of sex. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

**17. Discrimination Against Individuals with Disabilities** *(Ref. 29 USC 794 and 49 CFR part 27)*

The federal code states: No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.


It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination occurs on the basis of disability. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.336, the **South Dakota Department of Transportation** and the **Rapid City Area Metropolitan Planning Organization** for the **Rapid City, South Dakota urbanized area** hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO  
Metropolitan Planning Organization

  
Signature

Proxy for Chair Larson  
Title

6-13-2019  
Date

South Dakota Department of Transportation  
State Department of Transportation

  
Signature

Secretary of Transportation  
Title

06/24/19  
Date