

Rapid City Area Transportation Improvement Program

(Fiscal Years 2023-2026)

**Final
August 2022**

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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,
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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

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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2023 - 2026)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2022 - 2025)

- ABBREVIATIONS USED IN THIS DOCUMENT -

AC	Asphalt Concrete
ADA	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.
AIP	Airport Improvement Program
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DOT	United States Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IM	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.
MPO	Metropolitan Planning Organization
PCC	Portland Cement Concrete
PE	Preliminary Engineering
PL	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.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

RCP&E	Rapid City, Pierre, and Eastern Railroad
RCRA	Rapid City Regional Airport
ROW	Right-Of-Way
SEC 5307	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.
SEC 5310	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.
SEC 5339	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).
SDDOT	South Dakota Department of Transportation
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TIP	Transportation Improvement Program

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2023- 2026)**

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 (MTP).

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 MTP, called RapidTRIP 2045, 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 2023-2026 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 for the MPO. The most recent MTP/LRTP was approved in August 2020. *RapidTRIP 2045* can be found on the MPO website at http://rapidcityareampo.org/application/files/5115/9665/7703/20TP028_-_Metropolitan_Transportation_Plan_-_Final_Report.pdf. Only major projects identified in the approved MTP are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the MTP.

Consistent with the project prioritization and evaluation criteria noted in the MTP, 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 (2nd 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 Funded Programmed Projects
by Project Type within the Metropolitan Planning Area**

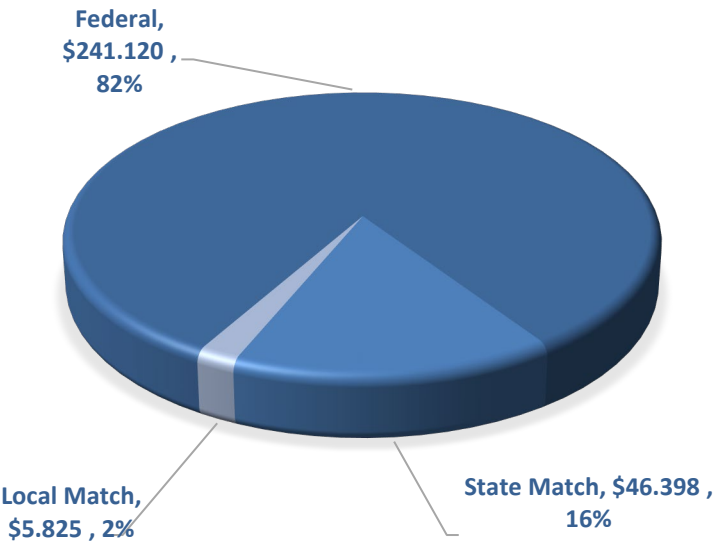
	2023	2024	2025	2026	Total
Interstate Maintenance					
Federal	\$12,629,000	\$53,390,000	\$0	\$3,253,000	\$69,272,000
State Match	\$1,695,000	\$10,444,000	\$0	\$504,000	\$12,643,000
Interstate Maintenance	\$14,324,000	\$63,834,000	\$0	\$3,757,000	\$81,915,000
Major Arterial Projects					
Federal	\$0	\$0	\$4,861,000	\$0	\$4,861,000
State Match	\$0	\$0	\$1,435,000	\$0	\$1,435,000
Major Arterial Projects	\$0	\$0	\$6,296,000	\$0	\$6,296,000
State Highway System Urban Projects					
Federal	\$0	\$939,000	\$2,156,000	\$28,860,000	\$31,955,000
State Match	\$52,000	\$485,000	\$603,000	\$10,025,000	\$11,165,000
State Highway System Urban Projects	\$52,000	\$1,424,000	\$2,759,000	\$38,885,000	\$43,120,000
Bridge Projects					
Federal	\$98,000	\$0	\$0	\$5,476,000	\$5,574,000
State Match	\$22,000	\$0	\$0	\$1,494,000	\$1,516,000
Bridge Projects	\$120,000	\$0	\$0	\$6,970,000	\$7,090,000
Railroad Crossing Improvement Projects					
Federal	\$900,000	\$0	\$0	\$450,000	\$1,350,000
State Match	\$100,000	\$0	\$0	\$50,000	\$150,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$1,000,000	\$0	\$0	\$500,000	\$1,500,000
Roadway Safety Improvements					
Federal	\$2,262,000	\$3,958,000	\$17,839,000	\$5,219,000	\$29,278,000
State Match	\$104,000	\$392,000	\$2,802,000	\$699,000	\$3,997,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$2,366,000	\$4,350,000	\$20,641,000	\$5,918,000	\$33,275,000
Pavement Preservation Projects					
Federal	\$6,283,000	\$2,014,000	\$0	\$0	\$8,297,000
State Match	\$1,454,000	\$444,000	\$0	\$0	\$1,898,000
Pavement Preservation Projects	\$7,737,000	\$2,458,000	\$0	\$0	\$10,195,000
County Secondary and Off System Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$1,363,000	\$1,392,000	\$1,421,000	\$1,452,000	\$5,628,000
State Match	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
County Secondary and Off System Projects	\$1,457,000	\$1,486,000	\$1,515,000	\$1,546,000	\$6,004,000
Local Bridge Replacement Projects					
Federal	\$895,000	\$0	\$0	\$0	\$895,000
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$197,000	\$0	\$0	\$0	\$197,000
County Secondary and Off System Projects	\$1,092,000	\$0	\$0	\$0	\$1,092,000
Miscellaneous Projects					
Federal	\$23,197,000	\$22,363,000	\$22,363,000	\$22,363,000	\$90,286,000
State Match	\$3,297,000	\$3,091,000	\$3,091,000	\$3,091,000	\$12,570,000
Pavement Preservation Projects	\$26,494,000	\$25,454,000	\$25,454,000	\$25,454,000	\$102,856,000
Transportation Alternative Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Transportation Alternative Projects	\$0	\$0	\$0	\$0	\$0

Figure 1 – Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2022	2023	2024	2025	Total
Americans with Disabilities Act (ADA) Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Americans with Disabilities Act (ADA) Projects	\$0	\$0	\$0	\$0	\$0
Highway Total for Fiscal Year	\$54,442,000	\$99,206,000	\$56,665,000	\$83,030,000	\$293,343,000
Public Transportation Projects					
Federal	\$1,794,622	\$1,833,095	\$1,872,440	\$1,912,680	\$7,412,837
State Match	\$31,144	\$31,144	\$31,144	\$31,144	\$124,576
Local (Rapid City)	\$1,320,830	\$1,374,598	\$1,375,256	\$1,403,319	\$5,474,003
Public Transportation Projects	\$3,146,596	\$3,238,837	\$3,278,840	\$3,347,143	\$13,011,416
Total FHWA and FTA Funding for Fiscal Year	\$57,588,596	\$102,444,837	\$59,943,840	\$86,377,143	\$306,354,416

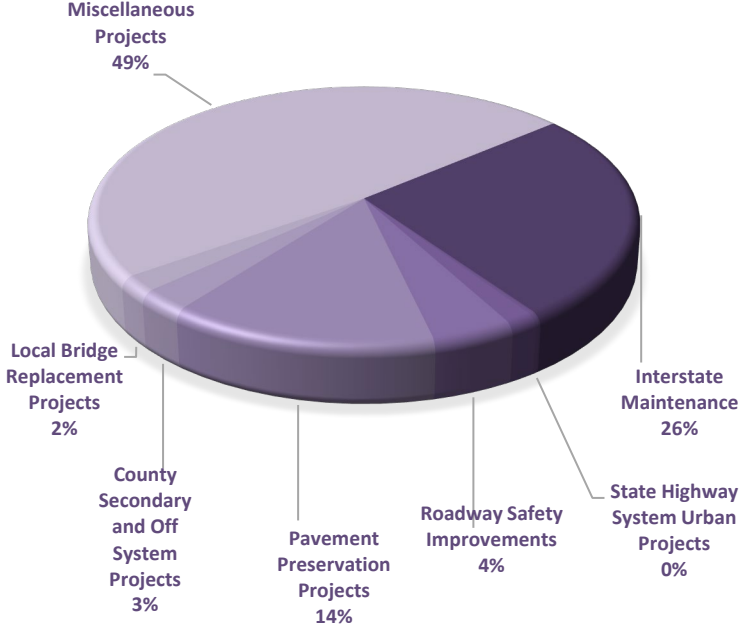
Figure 2 charts the yearly highway funding sources by year and the four year transit funding by funding sources within the Metropolitan Planning Area.

Figure 2 - Federally Funded Programmed Projects
by Yearly Funding Source within the Metropolitan Planning Area

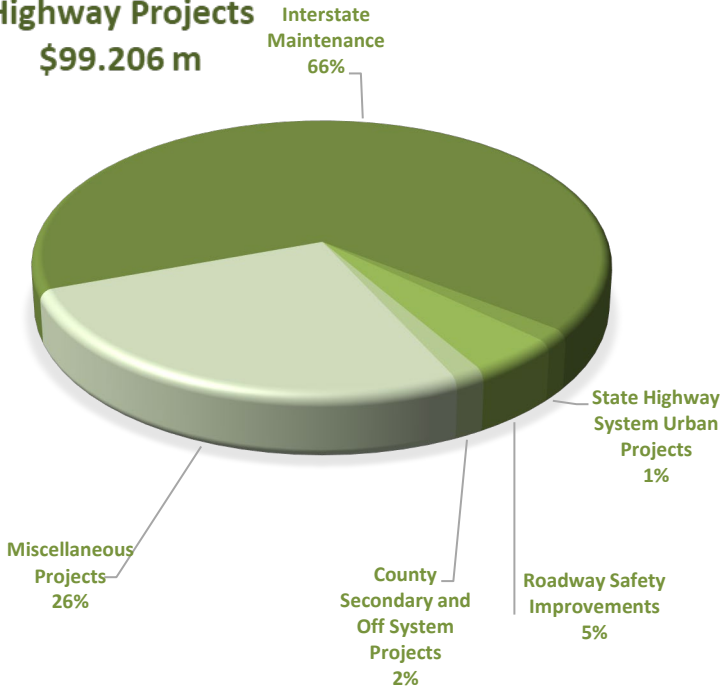
**Total Highway Funding
\$293.343 m**



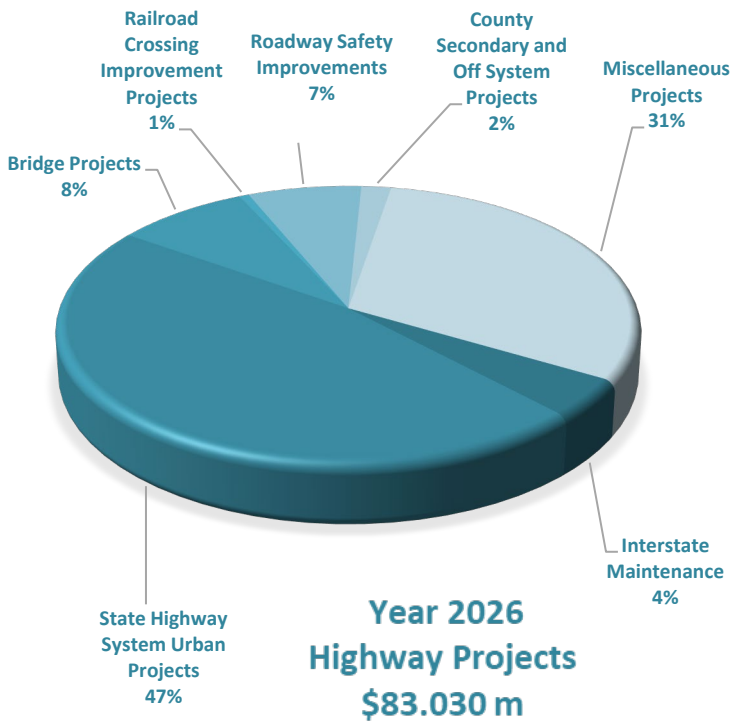
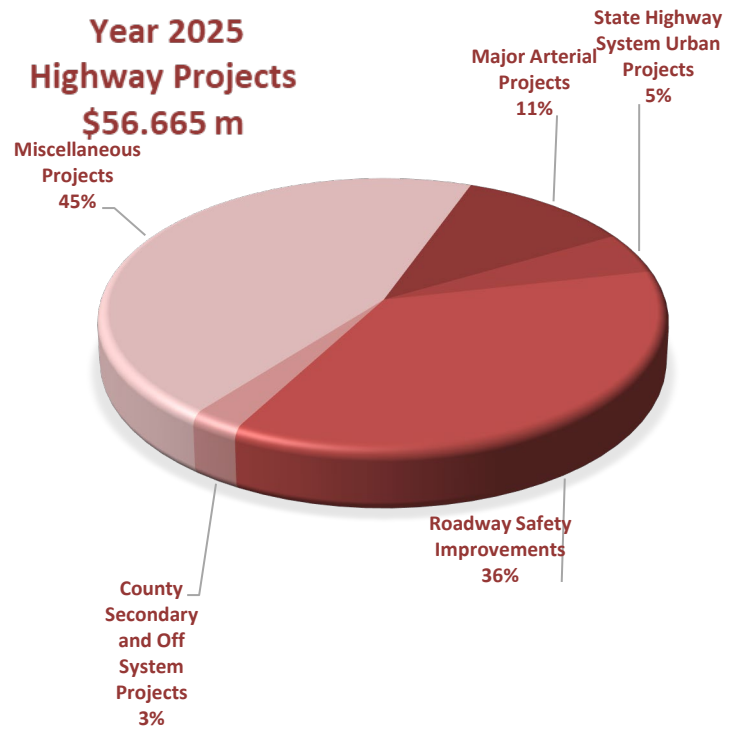
**Year 2023
Highway Projects
\$54.422 m**



**Year 2024
Highway Projects
\$99.206 m**



**Year 2025
Highway Projects
\$56.665 m**



**Public Transit Totals
\$13.011 m**

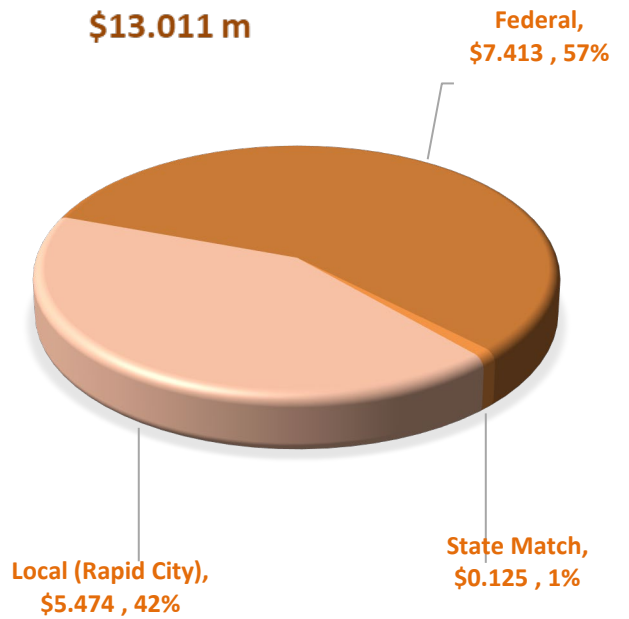


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2023	2024	2025	2026	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Box Elder Capital Improvements Program					
Local	\$0	\$1,000,000	\$1,150,000	\$1,850,000	\$4,000,000
Rapid City Capital Improvements Program					
Local	\$0	\$7,815,985	\$24,032,460	\$8,450,000	\$40,298,445
Meade County Road and Bridge Fund					
Local	\$4,850,000	\$1,100,000	\$6,000,000	\$2,000,000	\$13,950,000
Pennington County Road and Bridge Fund					
Local	\$2,100,000	\$4,566,000	\$0	\$0	\$6,666,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2023-2026 STIP is included on pages 13 - 26.

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 (2023) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2024-2026) 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 the Project Listing on pages 27 and 28.

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 2023-2026 is included in the Project Listing on page 29. 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 2023-2026 are listed in the Project Listing on page 29.

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 2023-2026 is included in the Project Listing on page 27.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2023-2026 is included in the Project Listing on page 28.

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 2023-2026 is included in the Project Listing on page 29.

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	2023	2024	2025	2026	Total
SDDOT	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Box Elder	\$295,000	\$330,000	\$365,000	\$405,000	\$1,395,000
Rapid City	\$18,270,430	\$18,270,430	\$18,270,430	\$18,270,430	\$73,081,720
Summerset	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
Meade County	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
Pennington County	\$8,673,603	\$8,673,603	\$8,673,603	\$8,673,603	\$34,694,412
Total Projected O&M Costs	\$34,500,399	\$34,535,399	\$34,570,399	\$34,610,399	\$138,216,596

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

The Final Rule also establishes the Bridge Performance Measures as:

1. Percent of NHS bridges by deck area classified as in Good condition
2. Percent 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 2023– 2026 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

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South Dakota Transportation Improvement Program

Tentative 2023 - 2026

Report Date 08/01/2022

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
4.00	IM 000S(418)	080J	Statewide	0.0		Statewide on the Interstate System	Install Dynamic Message Boards	1.703	2023	1.873	
7.00	IM-NH-P 0040(234)	04W7	Jackson Pennington	0.0	I90E I90W SD240 US14E	I90 - Strs, 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, Paint Superstructure	2.777	2023	3.053	
18.00	IM 0901(206)45	07CR	Jackson Meade Pennington	10.1	I90W	I90 W - Fm 0.5 W of Exit 46 (Piedmont) to Exit 55 (Deadwood Ave in Rapid City); I90 Crossroads at Exits 101 (Jensen Rd), 107 (Cedar Butte Rd), 116 (239th St), 121 (Big Foote Rd), 127 (206th Ave)	Interstate Fence	0.576	2023	0.666	
19.00	IM-B 1902(67)0	065K	Pennington	0.9	I190N I190S	I190 - Fm N of Anamosa St to North St	Replace Str Bridge, Approach Grading, PCC Surfacing, Concrete Barrier, Approach Slabs, Guardrail, Lighting	5.758	2023	6.636	
20.00	IM 0901(203)45	08LD	Meade	3.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48	Construct Median & Ramp Crossovers	1.815	2023	2.096	
				14.8	Miles			12.629	Federal	14.324	Total
31.00	*IM 0901(187)44	034J	Meade	2.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48; Exit 46 (Elk Creek Rd)	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing	52.988	2024	63.391	

Construction planned for 2024 through 2026.

¥ Costs reflect anticipated inflation

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
41.00	IM 0901(207)29	091Q	Meade	0.0	I90E I90W	I90 E & W - 0.4 W of US14A Interch over Bear Butte Ck, 0.9 NW of Sturgis Interch over Dolan Ck Rd; I90 EF - 2.2 N of Exit 44 over Elk Ck	Polymer Chip Seal	0.402	2024	0.443	
				2.8 Miles				53.390	Federal	63.834	Total
63.00	IM 0902(183)62	06VT	Pennington	5.4	I90E I90W	I90 E & W - Fm W of Exit 63 (Dusters Corner) to E of Exit 67 (Liberty Blvd)	Construct Median & Ramp Crossovers	3.253	2026	3.757	
				5.4 Miles				3.253	Federal	3.757	Total

¥ Costs reflect anticipated inflation

By Category

Major Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
40.00	NH-PH 0016(97)57	07Y6	Pennington	2.3	US16E US16W	US16 E & W - Fm E of Rockerville to S of Reptile Gardens	Modify Intersections, Mill, AC Resurfacing	2.369	2025	3.073	
Also Funded In:								Total Project Cost		9.693	
	Item	Category								6.620	
	100.00	Roadway Safety Improvement									
.....											
53.00	NH-PH-B 0016(91)60	06X3	Pennington	0.7	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	2.492	2025	3.223	
Also Funded In:								Total Project Cost		11.423	
	Item	Category								8.200	
	92.00	Roadway Safety Improvement									
.....											
				3.0 Miles				2025	4.861	Federal	6.296 Total

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
1.00	*NH 0016(94)65	078D	Pennington	1.8	US16E US16W	US16 E & W - Fm S of Enchantment Rd to the Tower Rd Overpass	Preliminary Engineering	0.000	2023	0.052	
				1.8 Miles			2023	0.000 Federal		0.052 Total	
18.00	NH 0044(227)40	08D9	Pennington	0.8	SD44	SD44 - Fm Canyon Rd to Chapel Lane in Rapid City	Rockfall Hazard Mitigation	0.939	2024	1.424	
				0.8 Miles			2024	0.939 Federal		1.424 Total	
23.00	NH 0016(99)63	08PG	Pennington	1.8	US16E US16W	US16/US16B - Intersection	Median Crossovers & Traffic Diversions	2.156	2025	2.759	
				1.8 Miles			2025	2.156 Federal		2.759 Total	
25.00	*NH 0016(93)63	6874	Pennington	2.2	US16E US16EB US16W US16WB	US16/US16B - Intersection	Construct Interchange	27.256	2026	36.784	
Construction planned for 2026 & 2027.											
28.00	NH 016B(03)64	08RT	Pennington	17.3	US16EB US16WB	US16B - Fm I90 to US16	Modify Intersections	1.604	2026	2.101	
				19.5 Miles			2026	28.860 Federal		38.885 Total	

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥	
20.00	NH-B 0044(221)42	07WN	Butte	0.0	SD20	SD44 - Str 1.9 W of the SD231	Column Repair	0.098	2023	0.120		
	P-B 0020(219)26	08A0	Harding		SD44	Jct over Rapid Ck; SD20 - 0.9 W						
	NH-B 0085(111)72	08A1	Pennington		US85	of Buffalo over Rush Ck; SD20 - 0.9 W of Buffalo over Rush Ck; US85 - 16 NE of US212 over Indian Ck						
				0.0	Miles			2023	0.098	Federal	0.120	Total
72.00	NH 0044(203)39	05Q8	Pennington	0.0	SD44	SD44 - Str 4.1 SW of Jct SD231 Over Rapid Creek	Replace Str Bridge, Approach Grading	5.045	2026	6.445		
79.00	NH-P 0044(235)39	08JE	Pennington	0.0	I90WF	I90WF - 1.6 E Elk Vale Rd	Polymer Chip Seal	0.431	2026	0.525		
	IM 0902(185)63	08JF			SD44	Interchange over Box Elder Ck;						
	NH 0016(103)67	091A			SD44E	SD44 - 0.1 E of US16, 4.2 SW of						
					US16EB	SD231 over Rapid Ck, 0.7 SE of Farmingdale over Draw; US16B - 0.3 E SD79 over RR						
				0.0	Miles			2026	5.476	Federal	6.970	Total

¥ Costs reflect anticipated inflation

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
10.00	PP-PS 1669(43)	08GY	Pennington	0.0		5th Street in Rapid City, RCP&E RR, DOT 190268U	Signals, Crossing Surface, Approach work, CE	0.720	2023	0.800	
				0.0	Miles		2023	0.720	Federal	0.800	Total
24.00	PP 1804(57)	08H0	Pennington	0.0		St. Patrick Street in Rapid City, RCP&E RR, DOT 190258N	Signals, CE	0.180	2024	0.200	
				0.0	Miles		2024	0.180	Federal	0.200	Total
42.00	PS 1573(01)	0627	Meade	0.0		Elk Creek Rd - near Piedmont (Exit 46), RCP&E RR, DOT #199671B	Remove Crossing	0.450	2026	0.500	
				0.0	Miles		2026	0.450	Federal	0.500	Total

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
16.00	PH 0040(239)	05GA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.286	2023	0.286	
17.00	PH 0040(324)	05GC	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.260	2023	0.260	
29.00	PH 0040(338)	06U3	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.936	2023	1.040	
32.00	PH 0040(342)	07AN	Regionwide	0.0		Rapid City Region	Corridor Signing	0.780	2023	0.780	
				1.5 Miles			2023	2.262 Federal		2.366 Total	
62.00	PH 000S(416)	06U9	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.424	2024	0.424	
66.00	PH 000S(417)	07A4	Regionwide	0.0		Rapid City Region	Modify Intersection	0.191	2024	0.212	
70.00	PH 1757(02)	092U	Pennington	1.0		Deadwood Ave - Horizontal Curve N of Rapid City	PE, CE, ROW, Grading	3.343	2024	3.714	
				41.0 Miles			2024	3.958 Federal		4.350 Total	
71.00	PH 0016(101)55	08U1	Pennington	1.6	US16E US16W	US16 E & W - Rockerville; US16 E & W - Intersections of Hillside Country Cabins & Silver Mountain Rd	Grading, Modify Intersections, Install Turn Lanes, Lighting	2.675	2025	3.116	
82.00	PH 0040(326)	06AQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.541	2025	0.541	
89.00	PH 0040(347)	06U5	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.974	2025	1.082	
90.00	PH 0040(348)	07AP	Regionwide	0.0		Rapid City Region	Corridor Signing	1.082	2025	1.082	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
92.00	NH-PH-B 0016(91)60	06X3	Pennington	0.7	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	6.960	2025	8.200	
Also Funded In:								Total Project Cost		11.423	
	Item	Category						53.00	Major Arterial Projects	3.223	
100.00	NH-PH 0016(97)57	07Y6	Pennington	2.3	US16E US16W	US16 E & W - Fm E of Rockerville to S of Reptile Gardens	Modify Intersections, Mill, AC Resurfacing	5.607	2025	6.620	
Also Funded In:								Total Project Cost		9.693	
	Item	Category						40.00	Major Arterial Projects	3.073	
				6.1 Miles				2025	17.839 Federal	20.641 Total	
107.00	PH 0040(351)	06TJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.552	2026	0.552	
111.00	PH 000S(446)	06UD	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.442	2026	0.442	
114.00	PH 000S(447)	06UJ	Regionwide	0.0		Various Locations on the state and local systems in the Pierre and Rapid City Regions	Modify Horizontal Curve	0.994	2026	1.104	
123.00	PH 0044(214)36	0754	Pennington	1.0	SD44	SD44 – Fm 2 W to 1 W of the City Limits of Rapid City	Horizontal Curve Realignment, Grading, AC Surfacing	2.899	2026	3.432	
124.00	PH 6637(01)	08W0	Regionwide	0.0		Reservoir Rd & Lamb Rd Jct	Modify Intersection	0.332	2026	0.388	
				41.0 Miles				2026	5.219 Federal	5.918 Total	

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
3.00	NH-P 0041(180)	08U4	Pennington	10.3	SD79N SD79NP SD79S SD79SP US16EB US16WB	Various Routes in the Rapid City Area	Pavement Restoration	2.993	2023	3.653		
10.00	NH-P 0041(169)	06UR	Areawide	0.0		Various Locations Throughout the Rapid City Area	2023 Areawide Pipe Work Projects	0.206	2023	0.252		
14.00	IM-NH-P 0041(163)	06FK	Lawrence Pennington	39.6	I90E SD240 SD44 US14 US14A US85	Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	1.272	2023	1.622		
23.00	NH 0041(179)	08QY	Jackson Lawrence Meade Pennington	43.7	SD231 SD231N SD231S SD34 SD34E SD34W US14 US14A US85	Various Routes in the Rapid City Area	Rout & Seal	0.157	2023	0.191		
32.00	IM-P 0041(177)	08RC	Lawrence Meade Pennington	60.0	I90E I90EF I90W SD44 SD473	Various Locations in the Rapid City Area	Asphalt Surface Treatment, Rout & Seal	1.655	2023	2.019		
				153.6	Miles			2023	6.283	Federal	7.737	Total
70.00	IM-NH-P 0041(181)	0974	Jackson Lawrence Meade Pennington	62.4	I90E I90W SD34 SD34E SD34W SD44 US14	Various Locations in the Rapid City Area	Asphalt Surface Treatment	2.014	2024	2.458		

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
				62.4	Miles		2024	2.014	Federal	2.458	Total

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
1.00	IT 000S(441)	08RP	Statewide	0.0		Statewide	Active Traffic Management System	0.832	2023	1.040	
.....											
14.00	LR 2023(00)0	0935	Statewide	0.0		Various Locations Statewide	2023 NEVI Projects	4.363	2023	5.454	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
15.00	LR 2023(00)0	093A	Statewide	0.0		Various Locations Statewide	2023 CRP Projects	9.001	2023	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
16.00	LR 2023(00)0	093J	Statewide	0.0		Various Locations Statewide	2023 PROTECT Projects	9.001	2023	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
				0.0 Miles		2023		23.197 Federal	26.494 Total		
29.00	LR 2024(00)0	093C	Statewide	0.0		Various Locations Statewide	2024 NEVI Projects	4.363	2024	5.454	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
30.00	LR 2024(00)0	093D	Statewide	0.0		Various Locations Statewide	2024 CRP Projects	9.000	2024	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
31.00	LR 2024(00)0	093E	Statewide	0.0		Various Locations Statewide	2024 PROTECT Projects	9.000	2024	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
				0.0 Miles		2024		22.363 Federal	25.454 Total		
43.00	LR 2025(00)0	093F	Statewide	0.0		Various Locations Statewide	2025 NEVI Projects	4.363	2025	5.454	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
44.00	LR 2025(00)0	093G	Statewide	0.0		Various Locations Statewide	2025 CRP Projects	9.000	2025	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
45.00	LR 2025(00)0	093K	Statewide	0.0		Various Locations Statewide	2025 PROTECT Projects	9.000	2025	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
				0.0	Miles	2025		22.363	Federal	25.454	Total
57.00	LR 2026(00)0	093L	Statewide	0.0		Various Locations Statewide	2026 NEVI Projects	4.363	2026	5.454	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
58.00	LR 2026(00)0	093Q	Statewide	0.0		Various Locations Statewide	2026 CRP Projects	9.000	2026	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
59.00	LR 2026(00)0	093T	Statewide	0.0		Various Locations Statewide	2026 PROTECT Projects	9.000	2026	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
				0.0	Miles	2026		22.363	Federal	25.454	Total

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
5.00	P 000S(00)243	07DV	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2023	1.457	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	Miles		2023	0.000	Federal	1.457	Total
11.00	P 000S(00)247	07E0	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2024	1.486	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	Miles		2024	0.000	Federal	1.486	Total
15.00	P 000S(00)251	07E4	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2025	1.515	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	Miles		2025	0.000	Federal	1.515	Total
19.00	P 000S(00)254	07E8	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2026	1.546	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	Miles		2026	0.000	Federal	1.546	Total

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
36.00	BRO-B 8052(72)	085R	Pennington	0.2		Structure 4.0 W & 5.3 N of Conata on Huether Rd over a Creek SN 52-896-490	Structure, Approach Grading, PE (2020 Local Federal Bridge Replacement Program)	0.530	2023	0.647	
40.00	BRO-B 8052(75)	0862	Pennington	0.2		Structure 0.1 S of San Marco & S Canyon in Rapid City on San Marco Blvd over the Pierre St Drainage Ditch (City Owned) SN 52-375-296	Structure, Approach Grading, PE (2020 Local Federal Bridge Replacement Program)	0.365	2023	0.445	
				0.4 Miles				0.895 Federal		1.092 Total	

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL	2023 - TOTAL	2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL
						FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
SDOT	INTERSTATE MAINTENANCE			SEE PAGES 13-26 FOR PROJECT DETAILS		\$12,629,000	\$14,324,000	\$53,390,000	\$63,834,000	\$0	\$0	\$3,253,000	\$3,757,000
	MAJOR ARTERIAL			SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$4,861,000	\$6,296,000	\$0	\$0
	STATE HIGHWAY SYSTEM URBAN			SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$52,000	\$939,000	\$1,424,000	\$2,156,000	\$2,759,000	\$28,860,000	\$38,885,000
	BRIDGE			SEE PAGES 13-26 FOR PROJECT DETAILS		\$98,000	\$120,000	\$0	\$0	\$0	\$0	\$5,476,000	\$6,970,000
	RAILROAD CROSSING IMPROVEMENT			SEE PAGES 13-26 FOR PROJECT DETAILS		\$72,000	\$800,000	\$180,000	\$200,000	\$0	\$0	\$450,000	\$500,000
	ROADWAY SAFETY IMPROVEMENT			SEE PAGES 13-26 FOR PROJECT DETAILS		\$2,262,000	\$2,366,000	\$3,958,000	\$4,350,000	\$17,839,000	\$20,641,000	\$5,219,000	\$5,918,000
	PAVEMENT PRESERVATION			SEE PAGES 13-26 FOR PROJECT DETAILS		\$6,283,000	\$7,737,000	\$2,014,000	\$2,458,000	\$0	\$0	\$0	\$0
	MISCELLANEOUS			SEE PAGES 13-26 FOR PROJECT DETAILS		\$23,197,000	\$26,494,000	\$22,363,000	\$25,454,000	\$22,363,000	\$25,454,000	\$22,363,000	\$25,454,000
	COUNTY SECONDARY AND OFF SYSTEM			SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$1,457,000	\$0	\$1,486,000	\$0	\$1,515,000	\$0	\$1,546,000
	LOCAL BRIDGE REPLACEMENT			SEE PAGES 13-26 FOR PROJECT DETAILS		\$895,000	\$1,092,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal						\$45,436,000	\$54,442,000	\$82,844,000	\$99,206,000	\$47,219,000	\$56,665,000	\$65,621,000	\$83,030,000
CITY OF BOX ELDER		PENNINGTON		S. Ellsworth Rd-Hwy 1416 to Prairie View Estates	Urban Section with Sidewalk	\$0	\$775,000						
		PENNINGTON		Radar Hill Road- Highway 1416	Design			\$0	\$1,000,000				
		PENNINGTON		Ellsworth Road Sidewalk Phase 2	Urban Section with Sidewalk			\$400,000	\$500,000				
		PENNINGTON		Radar Hill Road- Highway 1416	Reconstruction-3 Lane					\$24,000,000	\$30,000,000		
		PENNINGTON		E. Mall Dr- Bennet Rd to Exit 63	Construct 3 Lane					\$0	\$750,000		
		PENNINGTON		Cimarron Drive	Urban Section with Sidewalk					\$0	\$400,000		
		PENNINGTON		Prarie View to Creekside Connection	Urban Section with Sidewalk							\$0	\$750,000
		PENNINGTON		Ellsworth Rd- Liberty Blvd to 225th St	Reconstruction							\$0	\$1,110,000
		PENNINGTON		Local Unimproved Street Reconstruction	Urban Section with Sidewalk	\$0	\$1,200,000	\$0	\$2,622,000	\$0	\$921,000	\$0	\$1,046,000
		MEADE/PENNINGTON			Operation & Maintenance	\$0	\$295,000	\$0	\$330,000	\$0	\$365,000	\$0	\$405,000
Total						\$0	\$1,495,000	\$400,000	\$4,452,000	\$24,000,000	\$32,436,000	\$0	\$3,311,000
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51324	PENNINGTON	12th Street Reconstruction-Fulton St. to Fairview St.	Urban Section	\$0	\$1,275,000						
	Capital Improvement Plan (CIP)	50927	PENNINGTON	12th Street Reconstruction - St. Joseph to Fulton St	Urban Section	\$0	\$3,554,546						
	Capital Improvement Plan (CIP)	51098	PENNINGTON	Canyon Lake District Streets Reconstruction	Urban Section	\$0	\$736,340						
	Capital Improvement Plan (CIP)	51098.1	PENNINGTON	Elmhurst Drive Reconstruction	Urban Section	\$0	\$1,505,000						
	Capital Improvement Plan (CIP)	50389.4-1	PENNINGTON	Robbinsdale-Ivy, E.Iowa, E.Tallent Reconstruction	Urban Section	\$0	\$2,744,000						
	Capital Improvement Plan (CIP)	51003	PENNINGTON	S. Wildwood Reconstruction - Phase 2	Urban Section	\$0	\$4,652,700						
	Capital Improvement Plan (CIP)	51194	PENNINGTON	San Marco Bridge Replacement	Bridge	\$0	\$560,875						
	Capital Improvement Plan (CIP)	51170	PENNINGTON	Signal Drive and Kellogg Place Reconstruction	Urban Section	\$0	\$4,627,260						
	Capital Improvement Plan (CIP)	50153	PENNINGTON	Skyline Dr. Reconstruction - Design	Design	\$0	\$600,456						
	Capital Improvement Plan (CIP)	51358	PENNINGTON	South Street Reconstruction - 12th Street to West Blvd	Urban Section	\$0	\$545,000						
	Capital Improvement Plan (CIP)	50797	PENNINGTON	Clark Street/Tompkins Street Reconstruction	Urban Section			\$0	\$740,000				
	Capital Improvement Plan (CIP)	50437.2	PENNINGTON	Deadwood Avenue Reconstruction - Phase 2	Urban Section			\$0	\$440,000				
	Capital Improvement Plan (CIP)	51282	PENNINGTON	Dyess Ave Reconstruction - Seger Dr to City Limits	Urban Section			\$0	\$3,155,245				
	Capital Improvement Plan (CIP)	50254	PENNINGTON	Elm Street Extension-Field View to Enchanted Pines	Urban Section			\$0	\$860,000				
Capital Improvement Plan (CIP)	50858	PENNINGTON	Jackson Blvd & West Main St Intersection Reconstruction	Intersection Reconstruction			\$0	\$3,360,740					

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

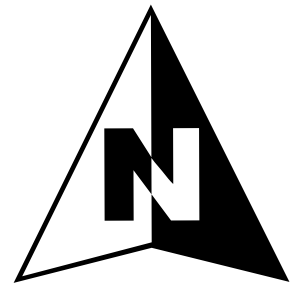
		FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	50153.1	PENNINGTON			Skyline Dr. Reconstruction - Phase 1	Urban Section			\$0	\$890,000				
	Capital Improvement Plan (CIP)	51070.1	PENNINGTON			Winners/Crown/Squire/Gallery/Hall mark St Repair	Urban Section			\$0	\$630,000				
	Capital Improvement Plan (CIP)	51134	PENNINGTON			Wonderland Dr Area Street Reconstruction - Phase 1	Urban Section			\$0	\$3,748,328				
	Capital Improvement Plan (CIP)	51165	PENNINGTON			Carriage Hills Drive Corral Dr Canyon Dr Reconstruction	Urban Section					\$0	\$750,000		
	Capital Improvement Plan (CIP)	50919	PENNINGTON			E Waterloo St Reconstruction - Van Buren to LaCrosse	Urban Section					\$0	\$1,500,000		
	Capital Improvement Plan (CIP)	51214	PENNINGTON			Eglin Street Widening	Urban Section- 3 Lane to 5 Lane					\$0	\$390,000		
	Capital Improvement Plan (CIP)	51098.2	PENNINGTON			Forest Street and Juniper Street Reconstruction	Urban Section					\$0	\$2,085,000		
	Capital Improvement Plan (CIP)	51113	PENNINGTON			North Maple Ave Reconstruction	Urban Section					\$0	\$4,080,000		
	Capital Improvement Plan (CIP)	51122	PENNINGTON			Sheridan Lake Rd Corral to Catron	Urban Section- 3 Lane to 5 Lane					\$0	\$19,562,460		
	Capital Improvement Plan (CIP)	50153.2	PENNINGTON			Skyline Dr. Reconstruction - Phase 2	Urban Section					\$0	\$1,450,000		
	Capital Improvement Plan (CIP)	50926	PENNINGTON			St. Charles Street and 11th Street Reconstruction	Urban Section					\$0	\$3,125,000		
	Capital Improvement Plan (CIP)	51070.2	PENNINGTON			Wonderland Dr Area Street Reconstruction - Phase 2	Urban Section					\$0	\$3,125,000		
	Capital Improvement Plan (CIP)	51164	PENNINGTON			Carriage Hills Drive-Corral to Parkridge Reconstruction	Urban Section							\$0	\$750,000
	Capital Improvement Plan (CIP)	51349	PENNINGTON			Racine Reconstruction - Anamosa to Waterloo	Urban Section							\$0	\$1,630,000
	Capital Improvement Plan (CIP)	50390.5-2	PENNINGTON			Robbinsdale Reconstruction Project - Phase 5 - Oakland	Urban Section							\$0	\$3,340,000
	Capital Improvement Plan (CIP)	50967	PENNINGTON			Sheridan Lake Road Reconstruction - Canyon Lake Drive to West Main	Urban Section							\$0	\$4,700,000
	Capital Improvement Plan (CIP)	50837	PENNINGTON			Silverleaf Reconstruction	Urban Section							\$0	\$2,375,000
	Capital Improvement Plan (CIP)	50153.3	PENNINGTON			Skyline Dr. Reconstruction - Phase 3	Urban Section							\$0	\$1,980,000
	Capital Improvement Plan (CIP)	51070.3	PENNINGTON			Wonderland Dr Area Street Reconstruction - Phase 3	Urban Section							\$0	\$1,750,000
	Capital Improvement Plan (CIP)	51281	PENNINGTON			9th St & Clark St Reconstruction	Urban Section							\$0	\$517,500
Capital Improvement Plan (CIP)	51127	PENNINGTON			West Blvd Reconstruction St Joseph St to Main St	Urban Section							\$0	\$3,750,000	
			PENNINGTON			RAPID CITY	OPERATION & MAINTENANCE	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430
								\$0	\$39,071,607	\$0	\$32,094,743	\$0	\$54,337,890	\$0	\$39,062,930
MEADE COUNTY (MPO)	Co. Highway & Bridge		MEADE	6.12		North Haines Avenue: Pennington County line 6.12 miles north to Elk Creek Road	Full Depth Process in place new 6" base course and 4" asphalt	\$0	\$4,850,000						
	Co. Highway & Bridge		MEADE			Sidney Stage Road	Full depth reclamation and AC Surfacing			\$0	\$1,100,000				
	Co. Highway & Bridge		MEADE			Structure No. 47-114-553: 8.4 miles east and 12.3 miles south of Sturgis (Deerview Road)	Replace Bridge			\$600,000	\$150,000				
	Co. Highway & Bridge		MEADE			Deerview Road	Reconstruct & New AC Surfacing					\$0	\$6,000,000		
	Co. Highway & Bridge		MEADE	1.00		Elk Creek Road: 2 miles east of I-90 to Edgewood Drive	Realign and reconstruct							\$0	\$2,000,000
								\$0	\$4,850,000	\$600,000	\$1,250,000	\$0	\$6,000,000	\$0	\$2,000,000

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	
PENNINGTON COUNTY (MPO)	Co. Highway & Bridge	52-444-270	PENNINGTON		Country Road Bridge	Reconstruct - To apply for BIG	\$330,400	\$472,000						
	Co. Highway & Bridge	52-511-280	PENNINGTON		Highway 1416 Bridge	Reconstruct	\$0	\$600,000						
	Co. Highway & Bridge	124101	PENNINGTON	1.4	Universal Drive	Overlay 1.39 miles	\$0	\$200,000						
	Co. Highway & Bridge	221301	PENNINGTON	0.3	Dyess Avenue	Reconstruct 0.25 miles with City of Rapid City	\$0	\$1,300,000						
	Co. Highway & Bridge	126001	PENNINGTON		Deadwood Avenue	Reconstruct			\$0	\$1,200,000				
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416	Reconstruct			\$3,029,000	\$3,366,000				
	Co. Highway & Bridge	420401	PENNINGTON		Albert Lane	Reconstruct from Plateau to County Heights Ditch					\$0	\$430,000		
	Co. Highway & Bridge	420422	PENNINGTON		Leroy Street	Reconstruct from Plateau to County Heights Ditch					\$0	\$435,000		
	Co. Highway & Bridge	227203	PENNINGTON		151st Avenue	Overlay							\$0	\$245,250
	Total						\$330,400	\$2,572,000	\$3,029,000	\$4,566,000	\$0	\$865,000	\$0	\$245,250
AVIATION			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase I	\$13,000,136	\$14,000,000						
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase II			\$32,950,136	\$35,000,000				
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase III					\$32,950,136	\$35,000,000		
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase IV							\$23,450,136	\$25,000,000
	Total						\$13,000,136	\$14,000,000	\$32,950,136	\$35,000,000	\$32,950,136	\$35,000,000	\$23,450,136	\$25,000,000
PUBLIC TRANSPORTATION	FTA § 5310		MEADE PENNINGTON		VARIOUS AGENCIES IN THE SIOUX FALLS URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FTA § 5310		PENNINGTON		VARIOUS AGENCIES IN THE RURAL AREA OF THE SIOUX FALLS MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FTA § 5339		PENNINGTON		Rapid City Metro	Capital Assistance	\$129,016	\$154,819	\$134,177	\$161,012	\$139,544	\$167,453	\$145,126	\$174,151
	FTA § 5307		PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,665,606	\$2,991,777	\$1,698,918	\$3,050,990	\$1,732,896	\$3,111,387	\$1,767,544	\$3,172,992
	Total						\$1,794,622	\$3,146,596	\$1,833,095	\$3,212,002	\$1,872,440	\$3,278,840	\$1,912,670	\$3,347,143
						\$60,561,158	\$98,776,026	\$121,656,231	\$165,956,432	\$106,041,576	\$152,515,270	\$90,983,806	\$135,203,823	

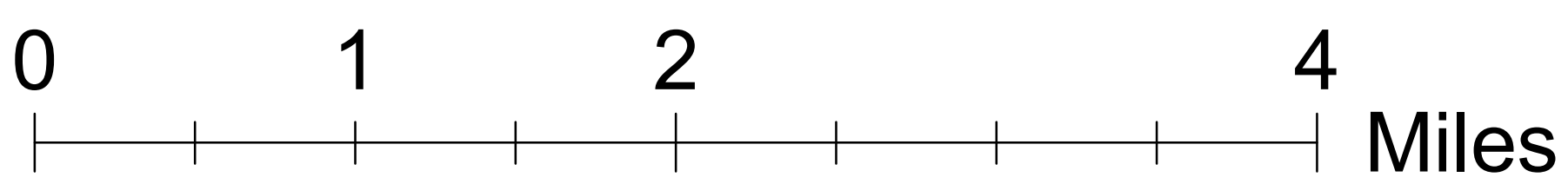
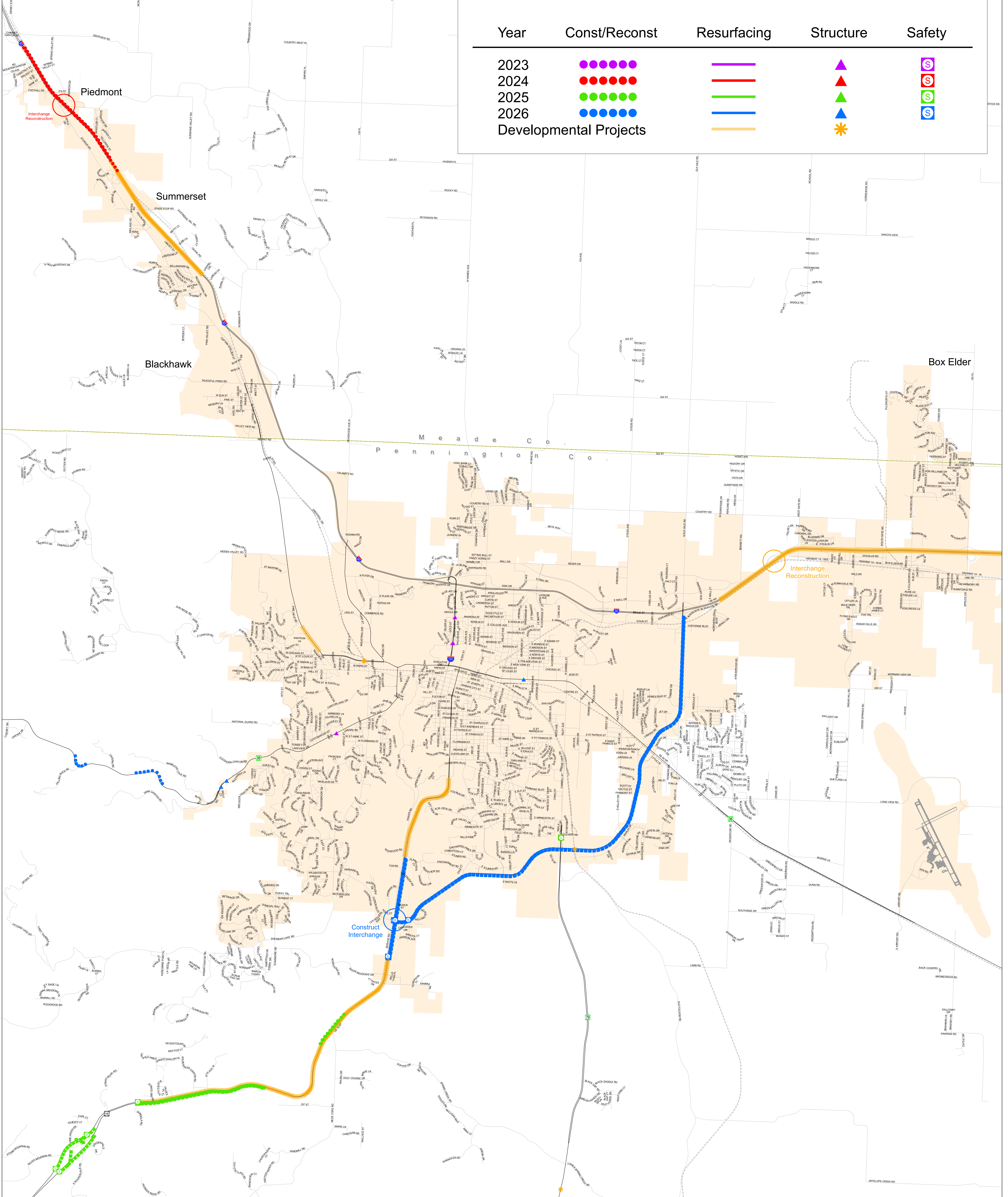
¥ Costs reflect anticipated inflation



Rapid City

Projects taken from the Tentative 2023 - 2026 Statewide Transportation Improvement Program (STIP)

Year	Const/Reconst	Resurfacing	Structure	Safety
2023	●●●●●	—	▲	Ⓢ
2024	●●●●●	—	▲	Ⓢ
2025	●●●●●	—	▲	Ⓢ
2026	●●●●●	—	▲	Ⓢ
Developmental Projects		—	★	



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.

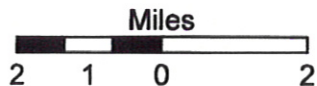
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

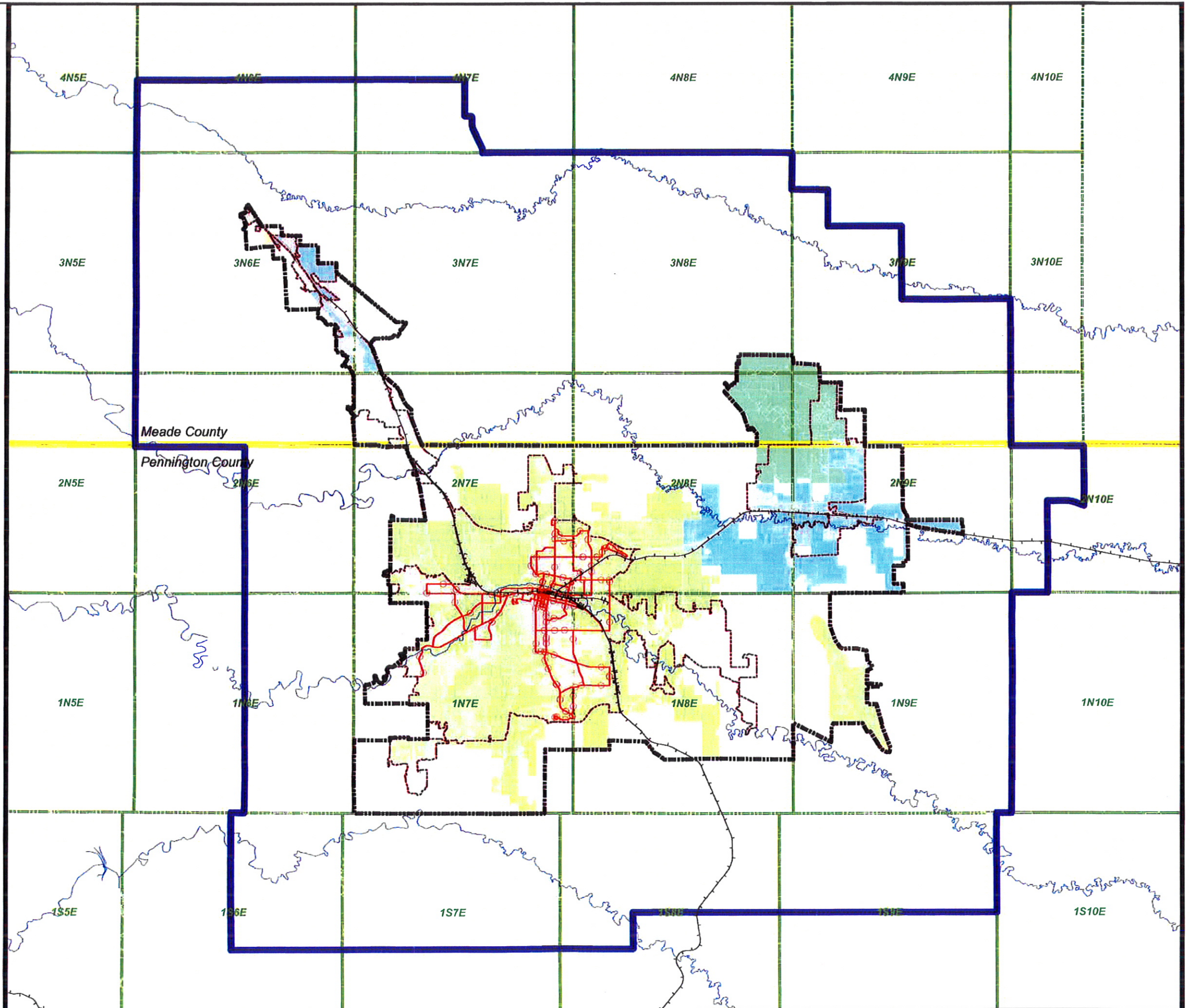
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



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.



**Rapid City 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 \$100,000 change). Any cost increase over \$3.0 million requires a TIP revision.
- c. A change in funding source from 100% non-federal funds to partial or fully-funded with Federal funds.
- d. A change in funding sources across modes for existing projects in the TIP (the funding for a project change from transit to STP or vice versa).
- e. A major scope change for a project including: major changes in type of work, length, or project termini 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:

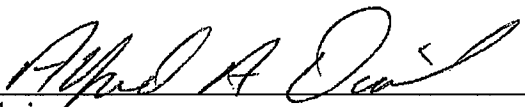
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

APPENDIX A

- b. Increases in the Federal funds less than \$100,000 and cost increases less than 100% of the total project cost. Any cost increase over \$3.0 million requires a TIP revision.
- c. Obvious data entry errors.
- d. Splitting or combining projects already in the program, with no change in overall project schedule or funding.
- e. Changes or clarifying elements of a project description, with no change in project funding. This change would not alter the original project intent.
- f. Movement of a project or phase thereof within the first four years of the approved TIP.
- g. A change in funding source from partial or fully-funded with Federal funds to 100% non-federal funds.
- h. 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.

The STATE and the MPO share the right to terminate these guidelines upon a thirty (30) day written notice by either party to the other party.

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

Date: 7-9-2009

Approved by: 
Joel Jundt
Division of Planning and Engineering
South Dakota Department of Transportation

Date: 8/7/09

**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.

Appendix B attached herein describes in detail how the Rapid City Area MPO complies with the transportation planning process requirements.

Rapid City, South Dakota MPO
Metropolitan Planning Organization

Signature

Vice-Chairman, RCAMPO

Title

6-16-2022
Date

South Dakota Department of Transportation
State Department of Transportation

Signature

MPO Coordinator

Title

June 16, 2022
Date

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2022-2025

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 Metropolitan Transportation Plan (RapidTRIP 2045 adopted in August 2020)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP2045
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, Metropolitan 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, RapidTRIP2045, 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 FY2021 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. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)

The federally compliant RapidTRIP2045 Metropolitan Transportation was adopted in August 2020.

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 Metropolitan 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 Metropolitan 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 RapidTRIP2045 Metropolitan 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 FAST Act compliant public participation plan in February 2020. 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.



**DEPARTMENT of AGRICULTURE
and NATURAL RESOURCES**

JOE FOSS BUILDING
523 E CAPITOL AVE
PIERRE SD 57501-3182
danr.sd.gov

August 9, 2022

Kip Harrington
City of Rapid City
300 Sixth Street
Rapid City, South Dakota

Subject: Environmental Review-Rapid City MPO

Dear Mr. Harrington:

The South Dakota Department of Agriculture and Natural Resources (DANR) has reviewed the above-referenced project for potential impacts to natural resources. Based on the information submitted in your letter dated June 8, 2022, DANR has the following comments and permitting requirements.

Tanks and Spills

The Inspection, Compliance, and Remediation Program (ICRP) maintains a database of regulated storage tanks and environmental events, including petroleum and chemical releases in South Dakota. It appears this plan covers a large area and multiple projects across several counties. There are registered storage tanks and there have been numerous spills and releases in the project areas. Once a start date is confirmed for any specific project, please feel free to contact ICRP for accurate and updated information. If you would like to conduct an initial review for environmental events, regulated tanks, Tier 2, and TRI, please review our online database at:

<https://apps.sd.gov/nr42interactivemap>

As was stated above, there are registered storage tanks and there have been numerous spills and releases in the project area. If contamination is caused by or encountered during any onsite construction activity, that contamination must be reported to DANR at 605-773-3296. Any contaminated soil must be segregated from clean soil and sampled to determine disposal requirements. Any piping or other material to be placed in a location where it will be in contact with contaminated soil or groundwater, should be evaluated to determine if it is compatible with the contaminant. If you have questions, please contact Baylee Hoff at baylee.hoff@state.sd.us or (605) 773-3296.

Solid and Hazardous Waste

Some solid waste may be generated during this project. Any solid waste generated that will not be reused in some beneficial manner must be disposed or managed at a permitted solid waste facility. Regional landfills able to accept all solid waste generated are listed on our website: <https://apps.sd.gov/NR60SolidWaste/main.html#>. Only

Regional landfills are permitted to accept all wastes generated. If you have any questions, please contact Waste Management at 605-773-3153.

It is not expected that any hazardous wastes sites will be encountered within the vicinity of your project area. However, if road construction is planned for areas within a city or town, the contractor should contact this Department prior to construction. Should any hazardous waste be generated during the implementation of this project, the generator must abide by all applicable hazardous waste regulations. To determine whether your project may generate hazardous waste, visit:

<https://www.epa.gov/hwgenerators/managing-your-hazardous-waste-guide-small-businesses>

If you have any questions, please contact Anthony Wagner at 605-773-3153, or anthony.wagner@state.sd.us. Demolition or renovation of a building structure may be subject to the South Dakota asbestos requirements. If demolition or renovation is part of this construction project, or if the scope of the project changes to include demolition or renovation, please contact Anthony Wagner at 605-773-3153, or anthony.wagner@state.sd.us.

Air Quality

The review of the Rapid City Area Transportation Improvement Program (TIP) for 2023-2026 has been completed by the Air Quality Program. No special transportation conformity planning is required in the TIP because the area is attaining the National Ambient Air Quality Standards. The Department finds the Rapid City Area TIP as supplied to be in compliance with the South Dakota Air Quality State Implementation Plan.

Transportation planning is an important tool in maintaining good air quality levels in the state. It is the intent of the South Dakota Department of Agriculture and Natural Resources to maintain an air quality site in the City of Rapid City. The site will evaluate air pollution trends and control measures, so this area continues to attain the National Ambient Air Quality Standards. For further air quality information, please contact Rick Boddicker, Air Quality Program, telephone number 605-773-3151. Thank you for supplying the information to the Air Quality Program for review.

Drinking Water

Based on the information provided, this project will not have adverse environmental effects to drinking water in this area. Should the parameters of your project change, please reach out to Mark Mayer at 605-773-6039 or Mark.Mayer@state.sd.us.

Surface Water

The Surface Water Quality Program (SWQ) has reviewed your request for comments letter. Based on the information provided, SWQ has the following comments:

1. At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the

construction site. Any construction activity that disturbs an area of one or more acres of land must have authorization under the General Permit for Storm Water Discharges Associated with Construction Activities. Contact the Department of Agriculture and Natural Resources for additional information or guidance at 1-800-SDSTORM (1-800-737-8676) or <https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/default.aspx>.

2. A Surface Water Discharge permit may be required if any construction dewatering should occur as a result of this project. Please contact this office for more information.
3. Impacts to tributaries, creeks, wetlands, and lakes should be avoided by this project. These waterbodies are considered waters of the state and are protected under Administrative Rules of South Dakota (ARSD) Chapter 74:51. Special construction measures may have to be taken to ensure that water quality standards are not violated.
4. The discharge of pollutants from any source, including indiscriminate use of fill material, may not cause destruction or impairment except where authorized under Section 404 of the Federal Water Pollution Control Act. Please contact the United States Army Corps of Engineers for more information 605-224-8531.

Groundwater

Based on the information provided, this project is unlikely to have adverse effects on ground water quality. Should the parameters of your project change, please reach out to Matt Hicks at 605-773-5337 or Matt.Hicks@state.sd.us.

Water Rights

In South Dakota all water is the property of the people and the right to use of that water is through obtaining a water right. A water right is needed for all uses of water except for domestic uses. If water is needed during construction that is obtained from surface or ground water, a temporary permit for the use of public water will need to be obtained. If water is supplied by a municipality or rural water system for construction purposes, no additional water permitting is required. Please contact us by e-mail or call Genny McMath at (605) 773-3352 if you have any questions.

Thank you for providing DANR the opportunity to comment on this project. If you have any questions regarding the information provided, please contact me at 605-773-3296.

Sincerely,

Baylee Hoff

Environmental Scientist
SD DANR- Environmental Assessment Contact
Phone: (605) 773-3296
Email: Baylee.Hoff@state.sd.us



**DEPARTMENT of AGRICULTURE
and NATURAL RESOURCES**

JOE FOSS BUILDING
523 E CAPITOL AVE
PIERRE SD 57501-3182
danr.sd.gov

Kip Harrington
City of Rapid City
300 Sixth Street
Rapid City, South Dakota

July 19, 2022

Subject: Environmental Review-Rapid City MPO

Dear Mr. Harrington:

The South Dakota Department of Agriculture and Natural Resources (DANR) has reviewed the above-referenced project for potential impacts to natural resources. Based on the information submitted in your letter dated June 8, 2022, DANR has the following comments and permitting requirements.

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It is not expected that any hazardous waste sites will be encountered within the vicinity of your project area. However, if road construction is planned for areas within a city or town, the contractor should contact this Department prior to construction. Should any hazardous waste be generated during the implementation of this project, the generator must abide by all applicable hazardous waste regulations. To determine whether your project may generate hazardous waste, visit:

<https://www.epa.gov/hwgenerators/managing-your-hazardous-waste-guide-small-businesses>.

If you have any questions, please contact Anthony Wagner at 605-773-3153, or anthony.wagner@state.sd.us. Demolition or renovation of a building structure may be subject to the South Dakota asbestos requirements. If demolition or renovation is part of this construction project, or if the scope of the project changes to include demolition or renovation, please contact Anthony Wagner at 605-773-3153, or anthony.wagner@state.sd.us.

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Transportation planning is an important tool in maintaining good air quality levels in the state. It is the intent of the South Dakota Department of Agriculture and Natural Resources to maintain an air quality site in the City of Rapid City. The site will evaluate air pollution trends and control measures, so this area continues to attain the National Ambient Air Quality Standards. For further air quality information, please contact Rick Boddicker, Air Quality Program, telephone number 605-773-3151. Thank you for supplying the information to the Air Quality Program for review.

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Agriculture and Natural Resources for additional information or guidance at 1-800-SDSTORM (1-800-737-8676) or <https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/default.aspx>.

2. A Surface Water Discharge permit may be required if any construction dewatering should occur as a result of this project. Please contact this office for more information.
3. Impacts to tributaries, creeks, wetlands, and lakes should be avoided by this project. These waterbodies are considered waters of the state and are protected under Administrative Rules of South Dakota (ARSD) Chapter 74:51. Special construction measures may have to be taken to ensure that water quality standards are not violated.
4. The discharge of pollutants from any source, including indiscriminate use of fill material, may not cause destruction or impairment except where authorized under Section 404 of the Federal Water Pollution Control Act. Please contact the United States Army Corps of Engineers for more information 605-224-8531.

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Thank you for providing DANR the opportunity to comment on this project. If you have any questions regarding the information provided, please contact me at 605-773-3296.

Sincerely,

Trish Kindt for

Baylee Hoff
Environmental Scientist
SD DANR- Environmental Assessment Contact
Phone: (605) 773-3296
Email: Baylee.Hoff@state.sd.us

cc: Dustin Willett, Pennington County Emergency Manager



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Department of Community Development

300 Sixth Street

Kip Harrington, Manager
Long Range Planning Division
city web: www.rcgov.org



Phone: 605-394-4120
Fax: 605-394-6636
e-mail: kip.harrington@rcgov.org

June 8, 2022

Project Leader
U.S. Fish & Wildlife service
420 S. Garfield Avenue, Suite 400
Pierre, SD 57501

This Constitutes a report of the Department of the Interior prepared in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq). We have reviewed and have NO OBJECTION to this proposed project.

Field Supervisor

Dear Project Leader,

The Rapid City Area Metropolitan Planning Organization (MPO) is comprised of the City of Rapid City, the City of Box Elder, the City of Piedmont, the City of Summerset, portions of Pennington County and portions of Meade County. By law, all urbanized areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization that is responsible for area transportation planning and programming activities.

The Rapid City Area Metropolitan Planning Organization is currently updating its Transportation Improvements Program (TIP) for the years 2023-2026. The TIP is a four year plan for proposed capital and operation expenditures for public transportation, including potential funding sources, for the Rapid City Metropolitan Area. I have enclosed a draft of the 2023-2026 TIP for the Rapid City Metropolitan Area for your review and comment. An electronic version can be viewed at:

<http://www.rapidcityareampo.org/documents/transportation-improvement-program>

Please respond within 30 days with any comments or questions. Thank you for your time and consideration of this matter.

Sincerely,

Kip Harrington, Manager
Long Range Planning

Enclosure



EQUAL OPPORTUNITY EMPLOYER



June 16, 2022

Mr. Kip Harrington
City of Rapid City
Department of Community Development
300 6th Street
Rapid City, South Dakota 57701

RE: Environmental Review for:
Rapid City_MPO_2023-2026 transportation Improvements Program

Dear Mr. Harrington:

Thank you for the opportunity to provide a Farmland Protection Policy Act (FPPA) review on this project. The project as outlined will have **no impact** on prime or important farmland.

If you have any questions, please contact me at (605) 352-1234.

Sincerely,

A handwritten signature in blue ink that reads "Jessica Michalski".

JESSICA MICHALSKI
State Resource Conservationist

cc:
Nathan Jones, State Soil Scientist, NRCS, Huron SO