

Rapid City Area Transportation Improvement Program

(Fiscal Years 2025-2028)

**Draft
June 2024**

Prepared By:

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

In Cooperation With:

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

Adopted by:

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

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

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

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

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2025 - 2028)

TABLE OF CONTENTS

	<u>Page</u>
Abbreviations Used in this Document.....	iii
Metropolitan Transportation Planning Process Self Certification.....	v
I. INTRODUCTION	
A. Transportation Improvement Program.....	1
B. Transportation Improvement Program in Perspective.....	2
II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS	
A. Project Selection and Prioritization.....	2
B. Financial Constraint.....	3
C. Performance Management Requirements.....	9
III. RECOMMENDED PROJECTS AND PROGRAMS.....	12
IV. LIST OF PROJECTS.....	12
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS	
Interstate Maintenance Projects.....	13
Major Arterial Projects.....	14
Minor Arterial Projects.....	15
State Highway System Urban Projects.....	16
Bridge Projects.....	18
Railroad Crossing Improvement Projects.....	19
Safe Routes To School Projects.....	20
Roadway Safety Improvement Projects.....	21
Pavement Preservation Projects.....	23
Miscellaneous Projects.....	24
Local Bridge Replacement Projects.....	25
Transportation Alternatives Projects.....	26
CITY OF BOX ELDER 2025–2029 PROJECT LIST.....	27
RAPID CITY CAPITAL IMPROVEMENTS PROJECT	
2025-2029 Capital Improvements Program Project List.....	27

MEADE COUNTY 2025-2029 CONSTRUCTION PROGRAM	28
PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM 2025-2029 Project List	29
RAPID CITY REGIONAL AIRPORT PROJECTS 2025-2029 Airport Improvement Projects	29
PUBLIC TRANSIT PROJECTS Rapid City Public Transit and Private Non-Profit Organizations	30
RAPID CITY METROPOLITAN PLANNING AREA Project Map	N/A
RAPID CITY METROPOLITAN PLANNING AREA Boundary Map	31
Appendix A RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION Guidelines for Administrative Amendments and Revisions to the Transportation Improvement Program	33
Appendix B RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION Self-Certification Review	35

RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2025 - 2028)

- 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
IIJA	The Infrastructure and Investment and Jobs Act
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 2025-2028)**

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 South Dakota Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Infrastructure Investment and Jobs Act (IIJA) 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

IIJA 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 2025-2028 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](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 IIJA Planning Factors. The planning factors found in the IIJA include:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility options of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life; and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize preservation of the existing transportation system;
- Improve the 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 IIJA 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 IIJA 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 SDDOT 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.)

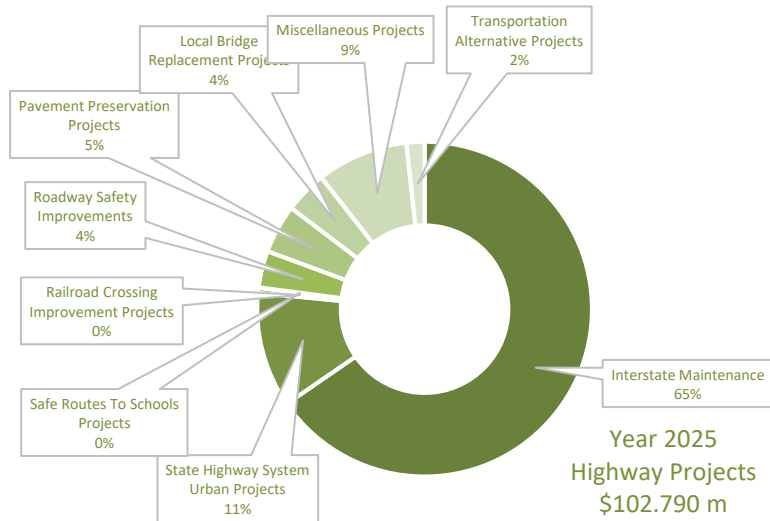
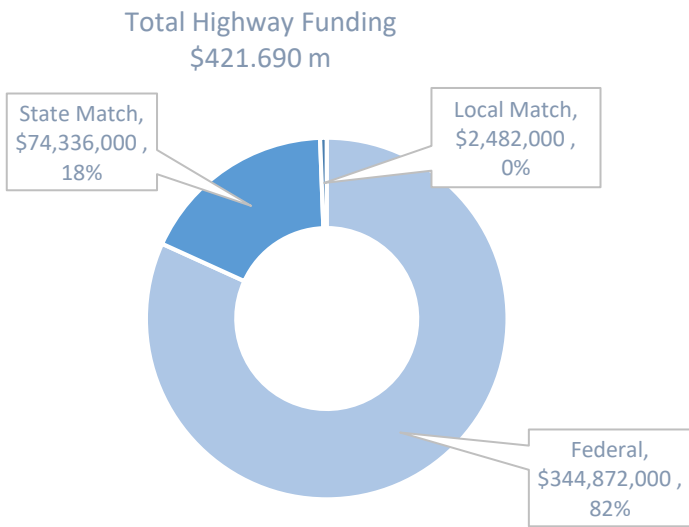
**Figure 1 - SDDOT Funded Programmed Projects
by Project Type within the Metropolitan Planning Area**

	2025	2026	2027	2028	Total
Interstate Maintenance					
Federal	\$55,646,000	\$6,890,000	\$91,678,000	\$402,000	\$154,616,000
State Match	\$11,597,000	\$933,000	\$15,835,000	\$40,000	\$28,405,000
Interstate Maintenance	\$67,243,000	\$7,823,000	\$107,513,000	\$442,000	\$183,021,000
Major Arterial Projects					
Federal	\$0	\$8,937,000	\$0	\$0	\$8,937,000
State Match	\$0	\$2,560,000	\$0	\$0	\$2,560,000
Major Arterial Projects	\$0	\$11,497,000	\$0	\$0	\$11,497,000
Minor Arterial Projects					
Federal	\$0	\$0	\$0	\$4,669,000	\$4,669,000
State Match	\$0	\$0	\$0	\$1,318,000	\$1,318,000
Minor Arterial Projects	\$0	\$0	\$0	\$5,987,000	\$5,987,000
State Highway System Urban Projects					
Federal	\$8,776,000	\$62,771,000	\$6,228,000	\$2,586,000	\$80,361,000
State Match	\$2,674,000	\$16,418,000	\$1,977,000	\$729,000	\$21,798,000
State Highway System Urban Projects	\$11,450,000	\$79,189,000	\$8,205,000	\$3,315,000	\$102,159,000
Bridge Projects					
Federal	\$0	\$1,059,000	\$14,906,000	\$0	\$15,965,000
State Match	\$0	\$234,000	\$4,306,000	\$0	\$4,540,000
Bridge Projects	\$0	\$1,293,000	\$19,212,000	\$0	\$20,505,000
Railroad Crossing Improvement Projects					
Federal	\$450,000	\$0	\$0	\$0	\$450,000
State Match	\$50,000	\$0	\$0	\$0	\$50,000
Railroad Crossing Improvement Projects	\$500,000	\$0	\$0	\$0	\$500,000
Safe Routes to Schools Projects					
Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
State Match	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
Safe Routes to Schools Projects	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Roadway Safety Improvements					
Federal	\$3,475,000	\$23,725,000	\$2,740,000	\$1,436,000	\$31,376,000
State Match	\$166,000	\$4,043,000	\$245,000	\$110,000	\$4,564,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$3,641,000	\$27,768,000	\$2,985,000	\$1,546,000	\$35,940,000
Pavement Preservation Projects					
Federal	\$3,965,000	\$0	\$0	\$0	\$3,965,000
State Match	\$874,000	\$0	\$0	\$0	\$874,000
Pavement Preservation Projects	\$4,839,000	\$0	\$0	\$0	\$4,839,000
County Secondary and Off System Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
County Secondary and Off System Projects	\$0	\$0	\$0	\$0	\$0
Local Bridge Replacement Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$2,826,000	\$0	\$0	\$0	\$2,826,000
State Match	\$1,375,000	\$0	\$0	\$0	\$1,375,000
Local Bridge Replacement Projects	\$4,201,000	\$0	\$0	\$0	\$4,201,000

Figure 1 - SDDOT Funded Programmed Projects by Project Type within the Metropolitan Planning Area					
	2025	2026	2027	2028	Total
Miscellaneous Projects					
Federal	\$7,269,000	\$6,980,000	\$6,998,000	\$18,346,000	\$39,593,000
Local Match	\$1,818,000	\$1,730,000	\$1,732,000	\$2,121,000	\$7,401,000
Miscellaneous Projects	\$9,087,000	\$8,710,000	\$8,730,000	\$20,467,000	\$46,994,000
Transportation Alternatives Projects					
Federal	\$1,420,000	\$1,720,000	\$820,000	\$820,000	\$4,780,000
Local Match	\$369,000	\$378,000	\$180,000	\$180,000	\$1,107,000
Transportation Alternatives Projects	\$1,789,000	\$2,098,000	\$1,000,000	\$1,000,000	\$5,887,000
Highway Total for Fiscal Year	\$102,790,000	\$138,418,000	\$147,685,000	\$32,797,000	\$421,690,000
Public Transportation Projects					
Federal	\$1,820,708	\$1,860,131	\$1,900,463	\$1,938,472	\$7,519,773
State Match	\$35,811	\$36,527	\$37,528	\$38,003	\$147,869
Local (Rapid City)	\$1,313,013	\$1,339,804	\$1,367,152	\$1,394,495	\$5,414,464
Public Transportation Projects	\$3,169,532	\$3,236,463	\$3,305,143	\$3,370,969	\$13,081,037
Total FHWA and FTA Funding for Fiscal Year	\$105,959,932	\$141,654,463	\$150,990,143	\$36,167,969	\$434,771,037

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 - SDDOT Funded Programmed Projects
by Yearly Funding Source within the Metropolitan Planning Area



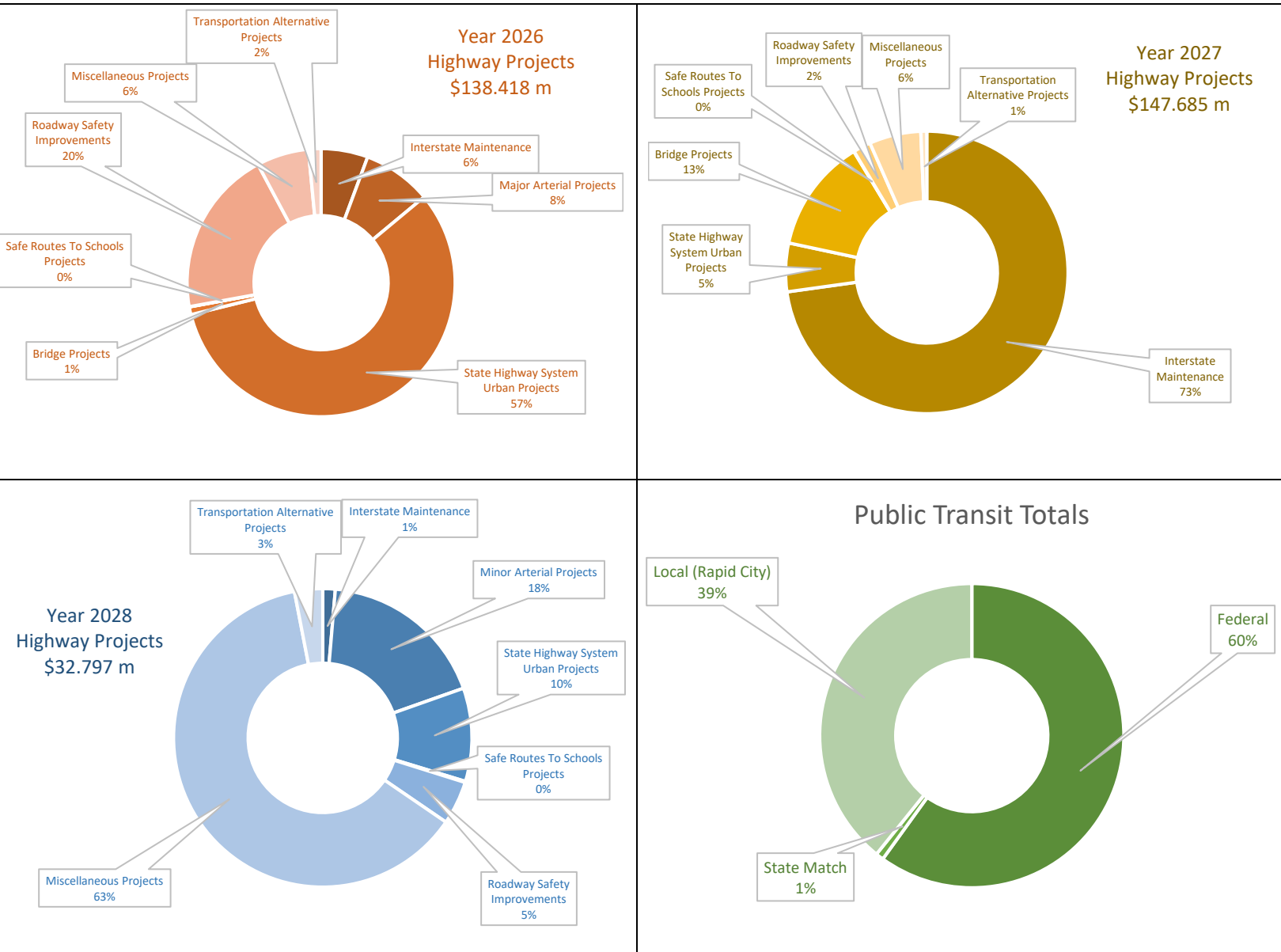


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2025	2026	2027	2028	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Box Elder Capital Improvements Program					
Local	N/A	N/A	N/A	N/A	N/A

Rapid City Capital Improvements Program					
Local	\$10,571,683	\$13,876,000	\$9,849,000	\$6,730,000	\$41,026,683
Meade County Road and Bridge Fund					
Local	\$2,750,000	\$2,000,000	\$0	\$18,000,000	\$22,750,000
Pennington County Road and Bridge Fund					
Local	\$430,000	\$2,500,000	\$1,283,534	\$0	\$3,826,534

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2025-2028 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 (2025) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2026-2029) 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 2025-2028 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 2025-2028 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 2025-2029 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 2025-2029 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 2025-2029 is included in the Project Listing on page 29.

IIJA 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 \$41 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	2025	2026	2027	2028	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	\$15,500,000	\$16,000,000	\$16,500,000	\$17,000,000	\$65,000,000
Total Projected O&M Costs	\$41,326,796	\$41,861,796	\$42,396,796	\$42,936,796	\$168,522,184

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 and the Infrastructure Investment and Jobs Act (IIJA), 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 SDDOT 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 SDDOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the South Dakota Transportation Commission.

The SDDOT 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. SDDOT 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 SDDOT 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 SDDOT pavement and bridge targets and will coordinate with SDDOT 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 SDDOT system performance and will coordinate with SDDOT in the development of system performance targets.

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2025–2028 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 SDDOT. The recommended projects and programs have been grouped into "System or Functional Element" categories.

IV. LIST OF PROJECTS

	<u>Page</u>
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS	
Interstate Maintenance Projects	13
Major Arterial Projects	14
Minor Arterial Projects	15
State Highway System Urban Projects	16
Bridge Projects	18
Railroad Crossing Improvement Projects.....	19
Safe Routes To School Projects	20
Roadway Safety Improvement Projects	21
Pavement Preservation Projects.....	23
Miscellaneous Projects	24
Local Bridge Replacement Projects.....	25
Transportation Alternatives Projects	26
CITY OF BOX ELDER 2025–2029 PROJECT LIST	27
RAPID CITY CAPITAL IMPROVEMENTS PROJECT	
2025-2029 Capital Improvements Program Project List.....	27
MEADE COUNTY 2025-2029 CONSTRUCTION PROGRAM.....	28
PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM	
2025-2029 Project List.....	29
RAPID CITY REGIONAL AIRPORT PROJECTS	
2025-2029 Airport Improvement Projects	29
PUBLIC TRANSIT PROJECTS	
Rapid City Public Transit and Private Non-Profit Organizations.....	30

South Dakota Transportation Improvement Program

Tentative 2025 - 2028

Report Date 05/30/2024

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
10.00	*IM-CR 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	55.646	2025	67.243		
Construction planned for 2025 through 2027.												
				2.8 Miles				2025	55.646	Federal	67.243	Total
24.00	CR 000S(418)	080J	Regionwide	0.0		Rapid City & Pierre Region on the Interstate System	Install Dynamic Message Boards	2.388	2026	2.624		
46.00	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	4.502	2026	5.199		
				5.4 Miles				2026	6.890	Federal	7.823	Total
59.00	*IM 0902(111)62	3022	Pennington	2.1	I90E I90W I90WF	I90 E & W - Fm W of Exit 63 (Dusters Corner) to E of West Gate Rd	Grading, PCC Surfacing, Interchange Replacement (Exit 63), Replace Str Bridge & RCBC, Intelligent Transportation System (ITS)	88.073	2027	103.549		
Construction planned for 2027 through 2029.												
66.00	IM 0902(187)61	09J8	Pennington	0.0	I90E	I90 - US16B (SE Conn) Interchange over I90	Approach Slabs, Concrete Paving, Concrete Barrier Repair	3.605	2027	3.964		
				2.1 Miles				2027	91.678	Federal	107.513	Total
916.00	IM 0901(213)41	09V0	Meade	0.0	I90E	I90 E - Near Tilford	Truck Parking Facility Modification	0.402	2028	0.442		
				0.0 Miles				2028	0.402	Federal	0.442	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 \$)	¥
38.00	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, Construct Median Crossovers	8.937	2026	11.497	
Also Funded In:										Total Project Cost	
	Item	Category						23.239			
	65.00	Roadway Safety Improvement					11.742				
Construction planned for 2026 & 2027.											
				0.7 Miles				2026		8.937 Federal 11.497 Total	

¥ Costs reflect anticipated inflation

By Category

Minor Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
79.00	P 0044(240)54	06QV	Pennington	10.8	SD44	SD44 - Fm Rapid City Airport, E 11	Mill, AC Resurfacing, Pipe Work	4.669	2028	5.987	
				10.8 Miles				2028	4.669 Federal	5.987 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 \$)	¥	
0.10	NH 0016(109)64	09NU	Pennington	0.0	US16E US16W	Intersection of US16 & Promise Rd	Grading, AC Surfacing, Curb & Gutter, Storm Sewer, Lighting, Curb Ramps, Sidewalk	4.606	2025	5.620		
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	2025	0.052		
10.00	NH 0044(227)40	08D9	Pennington	0.8	SD44	SD44 - Fm Canyon Lake Dr to Chapel Ln in Rapid City	Rockfall Hazard Mitigation	2.977	2025	4.321		
905.00	NH 0044(249)44	09VN	Pennington	1.7	SD44 SD44E SD44W	SD44 - Fm I190 (West Blvd) to Maple Ave in Rapid City	Modify Signals	1.193	2025	1.457		
				4.3	Miles			2025	8.776	Federal	11.450	Total
19.00	*NH-CR 0016(93)63	6874	Pennington	2.3	US16E US16EB US16W US16WB	US16/US16B - Intersection	Grading, Str Bridge, Lighting, PCC Surfacing, Sidewalk, Curb Ramps, Median Crossovers & Traffic Diversions	61.003	2026	76.884		
Construction planned for 2026 through 2028.												
22.00	NH 016B(03)64	08RT	Pennington	17.3	US16EB US16WB	US16B - Fm I90 to US16	Modify Intersections	1.768	2026	2.305		
				19.6	Miles			2026	62.771	Federal	79.189	Total
23.00	P-CR 0231(16)81	078A	Pennington	0.6	SD231	SD231 - Fm N of Chicago St to 0.2 N of Knutson Ln in Rapid City	Grading, AC Surfacing, Curb & Gutter, Storm Sewer, Curb Ramps, Lighting	5.430	2027	7.164		
901.00	NH 0044(203)39	05Q8	Pennington	0.3	SD44 SD44E SD44W	SD44 - Str 4.1, 4.2 SW of Jct SD231 Over Rapid Creek	Replace Str Bridges, Grading, AC Surfacing, Curb Ramps, Sidewalk	0.798	2027	1.041		
Also Funded In:												
Item Category								Total Project Cost				
65.00 Bridge Projects						15.574		16.615				
				0.9	Miles			2027	6.228	Federal	8.205	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 \$)	¥
27.00	P 0231(18)81	079X	Meade Pennington	4.3	SD231 SD231N SD231S	SD231 N & S - Fm Rapid City to Blackhawk	Mill, AC Resurfacing, Pipe Work	2.586	2028	3.315	
				4.3 Miles				2028	2.586 Federal	3.315 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 \$)	¥
54.00	NH-P 0044(235)39 NH 0016(103)67	08JE 091A	Pennington	0.0	SD44 US16EB	SD44 - 1.1 E of US16 over Rapid Ck & 0.7 SE of Farmingdale over Draw; US16B - 0.3 E SD79 over RR	Polymer Chip Seal	0.463	2026	0.565	
63.00	P 79NF(03)69	09G8	Pennington	0.0	SD79NF	SD79NF (Cambell St) - 1.2 S of SD44 over St Joseph St, RCP&E RR in Rapid City	Deck Repair	0.596	2026	0.728	
				0.0	Miles			2026	1.059	Federal	1.293 Total
65.00	NH 0044(203)39	05Q8	Pennington	0.3	SD44 SD44E SD44W	SD44 - Str 4.1, 4.2 SW of Jct SD231 Over Rapid Creek	Replace Str Bridges, Grading, AC Surfacing, Curb Ramps, Sidewalk	11.925	2027	15.574	
		Also Funded In:						Total Project Cost			
	Item	Category							16.615		
	901.00 State Highway System Urban Projects								1.041		
74.00	P 0231(17)80	07DE	Pennington	0.0	SD231N SD231S	SD231 (West Chicago) N & S - Strs 0.3 W of the SD445 (Deadwood Ave) Jct over RCP&E RR, Drainage	Deck Rehabilitation	0.869	2027	1.061	
77.00	NH 0079(95)68 NH 0016(108)41	0915 0918	Pennington	0.0	SD79 US16	SD79 - 6.6 N Custer Co Line over Spring Ck; US16 - 200' E of Newton St over Spring Ck	LSDC Overlay, Approach Slabs, Approach Surfacing, Approach Guardrail	2.112	2027	2.577	
				0.3	Miles			2027	14.906	Federal	19.212 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 \$)	¥	
35.00	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

Safe Routes To School Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
2.00	P SRTS(52)	06W3	Statewide	0.0		Statewide	2025 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2025	0.040	
				0.0	Miles		2025	0.040	Federal	0.040	Total
3.00	P SRTS(53)	06W4	Statewide	0.0		Statewide	2026 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2026	0.040	
				0.0	Miles		2026	0.040	Federal	0.040	Total
4.00	P SRTS(54)	07RN	Statewide	0.0		Statewide	2027 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2027	0.040	
				0.0	Miles		2027	0.040	Federal	0.040	Total
5.00	P SRTS(55)	07RP	Statewide	0.0		Statewide	2028 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2028	0.040	
				0.0	Miles		2028	0.040	Federal	0.040	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 \$)	¥
40.00	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	0.416	2025	0.416	
55.00	PH 0040(326)	06AQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.520	2025	0.520	
60.00	CR 00SW(100)	06W5	Pennington	1.0	SD44 SD44E SD44W US16E US16W	Various Locations Statewide	2025 Corridor Signal Timing	0.094	2025	0.104	
62.00	PH 0040(347)	06U5	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	1.405	2025	1.561	
63.00	PH 0040(348)	07AP	Regionwide	0.0		Rapid City Region	Corridor Signing	1.040	2025	1.040	
				42.5 Miles			2025	3.475 Federal		3.641 Total	
43.00	PH 000S(417)	07A4	Regionwide	0.0		Rapid City Region	Modify Intersection	0.191	2026	0.212	
44.00	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	3.728	2026	4.384	
65.00	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, Construct Median Crossovers	10.024	2026	11.742	
Also Funded In:									Total Project Cost		
Item Category									23.239		
38.00 Major Arterial Projects							11.497				
Construction planned for 2026 & 2027.											
83.00	PH 0040(351)	06TJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.531	2026	0.531	

¥ 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 \$)	¥
87.00	CR 00SW(103)	06W6	Pennington	8.9	US16EB US16WB	Various Locations Statewide	2026 Corridor Signal Timing	0.096	2026	0.106	
93.00	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	7.942	2026	9.326	
94.00	PH 6637(01)	08W0	Pennington	0.0		Reservoir Rd & Lamb Rd Jct	Grading, AC Surfacing	1.213	2026	1.467	
				12.2	Miles			23.725	Federal	27.768	Total
108.00	PH 0040(352)	07AD	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.541	2027	0.541	
116.00	CR 00SW(106)	07AR	Pennington	1.0	SD44	Various Locations Statewide	2027 Corridor Signal Timing	0.097	2027	0.108	
122.00	P 6446(453)	07XN	Meade	0.0		Elk Creek Road in Meade Co	Grading, AC Surfacing	2.102	2027	2.336	
				1.0	Miles			2.740	Federal	2.985	Total
96.00	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	2028	0.442	
99.00	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	2028	1.104	
				40.0	Miles			1.436	Federal	1.546	Total

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥	
58.00	NH-P 0041(184)	09L4	Pennington	31.0	SD240 SD240E SD240W SD44 SD44E SD44W SD79 SD79N SD79NP SD79S SD79SP US16EB US16WB	Various Locations in the Rapid City Area	Asphalt Surface Treatment	1.363	2025	1.664		
65.10	NH 0041(185)	09NW	Lawrence Pennington	10.1	SD44 US85 US85N US85S	Various Locations in the Rapid City Area	Joint & Spall Repair	2.602	2025	3.175		
				41.1	Miles			2025	3.965	Federal	4.839	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 \$)	¥
26.00	EV 2025(01)0	093F	Statewide	0.0		Various Locations Statewide	2025 NEVI Program	7.269	2025	9.087	
				0.0	Miles		2025	7.269	Federal	9.087	Total
39.00	CR Z410(24)	07UR	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2026	0.522	2026	0.637	
40.00	EV 2026(01)0	093L	Statewide	0.0		Various Locations Statewide	2026 NEVI Program	6.458	2026	8.073	
				0.0	Miles		2026	6.980	Federal	8.710	Total
54.00	CR Z410(25)	07UT	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2027	0.533	2027	0.649	
55.00	EV 2027(01)0	093U	Statewide	0.0		Various Locations Statewide	2027 NEVI Program	6.465	2027	8.081	
				0.0	Miles		2027	6.998	Federal	8.730	Total
67.00	P Z410(26)	07UU	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2028	0.543	2028	0.662	
68.00	EV 2028(01)0	0946	Statewide	0.0		Various Locations Statewide	2028 NEVI Program	0.157	2028	0.197	
69.00	LR 2028(00)0	0947	Statewide	0.0		Various Locations Statewide	2028 CRP Projects	8.823	2028	9.804	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
70.00	LR 2028(00)0	094A	Statewide	0.0		Various Locations Statewide	2028 PROTECT Projects	8.823	2028	9.804	
<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		2028	18.346	Federal	20.467	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 \$)	¥
78.00	BRO 8052(00)23-1A	09GR	Pennington	0.2		Structure 0.5 N & 1 E of Exit 61 (US16B) on I90 in Box Elder on Bennet Rd over Box Elder Ck (City Owned) SN 52-460-280	Structure Replacement – Bridge Improvement Grant	0.000	2025	4.201	
State Grant Cap = \$2,826,200											
				0.2 Miles				2025	0.000 Federal	4.201 Total	

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
24.00	P TAPE(07)25	07UP	Statewide	0.0		Various Locations Throughout South Dakota	2025 PE for Transportation Alternatives Projects	0.820	2025	1.000	
30.00	P TAPU(39)	09FW	Pennington	0.0		Box Elder - Along S Ellsworth Rd fm County HWY 1416 to 1/2 block N of Ruhe Ln	PCC Sidewalk, CE	0.600	2025	0.789	
				0.0	Miles		2025	1.420	Federal	1.789	Total
32.00	P TAPE(08)26	07UW	Statewide	0.0		Various Locations Throughout South Dakota	2026 PE for Transportation Alternatives Projects	0.820	2026	1.000	
36.10	P TAPU(47)	09QH	Pennington	0.0		Box Elder - Along 225th St fm Radial Lane to W side of Tower Rd; Along Tower Rd fm Don Williams Dr N to Existing Sidewalk in Front of Douglas Middle School	PCC Sidewalk, CE	0.900	2026	1.098	
				0.0	Miles		2026	1.720	Federal	2.098	Total
38.00	P TAPE(09)27	07UX	Statewide	0.0		Various Locations Throughout South Dakota	2027 PE for Transportation Alternatives Projects	0.820	2027	1.000	
				0.0	Miles		2027	0.820	Federal	1.000	Total
40.00	P TAPE(10)28	07UY	Statewide	0.0		Various Locations Throughout South Dakota	2028 PE for Transportation Alternatives Projects	0.820	2028	1.000	
				0.0	Miles		2028	0.820	Federal	1.000	Total

¥ Costs reflect anticipated inflation

2025-2028 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2025 - FEDERAL FUNDS Y	2025 - TOTAL FUNDS Y	2026 - FEDERAL FUNDS Y	2026 - TOTAL FUNDS Y	2027 - FEDERAL FUNDS Y	2027 - TOTAL FUNDS Y	2028 - FEDERAL FUNDS Y	2028 - TOTAL FUNDS Y	4-YEAR-FEDERAL FUNDS Y	4-YEAR-TOTAL FUNDS Y
SDOOT															
INTERSTATE				SEE PAGES 13-26 FOR PROJECT DETAILS		\$55,646,000	\$67,243,000	\$6,890,000	\$7,823,000	\$91,678,000	\$107,513,000	\$402,000	\$442,000	\$154,616,000	\$183,021,000
MAJOR ARTERIAL				SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$8,937,000	\$11,497,000	\$0	\$0	\$0	\$0	\$8,937,000	\$11,497,000
MINOR ARTERIAL				SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$0	\$0	\$4,669,000	\$5,987,000	\$4,669,000	\$5,987,000
STATE HIGHWAY SYSTEM/URBAN				SEE PAGES 13-26 FOR PROJECT DETAILS		\$8,776,000	\$11,450,000	\$62,771,000	\$79,189,000	\$6,228,000	\$8,205,000	\$2,586,000	\$3,315,000	\$80,361,000	\$102,159,000
BRIDGE				SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$1,009,000	\$1,293,000	\$14,906,000	\$19,212,000	\$0	\$0	\$15,965,000	\$20,505,000
RAILROAD CROSSING IMPROVEMENT				SEE PAGES 13-26 FOR PROJECT DETAILS		\$450,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$500,000
SAFE ROUTES TO SCHOOLS				SEE PAGES 13-26 FOR PROJECT DETAILS		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000	\$160,000
ROADWAY SAFETY IMPROVEMENT				SEE PAGES 13-26 FOR PROJECT DETAILS		\$3,475,000	\$3,641,000	\$23,725,000	\$27,768,000	\$2,740,000	\$2,985,000	\$1,436,000	\$1,546,000	\$31,376,000	\$35,940,000
PAVEMENT PRESERVATION				SEE PAGES 13-26 FOR PROJECT DETAILS		\$3,965,000	\$4,839,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,965,000	\$4,839,000
LOCAL BRIDGE REPLACEMENT				SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$4,201,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,201,000
MISCELLANEOUS COUNTY				SEE PAGES 13-26 FOR PROJECT DETAILS		\$7,269,000	\$9,087,000	\$6,980,000	\$8,710,000	\$6,998,000	\$8,730,000	\$18,346,000	\$20,467,000	\$39,593,000	\$46,994,000
SECONDARY AND TRANSPORTATION ALTERNATIVE				SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal						\$81,041,000	\$102,790,000	\$112,122,000	\$138,418,000	\$123,410,000	\$147,685,000	\$28,299,000	\$32,797,000	\$344,872,000	\$421,690,000
CITY OF BOULDER															
Capital Improvement Plan (CIP)						N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capital Improvement Plan (CIP)						N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capital Improvement Plan (CIP)						N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capital Improvement Plan (CIP)						N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capital Improvement Plan (CIP)						N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CITY OF GRAND CANYON															
Capital Improvement Plan (CIP)	50919	PENNINGTON		East Waterloo St. Reconstruction - LaCrosse to Van Buren	Urban Section	\$0	\$2,340,000							\$0	\$2,340,000
Capital Improvement Plan (CIP)	51348	PENNINGTON		SD 79 & Old Folsom Road Intersection Traffic Signal Installation	Traffic Signal	\$0	\$545,000							\$0	\$545,000
Capital Improvement Plan (CIP)	51122.2	PENNINGTON		Sheridan Lake Road Reconstruction - Corral to Carton Skyline Drive Rehabilitation	Urban Section	\$0	\$6,596,683							\$0	\$6,596,683
Capital Improvement Plan (CIP)	50153.1	PENNINGTON		Phase 1 Construction - Quincy St to Clark St	Urban Section	\$0	\$1,090,000							\$0	\$1,090,000
Capital Improvement Plan (CIP)	51098.1	PENNINGTON		Canyon Lake Area Reconstruction - Elmhurst St	Urban Section			\$0	\$1,089,000					\$0	\$1,089,000
Capital Improvement Plan (CIP)	51074	PENNINGTON		Dakota Subdivision Reconstruction-Sitting Bull St/Red Cloud St/Crazy Horse Dr	Urban Section			\$0	\$840,000					\$0	\$840,000
Capital Improvement Plan (CIP)	50390.5-1	PENNINGTON		Robbinsdale Reconstruction - E. Talent Street and Willow Avenue	Urban Section			\$0	\$2,112,000					\$0	\$2,112,000
Capital Improvement Plan (CIP)	50837	PENNINGTON		Silverleaf Avenue Reconstruction - 4th St to South St	Urban Section			\$0	\$1,200,000					\$0	\$1,200,000
Capital Improvement Plan (CIP)	51358	PENNINGTON		South Street Reconstruction-Block 17 Alley to West Blvd	Urban Section			\$0	\$960,000					\$0	\$960,000
Capital Improvement Plan (CIP)	50858	PENNINGTON		West Main Reconstruction - Jackson Blvd, West Main, Cross Street	Intersection Reconstruction			\$0	\$7,675,000					\$0	\$7,675,000
Capital Improvement Plan (CIP)	50390.5-2	PENNINGTON		Robbinsdale Reconstruction - E. Oakland St, Oakland St, Lynnwood St, and Grandview Dr.	Urban Section				\$0	\$5,385,000				\$0	\$5,385,000
Capital Improvement Plan (CIP)	50153.2	PENNINGTON		Skyline Drive Rehabilitation Phase 2 Construction - Clark St to Flormann St	Urban Section				\$0	\$1,450,000				\$0	\$1,450,000
Capital Improvement Plan (CIP)	51400	PENNINGTON		Valley Drive Reconstruction - Hwy 44 to Windhaven Drive	Urban Section			\$0	\$3,014,000					\$0	\$3,014,000
Capital Improvement Plan (CIP)	51214	PENNINGTON		Eglin Street Reconstruction-Luna Ave to E. North St	Urban Section				\$0	\$4,540,000				\$0	\$4,540,000
Capital Improvement Plan (CIP)	50153.3	PENNINGTON		Skyline Drive Rehabilitation Phase 3 Construction=Flormann St to Tower Rd	Urban Section				\$0	\$2,190,000				\$0	\$2,190,000
		PENNINGTON		RAPID CITY	OPERATION & MAINTENANCE	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$73,081,720
Total						\$0	\$28,842,113	\$0	\$32,146,430	\$0	\$28,119,430	\$0	\$25,000,430	\$0	\$114,108,403
MEADE COUNTY (MPO)															
Co. Highway & Bridge		MEADE	1.00	Elk Creek Road: 2 miles east of I-90 to Edgewood Drive	Realign and Reconstruct 1 mile	\$0	\$2,750,000							\$0	\$2,750,000
Co. Highway & Bridge		MEADE		Haines Avenue: Pennington County line north to 1/2 mile south of Peterson Road & 1/4 mile south of Stagecoach Road north to Elk Creek Road ~4miles	Mill & 2" overlay			\$0	\$2,000,000					\$0	\$2,000,000
Co. Highway & Bridge		MEADE	6.00	Elk Creek- Elk Vale Road east to Antelope Creek Road ~6miles	New construction & AC Surfacing					\$0	\$18,000,000			\$0	\$18,000,000
Total						\$0	\$2,750,000	\$0	\$2,000,000	\$0	\$18,000,000	\$0	\$18,000,000	\$0	\$22,750,000
PENNINGTON COUNTY (MPO)															
Co. Highway & Bridge	126001	PENNINGTON		Deadwood Avenue	Reconstruct	\$2,800,000	\$3,150,000							\$2,800,000	\$3,150,000
Co. Highway & Bridge	420401	PENNINGTON	0.4	Albert Lane	Full Depth Reclamation & Overlay	\$0	\$430,000							\$0	\$430,000
Co. Highway & Bridge	120901	PENNINGTON		Reservoir / Lamb Road	Reconstruct			\$0	\$2,500,000					\$0	\$2,500,000
Co. Highway & Bridge	120902	PENNINGTON		Twilight Drive - Radar Hill Road	Extend Twilight to Radar Hill Road-RAISE Grant				\$0	\$8,000,000				\$0	\$8,000,000
Co. Highway & Bridge	221301	PENNINGTON	5.3	Neck Yoke Road	Overlay				\$0	\$1,283,534				\$0	\$1,283,534
Co. Highway & Bridge	241401	PENNINGTON		Highway 1416 / Radar Hill Road	Reconstruct-RAISE Grant				\$0	\$30,000,000				\$0	\$30,000,000
Total						\$2,800,000	\$3,580,000	\$0	\$2,500,000	\$0	\$9,283,534	\$0	\$30,000,000	\$2,800,000	\$45,363,534
AVATON															
		PENNINGTON		Rapid City Regional Airport	Terminal Construction Project 2	\$17,562,529	\$77,500,000							\$17,562,529	\$77,500,000
		PENNINGTON		Rapid City Regional Airport	Terminal Apron Phase 2	\$18,000,000	\$20,000,000							\$18,000,000	\$20,000,000
		PENNINGTON		Rapid City Regional Airport	Terminal Construction Project 3			\$20,397,529	\$33,000,000					\$20,397,529	\$33,000,000
		PENNINGTON		Rapid City Regional Airport						\$0	\$0	\$0	\$0	\$0	\$0
Total						\$35,562,529	\$97,500,000	\$20,397,529	\$33,000,000	\$0	\$0	\$0	\$0	\$55,960,058	\$130,500,000

2025-2028 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2025 - FEDERAL FUNDS \$	2025 - TOTAL FUNDS \$	2026 - FEDERAL FUNDS \$	2026 - TOTAL FUNDS \$	2027 - FEDERAL FUNDS \$	2027 - TOTAL FUNDS \$	2028 - FEDERAL FUNDS \$	2028 - TOTAL FUNDS \$	4-YEAR FEDERAL FUNDS \$	4-YEAR TOTAL FUNDS \$
PUBLIC TRANSPORTATION	FTA § 5310	MEADE PENNINGTON		VARIOUS AGENCIES IN THE RAPID CITY URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FTA § 5310	PENNINGTON		VARIOUS AGENCIES IN THE RURAL AREA OF THE RAPID CITY MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FTA § 5339	PENNINGTON		Rapid City Metro	Capital Assistance	\$150,444	\$176,993	\$156,462	\$184,073	\$162,720	\$191,435	\$165,974	\$195,263	\$635,600	\$747,764
	FTA § 5307	PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,670,264.00	\$2,992,539.15	\$1,703,669.28	\$3,052,390	\$1,737,743	\$3,113,438	\$1,772,498	\$3,175,706	\$6,884,173	\$12,334,073
	Total					\$1,820,708	\$3,169,532	\$1,860,131	\$3,236,463	\$1,900,463	\$3,304,873	\$1,938,472	\$3,370,969	\$7,519,773	\$13,081,837
						\$121,224,237	\$288,631,645	\$134,379,660	\$211,300,893	\$125,310,463	\$188,392,837	\$80,237,472	\$109,168,399	\$411,151,831	\$747,493,774

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.

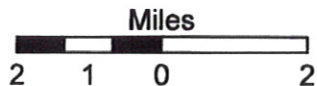
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

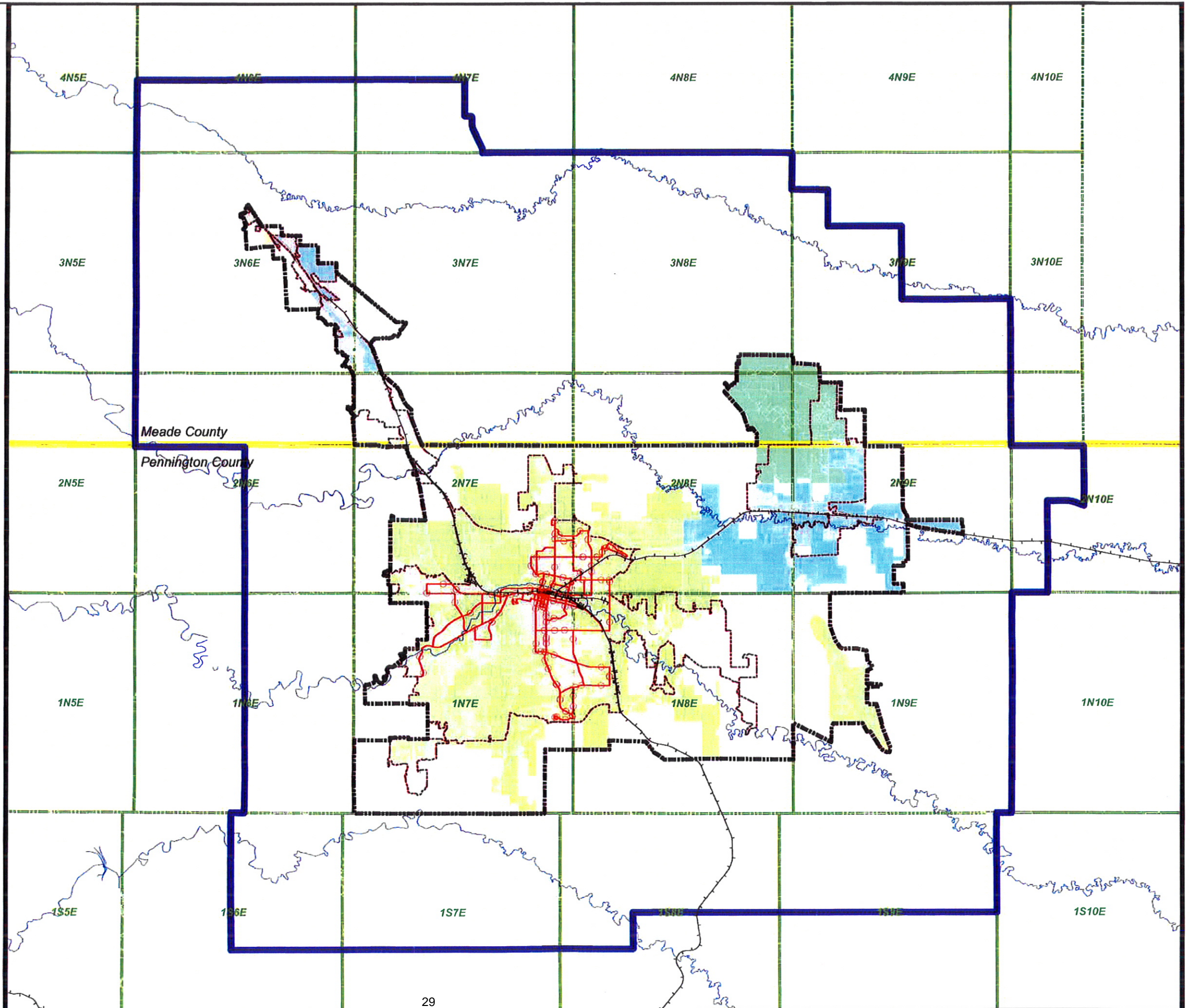
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



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:

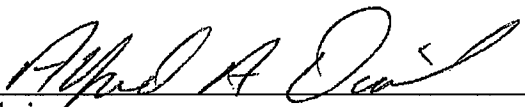
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

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

South Dakota Department of Transportation
State Department of Transportation

Signature

Signature

Title

Title

Date

Date