

Rapid City Area Transportation Improvement Program

(Fiscal Years 2018-2021)

**Final
August 2017**

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Meade County and Pennington County,
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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

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 2018 - 2021)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2018 - 2021)

- 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
CAAA	Clean Air Act Amendments of 1990
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DOT	United States Department of Transportation
EPA	United States Environmental Protection Agency
FAS	Federal Aid System
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.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organization
NHS	National Highway System

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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.
RACT	Reasonable Available Control Technologies which have been established by the EPA.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
RCP&E	Rapid City, Pierre, and Eastern Railroad
RCRA	Rapid City Regional Airport
ROW	Right-Of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This five year highway bill was approved in August of 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
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

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

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

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

Rapid City, South Dakota MPO
Metropolitan Planning Organization


Signature

vice Chairman
Title

6.15.17
Date

South Dakota Department of Transportation
State Department of Transportation


Signature

Secretary
Title

7/20/17
Date

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2018 - 2021)**

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 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. 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 Long Range Transportation Plan.

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 before the Rapid City Planning Commission, the Rapid City Council, and the Metropolitan Planning Organization 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 Metropolitan Planning Organization 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).

A public hearing was held in Rapid City on July 18, 2017.

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 RapidTRIP 2040, the Long Range 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 2018-2021 Rapid City Area Transportation Improvement Program (TIP) represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrian. Projects are prioritized within each program year by funding category. The Rapid City Area Transportation Improvement Program is developed cooperatively by the South Dakota Department of Transportation (SDDOT), the local participating units of government, agencies, and the committees of the Metropolitan Planning Organization (MPO). The development of the Rapid City Area Transportation Improvement Program 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 Transportation Improvement Program 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 Statewide Transportation Improvement Program 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 Statewide Transportation Improvement Program after the Metropolitan Planning Organization Acts on the Transportation Improvement Program. Projects located within the cities are drawn from either 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 Transportation Improvement Program must conform to the Long Range Transportation Plan (LRTP) for the Rapid City Area Metropolitan Planning Organization. The most recent Long Range Transportation Plan was approved in September 2015. RapidTRIP 2040 the Long-Range Transportation Plan, can be found on the Rapid City website at <http://www.rcgov.org/departments/community-planning-development/transportation-planning.html>. Only major projects identified in the approved Long Range Transportation Plan are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the LRTP.

Consistent with the project prioritization and evaluation criteria noted in the Long Range Transportation Plan, the TIP projects are prioritized in accordance with the policies and strategies that guide the Activities of the Rapid City Area Metropolitan Planning Organization process, including the Fixing America's Surface Transportation Act (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.

The various types of multimodal projects in the TIP are prioritized and programmed to achieve the LRTP goals and the national performance measure goals. The LRTP goals are to:

- Create a more efficient transportation system through system management and operational improvements.
- Support regional economic vitality through a transportation network that serves inter- and intra- regional accessibility and mobility needs for both people and goods.
- Preserve the social and environmental character of the region through an integrated approach that incorporates both transportation strategies and land use considerations.
- Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.
- Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.
- Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.

The LRTP goals are consistent with the national performance goals including:

- Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction—To achieve a significant reduction in congestion on the National Highway System.
- System reliability—To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality—To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

All projects listed in the TIP support LRTP and national performance goals and the MPO strives to maximize the funding to achieve these goals.

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.

B. Financial Constraint

The FAST Act requires that Metropolitan Planning Organization (MPO) Transportation Improvement Program be financially constrained and include a financial plan which demonstrates that funding is available for programmed projects. The Rapid City Area Transportation Improvement Program 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 project annual construction totals for the federally funded projects, and the entity responsible for paying the match. 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 required local match.

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2018-2021 is included on pages 14 – 25.

Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area

	2018	2019	2020	2021	Total
Interstate Maintenance					
Federal	\$2,213,000	\$0	\$13,041,000	\$1,601,000	\$16,855,000
State Match	\$228,000	\$0	\$2,041,000	\$159,000	\$2,428,000
Interstate Maintenance	\$2,441,000	\$0	\$15,082,000	\$1,760,000	\$19,283,000
Major Arterial Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Major Arterial Projects	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
State Highway System Urban Projects					
Federal	\$9,916,000	\$10,513,000	\$0	\$0	\$20,429,000
State Match	\$2,842,000	\$2,907,000	\$0	\$0	\$5,749,000
State Highway System Urban Projects	\$12,758,000	\$13,420,000	\$0	\$0	\$26,178,000
Bridge Projects					
Federal	\$604,000	\$0	\$0	\$0	\$604,000
State Match	\$340,000	\$312,000	\$336,000	\$0	\$988,000
Bridge Projects	\$944,000	\$312,000	\$336,000	\$0	\$1,592,000
Railroad Crossing Improvement Projects					
Federal	\$237,000	\$45,000	\$0	\$0	\$282,000
State Match	\$19,000	\$5,000	\$0	\$0	\$24,000
Local Match	\$1,000				
Railroad Crossing Improvement Projects	\$256,000	\$50,000	\$0	\$0	\$306,000
Local Urban System Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Local Urban System Projects	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements					
Federal	\$3,546,000	\$4,579,000	\$3,325,000	\$0	\$11,450,000
State Match	\$156,000	\$333,000	\$69,000	\$0	\$558,000
Local Match	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$3,702,000	\$4,912,000	\$3,394,000	\$0	\$12,008,000

**Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area
(continued)**

	2018	2019	2020	2021	Total
Pavement Preservation Projects					
Federal	\$1,216,000	\$2,069,000	\$435,000	\$444,000	\$4,164,000
State Match	\$268,000	\$454,000	\$96,000	\$97,000	\$915,000
Pavement Preservation Projects	\$1,484,000	\$2,523,000	\$531,000	\$541,000	\$5,079,000
County Secondary and Off System Projects					
Federal	\$6,511,000	\$1,004,000	\$0	\$0	\$7,515,000
Local Match	\$6,419,000	\$1,022,000	\$62,000	\$0	\$7,503,000
State Match	\$1,522,000	\$330,000	\$94,000	\$0	\$1,946,000
County Secondary and Off System Projects	\$14,452,000	\$2,356,000	\$156,000	\$0	\$16,964,000
Local Bridge Replacement Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Bridge Improvement Grant Funds	\$607,000	\$0	\$0	\$0	\$607,000
Local Match	\$184,000	\$0	\$0	\$0	\$184,000
Local Bridge Replacement Projects	\$791,000	\$0	\$0	\$0	\$791,000
Special Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Special Projects	\$0	\$0	\$0	\$0	\$0
Transportation Alternative Projects					
Federal	\$0	\$216,000	\$138,000	\$207,000	\$561,000
Local Match	\$0	\$48,000	\$31,000	\$366,000	\$445,000
Transportation Alternative Projects	\$0	\$264,000	\$169,000	\$573,000	\$1,006,000
Americans with Disabilities Act (ADA) Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$1,851,000	\$5,167,000	\$0	\$0	\$7,018,000
Americans with Disabilities Act (ADA) Projects	\$1,851,000	\$5,167,000	\$0	\$0	\$7,018,000
Highway Total for Fiscal Year					
	\$38,679,000	\$29,004,000	\$19,668,000	\$2,874,000	\$90,225,000
Public Transportation Projects					
Federal	\$1,425,882	\$1,466,019	\$1,504,968	\$1,545,062	\$5,941,931
State Match	\$37,837	\$37,837	\$37,837	\$37,837	\$151,348
Local (Rapid City)	\$804,688	\$827,010	\$850,000	\$873,682	\$3,355,380
Public Transportation Projects	\$2,268,407	\$2,330,866	\$2,392,805	\$2,456,581	\$9,448,659
Total Funding for Fiscal Year					
	\$40,947,407	\$31,334,866	\$22,060,805	\$5,330,581	\$99,673,659

Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)

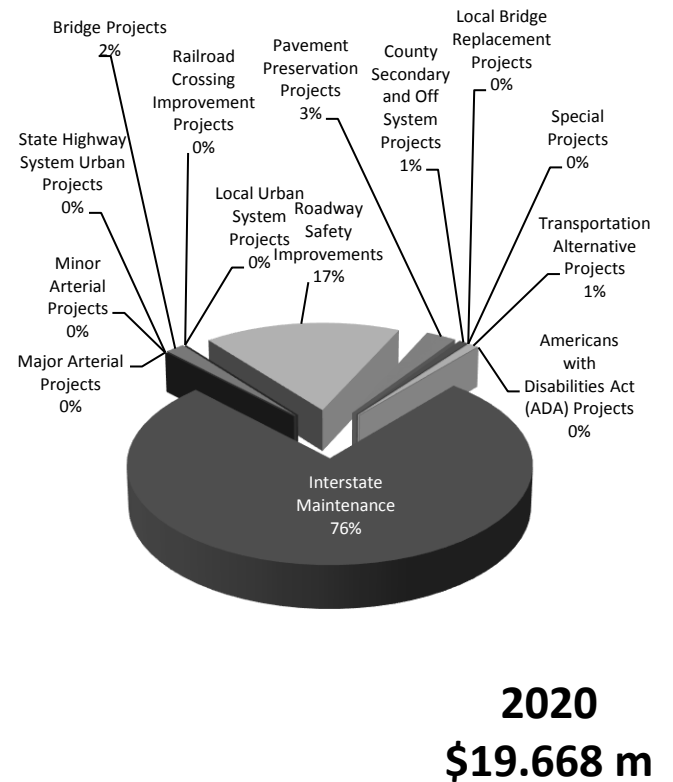
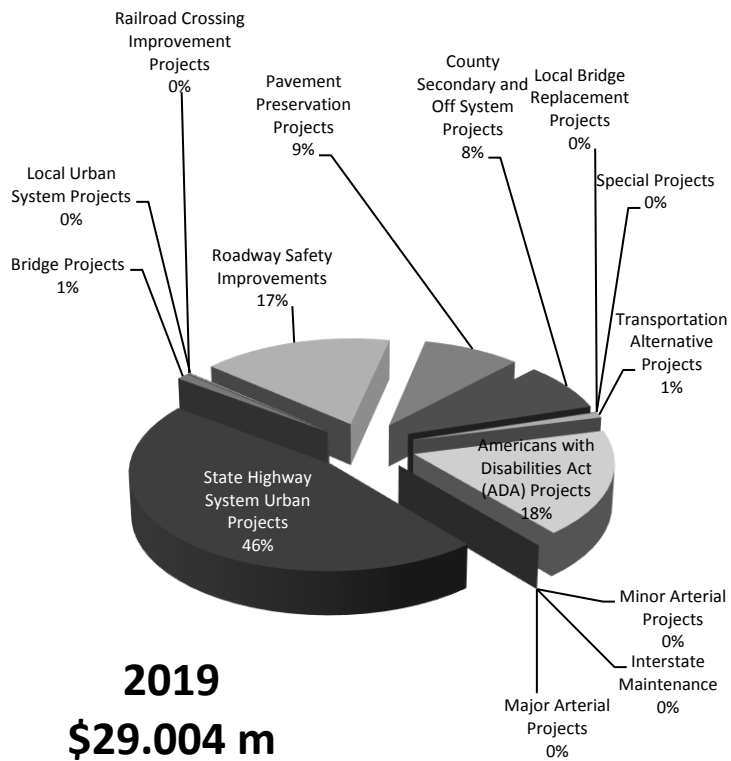
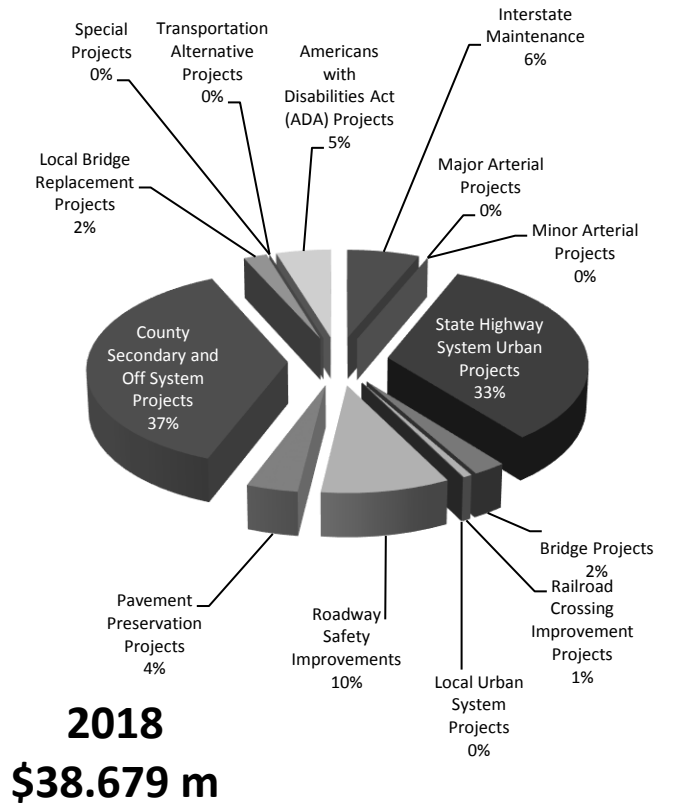
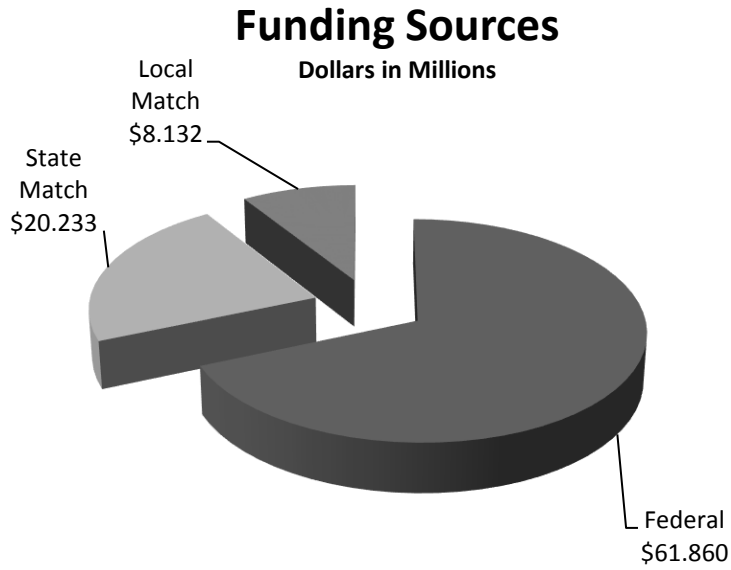


Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)

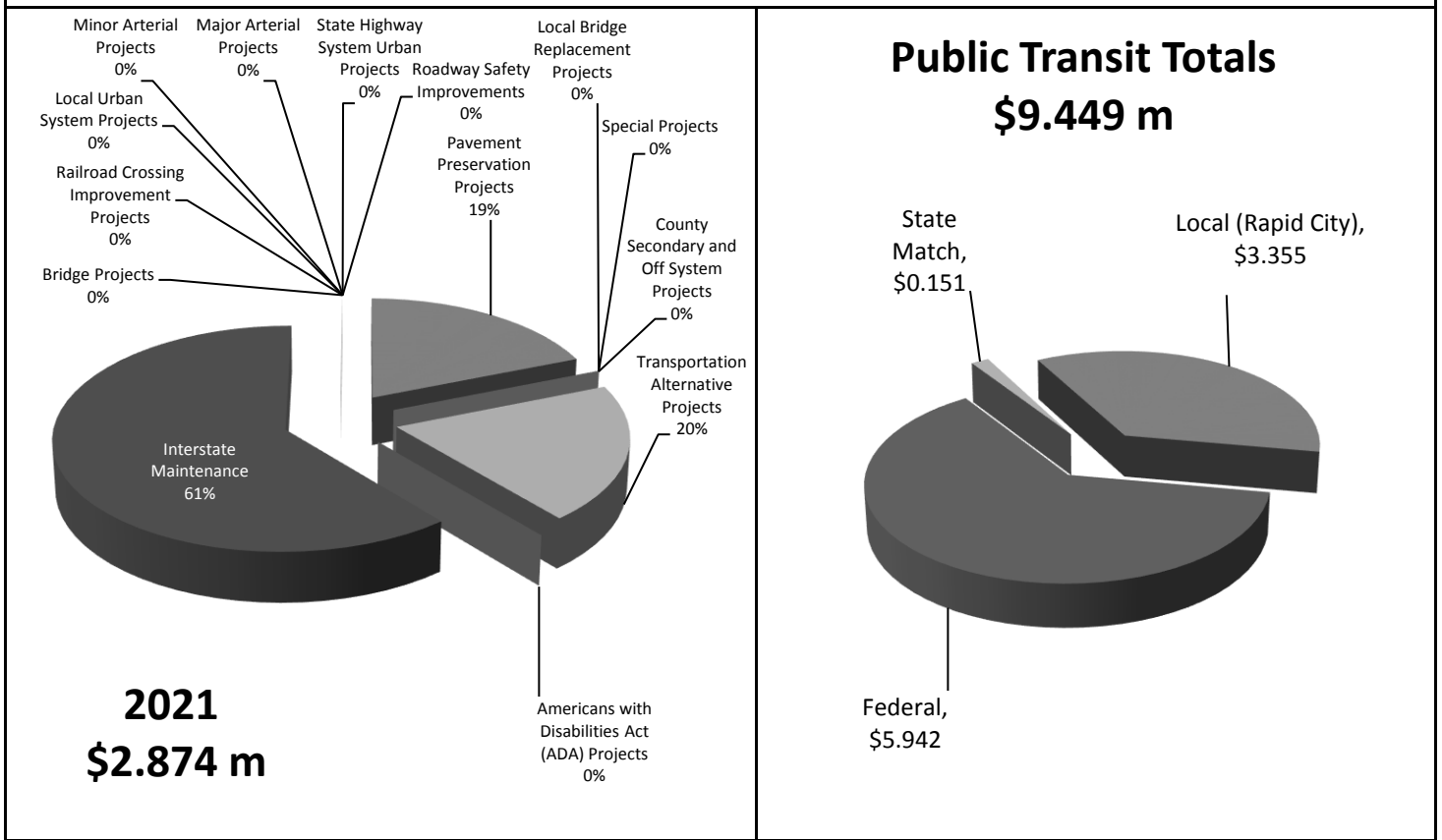


Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

FISCAL YEAR	2018	2019	2020	2021	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$0	\$86,850	\$0	\$86,850
Box Elder Capital Improvements Program					
Local	\$7,600,000	\$0	\$0	\$0	\$7,600,000
Rapid City Capital Improvements Program					
Local	\$6,308,000	\$11,390,000	\$2,000,000	\$1,545,000	\$21,243,000
Meade County Road and Bridge Fund					
Local	\$950,000	\$0	\$0	\$0	\$950,000
Pennington County Road and Bridge Fund					
Local	\$888,000	\$0	\$0	\$2,600,000	\$3,488,000

The South Dakota Department of Transportation will provide the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2018-2021 is included on pages 14 - 25.

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 (2018) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2019-2022) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City's local match for transportation projects. The City of Rapid City's Capital Improvements Projects are found on pages 27 - 30.

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 2018-2021 is included on page 33. 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 2018-2020 are listed on page 35.

The City of Box Elder presently receives funding from the City's general fund and the State of South Dakota. The City of Box Elder Five-Year Construction Program for 2018-2022 is included on page 37.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2018-2022 is included on pages 39-41.

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 2018-2022 is included on pages 43-44.

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. The O&M costs are included in each entity's budget and are fiscally constrained.

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

Entity	2018	2019	2020	2021	Total
SDDOT	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Box Elder	\$950,000	\$950,000	\$950,000	\$950,000	\$3,800,000
Rapid City	\$6,119,587	\$6,119,587	\$6,119,587	\$6,119,587	\$24,478,348
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	\$23,004,556	\$23,004,556	\$23,004,556	\$23,004,556	\$92,018,224

III. STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS

Item	Project Number	PC#	County	Length	Route	Location of Project	Type of Improvement	Status
2.00	IM-PH 0902(167)58	05MJ	Pennington	0.0	I90E I90W	I90-Strs, Haines Ave Interchange, Maple Ave	Diaphragm, Bent Cap, Approach Slab Repair, High Friction Surface Treatment, Epoxy Chip Seals & Joints, Approach Pavement, LSDC Overlay, Replace Inside Median Barrier, Replace Approach Slabs, SN 52- 420-285, SN 52-420-286	09/20/2017 Letting
10.00	IM 0901(38)40	5580	Meade	4.8	I90E I90W	I90 - EBL & WBL between Exits 40 (Tilford) and 44 (Piedmont) & Reconstruct Exit 44 (Piedmont) Interchange	Reconstruct With PCCP Surface & Structures & Exit 44 Interchange	Awarded
19.11	IM-PH 0902(167)67	05TL	Pennington	0.0	I90E	I90 Exit 67	Turning Lane Modification	09/06/2017 Letting
2.00	* NH 0016(84)67	049F	Pennington	0.6	US16	US16- From Flormann St to St James St in Rapid City	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals & PCC Surfacing ; Epoxy Chip Seal	Awarded
13.00	P 0040(00)17	04UU	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	Deferred
9.00	PS 1575(16)	05RG	Pennington	0.0		La Crosse St. in Rapid City	Crossing Surface Rehabilitation	Awarded
11.00	PH 0040(25)	03UV	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	Awarded
12.00	PH 0040(24)	03UW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	Cancelled
19.00	PH 0040(217)	04H2	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	09/20/2017 Letting
32.00	PH 00SW(43)	05H9	Pennington Fall River Lawrence Meade	3.5	I90E SD79 US14A US16 US18 US85	Various Locations Statewide	High Friction Surface Treatment	Awarded
33.00	PH 0040(313)	05W6	Regionwide	0.0		Various locations in the Rapid City Region	Radar Speed Feedback Signs	Awarded
35.00	PH 0901(194)36	05W7	Brookings Meade Moody	34.1	I29N I29S I90E I90W	I-90 From Exit 37 to 2 miles south of Tilford, I-29 - From Exit 121 north to Brookings	Dynamic Advisory Speed Signs	Deferred
36.00	IM-PH 0902(167)58	05MJ	Pennington	0.0	I90E I90W	I90- Structures, Haines Ave Interchange	Diaphragm, Bent Cap, Approach Slab Repair, High Friction Surface Treatment, Epoxy Chip Seals & Joints, Approach Pavement	09/20/2017 Letting
38.00	NH-P 0041(152)	05X3	Butte Fall River Harding Lawrence Meade Ogalala Lakota Pennington	88.6	SD34 SD407 SD44 US14A US18 US85	Various Routes in the Rapid City Area	Centerline Rumble Stripes	Awarded

Item	Project Number	PC#	County	Length	Route	Location of Project	Type of Improvement	Status
29.00	NH-P 0041(152)	055L	Meade Pennington	29.9	SD240 SD240E SD240W SD34 SD44	Various Routes in the Rapid City Area	Chip Seal	Awarded
1.00	P 6491(06) P6446(04)	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road W 4 mi. to N. Haines Ave	Grading, Interim Surfacing	Deferred
3.00	P 000S(00)013	043A	Regionwide	0.0		Various locations in the Rapid City Region	County Pavement Marking	Awarded
5.00	BRO 8052(61)	033L	Pennington	0.0		Structure 3.5W &1.3N of Caputa over Rapid Creek (Bradsky Road) SN 52- 500-347	Structure & Approach Grading	Awarded
42.00	BRO 8052(00)16- 1	05R1	Pennington	0.0		Structure 0.1 N of 12th & Omaha on Twelfth St, in Rapid City over Rapid Creek SN 52- 408-298	Structure Preservation- Bridge Improvement Grant (BIG) Projects	Deferred
43.00	BRO 8052(00)16- 2	05R2	Pennington	0.0		Structure Cherry & E St. James (Cherry Ave.) in Rapid City over Rapid Creek SN 52-427-308	Structure Preservation- Bridge Improvement Grant (BIG) Projects	Deferred
6.00	P TAPU(05)	04U6	Meade	0.8		Black Hawk- On the south side of W. Elm St. from Short St. to Seeaire St., on the east side of Seeaire St. from W. Elm St. to Oak Ct. and a portion along Peaceful Pines Road from Seeaire St. west approximately 783 feet	Sidewalk Construction	08/02/2017 Letting
10.10	P 1614(00)1	05K2	Pennington	0.0		Radar Hill Road- South of 228th Street	Slide Repair	Awarded

IV. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2018 – 2021 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.

V. LIST OF PROJECTS

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South Dakota Transportation Improvement Program
Tentative 2018 - 2021
Report Date 08/08/2017

By Category										Interstate Maintenance Projects		
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
5.00	IM 0902(165)53	04DL	Jackson Pennington	0.0	I90E I90W	I90 - Strs, Over Box Elder Crk 0.6 SE of Meade Co Line; Over I90 2.3 E of Exit 61 (US16B); Over I90 at Exit 112 (US14); Over County Road 3.6 NW of the SD240 Intch	Polymer Deck Seal, Abutment Backwall Repair	0.589	2018	0.656	¥	
16.00	IM 0902(170)57	05YV	Pennington	20.2	I90W	Rapid City Area	Interstate Fence	0.232	2018	0.255	¥	
19.00	IM 0902(172)66	06J3	Pennington	16.6	I90E I90W	I90 EBL & WBL - Fm W of Exit 67 to W of Exit 84.	Microsurfacing	1.392	2018	1.530	¥	
								2018	36.8 Miles	2.441	¥	
42.00	* IM 0902(112)59	6568	Pennington	0.0	I90E I90W	I90 - Exit 59, (LaCrosse Street) in Rapid City	Interchange Reconstruction, PCC Surfacing, Aux. Lane Addition (WB & EB), Str Widening, Deck Overlay, Approach Slabs	12.075	2020	14.021	¥	
43.00	IM 0901(181)0	04NH	Jackson Lawrence Meade Pennington	131.6	I90E I90W	I-90 - Rapid City Region	Crossroad Improvements	0.966	2020	1.061	¥	
								2020	131.6 Miles	15.082	¥	
57.00	IM 0901(193)7	04W4	Lawrence Meade	0.0	I90E I90W SD34	I90 - Strs, Over Co Rd & Over Spearfish Creek, 3.0 W & 0.3 W of the US85N Interchange; Co Rd over I90, 2.2 W of the SD34N Interchange; Over RR, 0.8 W of SD34N Interchange; SD34 Interchange; Over Whitewood Crk, 1.0 E of SD34N Interchange; Over RR, 0.2 SE of US14A Interchange; Co Rd Over I90, 3.2 NW of the Tilford Interchange; The Tilford Interchange; Co Rd over I90, 3.1 NW of the SD231 Interchange	Zone Painting, Diaphragm Weld Repair	1.601	2021	1.760	¥	

¥ Costs reflect anticipated inflation

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
							2021	0.0	Miles	1.760	

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
2.00	P 0231(12)80	02R5	Pennington	1.1	SD231 SD231N SD231S	SD231, SD231 N&S - Fm Sheffer St. to Sturgis Road in Rapid City; SD231 N&S - 0.3 West of SD 445 Over RCP&E RR, Drainage	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing; Epoxy Chip Seal	9.229	2018	11.878	
Also Funded In:								Total Project Cost			
	Item	Category								12.614	
	25.00	Bridge Projects				0.736					

3.00	NH 0044(00)45	0515	Pennington	0.0	SD44	Intersection of SD44 (Omaha St) and East Boulevard in Rapid City	Intersection Improvements	0.000	2018	0.880	

								2018	1.1 Miles	12.758	
9.00	* NH 0044(167)44 P 0231(13)79	027K 03CP	Pennington	1.2	SD231 SD231N SD231S SD44 SD44E SD44W	SD231 (W Chicago/W Omaha) - Fm Sheffer St to Mt View Rd (SD44) in Rapid City; SD44 (W Omaha St) - Fm Mt. View Rd to the start of the divided lanes Near 12th St	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, PCC Surfacing, Str Repair & Widening Over Rapid Creek, Lighting	10.513	2019	13.420	

								2019	1.2 Miles	13.420	

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥		
20.00	P 0040(00)18	04UY	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.000	2018	0.208			
.....													
25.00	P 0231(12)80	02R5	Pennington	1.1	SD231 SD231N SD231S	SD231, SD231 N&S - Fm Sheffer St. to Sturgis Road in Rapid City; SD231 N&S - 0.3 West of SD 445 Over RCP&E RR, Drainage	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing; Epoxy Chip Seal	0.604	2018	0.736			
.....													
Also Funded In:													
Item Category								Total Project Cost					
2.00 State Highway System Urban Projects								11.878					
								12.614					
.....													
								2018		1.1 Miles		0.944	
.....													
33.00	P 0040(00)17	04UU	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.000	2019	0.312			
.....													
								2019		0.0 Miles		0.312	
.....													
63.00	NH 0044(203)39	05Q8	Pennington	0.0	SD44	SD44 - Str 4.1 SW of Jct SD231 Over Rapid Creek	Zone Painting, Replace Open Joints, Repair Spalling at Barrier Joints and Edge of Slab	0.276	2020	0.336			
.....													
								2020		0.0 Miles		0.336	

¥ Costs reflect anticipated inflation

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
12.00	PP-PS 1774(08)	060V	Pennington	0.0		East Blvd in Rapid City, DOT 190263K RCP&E Railroad	Crossing Surface Upgrades, Signal Upgrades, CE	0.232	2018	0.250	
.....											
34.00	NH-PS 0044(00)44 NH 0016(00)68	04TG 05JH	Pennington	2.0	SD44 SD44E SD44W US16 US16E US16W	SD44 (Omaha Street) - Fm 11th Street to I-190 & Fm Mt Rushmore Road to Brennan Ave in Rapid City; US16 (Omaha Street & Mt Rushmore Rd) - Fm I-190 to Mt Rushmore and Fm Mt Rushmore Road to Kansas City St in Rapid City	Traffic Signal Upgrades, ADA Upgrades, Extend Railroad Crossing Surface	0.005	2018	0.006	
Also Funded In:								Total Project Cost			
Item		Category									
		4.00 Americans with Disabilities Act (ADA)				1.851				1.857	
.....											
								2018		2.0 Miles 0.256	
999.00	PH-PS 3230(05)	01DJ	Pennington	3.0		Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad	Intersection Reconstruction, Add Turn Lanes; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	0.045	2019	0.050	
Also Funded In:								Total Project Cost			
Item		Category									
		40.00 Roadway Safety Improvement Coordinate with PCN 05RH				3.326				3.376	
.....											
								2019		3.0 Miles 0.050	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
3.00	PH 0901(194)36	05W7	Brookings Meade Moody	17.0	I29N I29S I90E I90W	I-90 - Fm Exit 37 to 2 miles south of Tilford, I-29 - Fm Exit 121 north to Brookings	Dynamic Advisory Speed Signs	1.405	2018	1.561	
13.00	PH 0040(218)	04H9	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.204	2018	0.204	
14.00	PH 0040(219)	04HA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.332	2018	0.332	
20.00	PH 0040(229)	04Y1	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.942	2018	0.942	
28.00	PH 000S(377)	05W4	Regionwide	42.9		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and Durable Pavement Markings	0.408	2018	0.408	
31.00	PH 0040(319)	06AJ	Pennington	0.0	I190N I90E I90W SD231 SD44 SD445 SD44E US16 US16E US16EB	Various Intersections in Rapid City	Advance Warning Flashers and Backplates with Retroreflective Borders	0.255	2018	0.255	
								2018	59.9 Miles	3.702	
40.00	PH-PS 3230(05)	01DJ	Pennington	3.0		Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad	Intersection Reconstruction, Add Turn Lanes; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	2.993	2019	3.326	
Also Funded In:								Total Project Cost			
Item Category								3.376			
999.00 Railroad Crossing Improvement Projects								0.050			
Coordinate with PCN 05RH											

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
47.00	PH 0040(220)	04HW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.208	2019	0.208	¥
48.00	PH 0040(221)	04HX	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.338	2019	0.338	¥
65.00	PH 0040(317)	062J	Regionwide	0.0		Various Locations in the Rapid City Region	Guardrail Replacement	1.040	2019	1.040	¥
								2019	3.0 Miles	4.912	¥
71.00	PH 8052(71)	04L4	Pennington	0.0		Various County, City, & Township Roads in Pennington County	Signing & Delineation, PE	2.200	2020	2.200	¥
79.00	PH 0040(222)	04JP	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Pavement Marking	0.212	2020	0.212	¥
80.00	PH 0040(223)	04JQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Pavement Marking	0.345	2020	0.345	¥
999.00	PH 0040(332)	06K3	Regionwide	0.0		Various Locations in the Rapid City Region	Turn Lane Construction	0.573	2020	0.637	¥
								2020	0.0 Miles	3.394	¥

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
35.00	NH-P 0041(157)	05LH	Lawrence Meade Pennington	9.4	I90E I90W SD34 SD44 SD445 US14A	Various Routes in the Rapid City Area	Joint and Spall Repair	1.216	2018	1.484	
<hr/>											
54.00	NH-P 0041(161)	06FH	Areawide	0.0		Various Locations Throughout the Rapid City Area	2018 Areawide Pipe Work Projects	0.418	2018	0.510	
<hr/>											
							2018	9.4 Miles	1.994		
73.00	NH-P 0040(315)	05YE	Custer Fall River Lawrence Pennington	21.1	SD36 SD79N US16A US16AE US16AW US18 US385 US85	Various Routes in the Rapid City Region	Pavement Restoration	1.642	2019	2.003	
<hr/>											
89.00	NH-P 0041(162)	06FJ	Areawide	0.0		Various Locations Throughout the Rapid City Area	2019 Areawide Pipe Work Projects	0.427	2019	0.520	
<hr/>											
							2019	21.1 Miles	2.523		
102.00	NH-P 0041(163)	06FK	Areawide	0.0		Various Locations Throughout the Rapid City Area	2020 Areawide Pipe Work Projects	0.435	2020	0.531	
<hr/>											
							2020	0.0 Miles	0.531		
118.00	NH-P 0041(168)	06FL	Areawide	0.0		Various Locations Throughout the Rapid City Area	2021 Areawide Pipe Work Projects	0.444	2021	0.541	
<hr/>											
							2021	0.0 Miles	0.541		

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
1.00	P 6491(06) P 6446(04)	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4 mi. to N. Haines Ave	Grading, Interim Surfacing	2.056	2018	4.800		
Total = \$4.8; STP/Match = \$2.509, Local Funds = \$2.291												
3.00	P 6480(04)	5777	Pennington	9.7		Sheridan Lake Road from Junction. of US385 to Alberta Road	Grading, Base Course, Curb & Gutter, AC Surfacing	4.455	2018	9.496		
Total = \$9.5; STP/Match = \$5.434; Local Funds = \$4.066												
5.00	P 0040(00)215	04LM	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2018	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2018	19.7	Miles	14.452	
10.00	P 6491(07) P 6446(05)	0437 042V	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4mi. To N Haines Ave.	AC Surfacing	1.004	2019	2.200		
Total = \$2.2; STP/Match = \$1.24; Local Funds = \$0.96												
12.00	P 0040(00)219	04LU	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2019	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2019	10.0	Miles	2.356	
16.00	P 000S(00)	04LY	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2020	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2020	0.0	Miles	0.156	

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
33.00	BRO 8052(00)16-1	05R1	Pennington	0.0		Structure 0.1N of 12th & Omaha on Twelfth St. in Rapid City over Rapid Creek SN 52-408-298	Structure Preservation - Bridge Improvement Grant (BIG) Projects	0.000	2018	0.245	
34.00	BRO 8052(00)16-2	05R2	Pennington	0.0		Structure Cherry & E St. James (Cherry Ave.) in Rapid City over Rapid Creek SN 52-427-308	Structure Preservation - Bridge Improvement Grant (BIG) Projects	0.000	2018	0.160	
999.00	BRF 1618(00)16-3	05R3	Pennington	0.0		Structure 1.8N of Jct of US16B on Cambell St. in Rapid City over a creek SN 52-430-312	Structure Preservation - Bridge Improvement Grant (BIG) Projects	0.309	2018	0.386	
							2018	0.0 Miles	0.791		

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
18.00	P TAPU(20)	062L	Meade	0.0		In Piedmont N 2nd St from City Hall to Piedmont Valley Elementary School and 3rd St from Chestnut St to Main St.	PE, CE and Construction of Sidewalk	0.216	2019	0.264	
								2019	0.0 Miles	0.264	
20.00	P TAPU(15)	05CC	Pennington	0.5		Rapid City - Along I-190 and SD44 / Omaha St., from approximately 850 feet North of the Rapid Creek Bridge along I190, to N. Mount Rushmore Rd.	PE, CE and Construction of Shared Use Path	0.138	2020	0.169	
								2020	0.5 Miles	0.169	
22.00	P TAPU(09)	04UA	Pennington	0.9		Rapid City - On the east side of Cambell St. from the end of the side path south of Rocker Dr., N to E. Omaha St./Hwy. 44.	PE, CE and Construction of Shared Use Path	0.470	2021	0.573	
								2021	0.9 Miles	0.573	

¥ Costs reflect anticipated inflation

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥																					
4.00	NH-PS 0044(00)44 NH 0016(00)68	04TG 05JH	Pennington	2.0	SD44 SD44E SD44W US16 US16E US16W	SD44 (Omaha Street) - Fm 11th Street to I-190 & Fm Mt Rushmore Road to Brennan Ave in Rapid City; US16 (Omaha Street & Mt Rushmore Rd) - Fm I-190 to Mt Rushmore and Fm Mt Rushmore Road to Kansas City St in Rapid City	Traffic Signal Upgrades, ADA Upgrades, Extend Railroad Crossing Surface	0.184	2018	1.851																						
<p>Also Funded In:</p> <table border="0"> <tr> <td>Item</td> <td>Category</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Total Project Cost</td> <td></td> <td></td> </tr> <tr> <td>34.00</td> <td>Railroad Crossing Improvement Projects</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1.857</td> <td></td> <td></td> </tr> </table>											Item	Category							Total Project Cost			34.00	Railroad Crossing Improvement Projects							1.857		
Item	Category							Total Project Cost																								
34.00	Railroad Crossing Improvement Projects							1.857																								
								2018	2.0 Miles	1.851																						
9.00	NH 0044(00)46	04PD	Pennington	3.4	SD44	SD44 - Fm LaCrosse St to Covington St in Rapid City	ADA Curb Ramp Upgrades, Intersection Improvement, Sidewalk	0.000	2021	5.167																						
								2021	3.4 Miles	5.167																						

¥ Costs reflect anticipated inflation

Please see next page

**Capital Plan for
Street, Drainage and MIP Projects
2018 through 2022 Summary
April 30, 2017**

Fund/Project Name	CIP #	2018	2019	2020	2021	2022	Fund Total
12th Street Reconstruction St. Joseph St to Fulton St.	50927	108,000		1,358,100			1,466,100
12th Street Bridge Repairs	51139	40,000					40,000
38th Street Reconstruction - Clifton to Range	50716.1	1,000,000					1,000,000
38th Street Reconstruction - Clifton to Range	50716.2	610,000					610,000
44th Street Phase 2 - W. Main to W. Chicago	50719				25,000		25,000
ADA Compliance Project	50761	60,000		60,000	60,000	60,000	240,000
Bridge Inspections	50630	2,500	1,000	2,500	1,000	2,500	9,500
Bridge Maintenance	50752	170,000		180,000	150,000		500,000
Collector & Arterial Street Maintenance	50798	280,000	290,000	300,000	300,000	300,000	1,470,000
Contingency	8910cont	200,000	200,000	350,000	400,000	450,000	1,600,000
Deadwood Ave	50437		2,050,000				2,050,000
Disk and Haines Intersection	51121		200,000				200,000
North Maple Ave Reconstruction	51113		167,500		1,700,000		1,867,500
East Anamosa Storm Sewer Repair	51153			60,000			60,000
East Boulevard Water Transmission Main	50463				180,000		180,000
Elmhurst	51098.1				310,000		310,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919				47,000		47,000
Erosion Control	50695		5,000		5,000		10,000
Elmhurst, Forest, Juniper Reconst	51098		34,400		86,000		120,400
Forest and Juniper	51098.2					200,000	200,000
Fulton Street Sewer Reconstruction - 9th to Tompkins	50872	1,048,000					1,048,000
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Gray Fox Ct. Drainage Outlet					28,000	200,000	228,000
Guardrail Project	51112			50,000	35,000		85,000
Idlewild Box Culvert	50715			250,000			250,000
Jackson Blvd DBDP	50349				60,000		60,000
La Crosse Street Interchange Utility Imp	51108		45,000				45,000
Lindbergh Avenue Reconstruction	51088			92,000	517,000		609,000
Miscellaneous Improvement Projects (MIP)	50298	180,000	180,000	180,000	210,000	210,000	960,000
Omaha St Utilities - Sheffer St to 12th St	50904		100,000				100,000
Out-of-the-Dust, Various Locations	50297	60,000	60,000	60,000	60,000	60,000	300,000
Professional Services for Property Acquisition	51056	10,000	10,000	10,000	10,000	10,000	50,000
Red Dale Drainage Basin - Priority 1	50987			80,000		1,045,000	1,125,000
Robbinsdale - Ivy, Iowa, Tallent	50389.4-1			200,000		1,960,000	2,160,000
Robbinsdale - Oakland	50390.5-2					195,000	195,000
Robbinsdale - Phase 5	50390.5-1			100,000		926,000	1,026,000

**Capital Plan for
Street, Drainage and MIP Projects
2018 through 2022 Summary
April 30, 2017**

Fund/Project Name	CIP #	2018	2019	2020	2021	2022	Fund Total
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1B	1,811,000					1,811,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1C		3,186,000				3,186,000
San Marco Street Reconstruction	50429	180,000					180,000
Silverleaf Reconstruction	50837			96,000			96,000
Skyview Dr Water Main Replacement	51072			120,000			120,000
Stugis Road Area Utility Reconstruction	50824	210,000					210,000
St. Cloud Street Reconstruction - 5th to Highland	51036		45,000		550,000		595,000
St. Cloud Street Reconstruction	50796	723,174					723,174
St. Patrick Street Reconstruction	50456		8,000	690,000			698,000
Street Rehabilitation - Utility Support Fund	50844	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Street Rehabilitation	50549	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
S Wildwood Reconstruction - Phase 2	51003		176,000		1,850,000		2,026,000
Sunburst Drive Reconstruction	51004	111,000		1,250,000			1,361,000
Traffic Operations Upgrades	51047	180,000	180,000	180,000	180,000	200,000	920,000
Una Del Drive	50914	64,000		620,000			684,000
Woodlawn Dr. Sanitary Sewer Replacement	50623		55,000				55,000
Wonderland - Phase 1	51070.1			96,000		990,000	1,086,000
Winners/Crown/Squire/Gallery/Hallmark St Repair	51134			500,000			500,000
W Chicago St. Utilities Reconst.	50448	50,000					50,000
Project Total		9,622,674	9,517,900	9,409,600	9,289,000	9,333,500	47,172,674
Inflation 4%		785,210	1,172,605	1,550,702	1,917,250	1,926,434	5,425,767
Budget		8,914,799	9,182,243	9,457,710	9,741,441	10,033,684	47,329,877
Budget Minus Project Total		(1,493,085)	(1,508,262)	(1,502,592)	(1,464,809)	(1,226,250)	(5,268,564)
Urban Systems							
44th Street Phase 2 - W. Main to W. Chicago	50719				15,000		15,000
Anamosa St Reconstruction, Midway to Milwaukee	50559						0
Catron Blvd Widening Project	51115	1,200,000					1,200,000
Dakota Dr Water Main Reconst	50399			666,500			666,500
East North St. Reconstruction, Rapid Creek to Herman	50866	5,500,000	2,250,000				7,750,000
Seger Drive Reconst - 143rd Ave to LaCrosse	50277.1-4						0
Sheridan Lake Road Reconst - CLD to W Main	50967	3,000,000					3,000,000
Sheridan Lake Rd - Corral to Catron	51122			800,000	2,000,000	2,000,000	4,800,000
Skyline - Phase 1	50153.1				245,000		245,000
Skyline - Phase 2	50153.2						0
W. Blvd NE Reconstr North to Anamosa	50879				60,000		60,000

**Capital Plan for
Street, Drainage and MIP Projects
2018 through 2022 Summary
April 30, 2017**

Fund/Project Name	CIP #	2018	2019	2020	2021	2022	Fund Total
Project Total		9,700,000	2,250,000	1,466,500	2,320,000	2,000,000	17,736,500
Budget		9,700,000	2,250,000	1,466,500	2,320,000	2,000,000	17,736,500
Budget Minus Project Total		0	0	0	0		0
Budget Totals - Streets, Drainage, MIP		8,914,799	9,182,243	9,457,710	9,741,441	10,033,684	47,329,877
Budget Totals - Streets & Drainage .16 Funds		1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Urban System Funds		9,700,000	2,250,000	1,466,500	2,320,000	2,000,000	17,736,500
Project Totals - Streets, Drainage, MIP		20,107,884	12,940,505	12,426,802	13,526,250	13,259,934	52,598,441
Budget Totals Minus Project Totals		6,915	(8,262)	(2,592)	35,191	273,750	19,967,936
Total Cumulative Balance		20,702	12,440	9,847	45,039	318,789	318,789
Legend							
		Rescheduled	Added				

**Capital Plan Summary
Streets, Drainage, MIP
Project Totals vs. Budgets
2017 to 2022**

Fund	2017	2018	2019	2020	2021	2022
<u>Revenue</u>						
Budget	11,518,636	8,914,799	9,182,243	9,457,710	9,741,441	10,033,684
Utility Support Fund	3,895,418	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Parks Supplement						
Urban Systems	13,579,695	9,700,000	2,250,000	1,466,500	2,320,000	2,000,000
DOT Reimbursement						
Total	28,993,749	20,114,799	12,932,243	12,424,210	13,561,441	13,533,684
<u>Expenses</u>						
Projects Totals	28,979,962	20,107,884	12,940,505	12,426,802	13,526,250	13,259,934
Difference	13,787	6,915	(8,262)	(2,592)	35,191	273,750
Total Cumulative Balance	13,787	20,702	12,440	9,847	45,039	318,789

CITY OF RAPID CITY CIP MAP

CIP Plan 2018-2022

May 2017

Anticipated Start of Construction

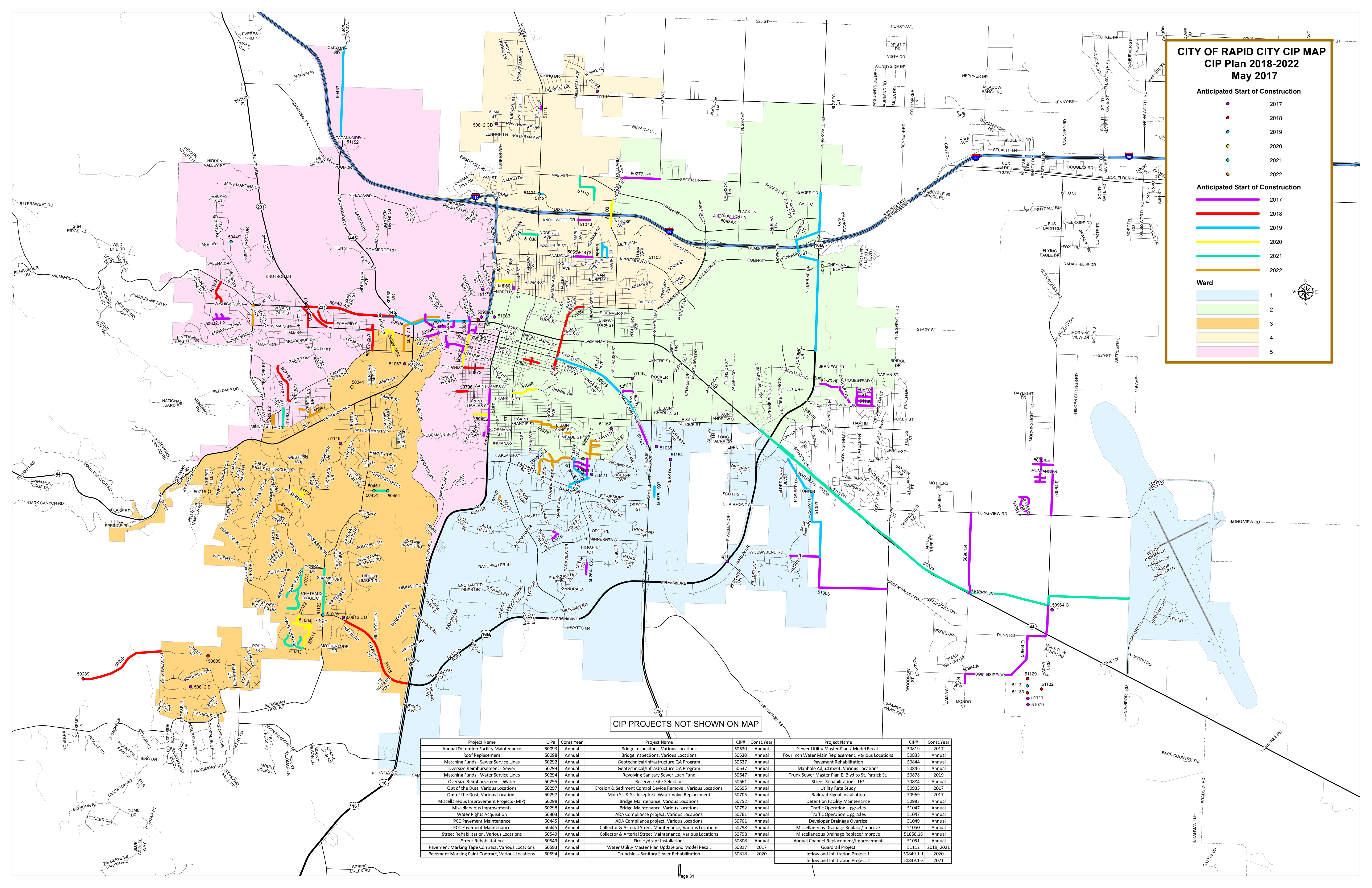
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022

Anticipated Start of Construction

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022

Ward

- 1
- 2
- 3
- 4
- 5



CIP PROJECTS NOT SHOWN ON MAP

Project Name	CIP#	Const. Year	Project Name	CIP#	Const. Year	Project Name	CIP#	Const. Year
Annual Detention Facility Maintenance	50093	Annual	Bridge Inspections, Various Locations	50630	Annual	Sewer Utility Master Plan / Model Recal.	50819	2017
Roof Replacement	50098	Annual	Bridge Inspections, Various Locations	50630	Annual	Four inch Water Main Replacement, Various Locations	50835	Annual
Matching Funds - Sewer Service Lines	50292	Annual	Geotechnical/Infrastructure QA Program	50637	Annual	Pavement Rehabilitation	50844	Annual
Overseize Reimbursement - Sewer	50293	Annual	Geotechnical/Infrastructure QA Program	50637	Annual	Manhole Adjustment, Various Locations	50846	Annual
Matching Funds - Water Service Lines	50294	Annual	Revolving Sanitary Sewer Loan Fund	50647	Annual	Trunk Sewer Master Plan E. Blvd to St. Patrick St.	50878	2019
Overseize Reimbursement - Water	50295	Annual	Reservoir Site Selection	50661	Annual	Street Rehabilitation - 16"	50884	Annual
Out of the Dust, Various Locations	50297	Annual	Erosion & Sediment Control Device Removal, Various Locations	50695	Annual	Utility Rate Study	50935	2017
Out of the Dust, Various Locations	50297	Annual	Main St. & St. Joseph St. Water Valve Replacement	50705	Annual	Railroad Signal Installation	50969	2017
Miscellaneous Improvement Projects (MIP)	50298	Annual	Bridge Maintenance, Various Locations	50752	Annual	Detention Facility Maintenance	50983	Annual
Miscellaneous Improvements	50298	Annual	Bridge Maintenance, Various Locations	50752	Annual	Traffic Operation Upgrades	51047	Annual
Water Rights Acquisition	50303	Annual	ADA Compliance project, Various Locations	50761	Annual	Traffic Operation Upgrades	51047	Annual
PCC Pavement Maintenance	50445	Annual	ADA Compliance project, Various Locations	50761	Annual	Developer Drainage Overseize	51049	Annual
PCC Pavement Maintenance	50445	Annual	Collector & Arterial Street Maintenance, Various Locations	50798	Annual	Miscellaneous Drainage Replace/improve	51050	Annual
Street Rehabilitation, Various Locations	50549	Annual	Collector & Arterial Street Maintenance, Various Locations	50798	Annual	Miscellaneous Drainage Replace/improve	51050.15	Annual
Street Rehabilitation	50549	Annual	Fire Hydrant Installations	50808	Annual	Annual Channel Replacement/improvement	51051	Annual
Pavement Marking Tape Contract, Various Locations	50593	Annual	Water Utility Master Plan Update and Model Recal.	50817	2017	Guardrail Project	51112	2019, 2021
Pavement Marking Paint Contract, Various Locations	50594	Annual	Trenchless Sanitary Sewer Rehabilitation	50818	2020	Inflow and Infiltration Project 1	50849.1-1	2020
						Inflow and Infiltration Project 2	50849.1-2	2021

Please see next page

Public Transit

Fiscal Year	Funding Category	County	Location	Type	Federal Funds	State Funds	Local Funds	Total
2018	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,181,029.00	\$37,837.00	\$744,048.00	\$1,962,914.00
2018	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2018	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$116,853.00	\$0.00	\$28,640.00	\$145,493.00
2019	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,218,829.00	\$37,837.00	\$766,370.00	\$2,023,036.00
2019	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2019	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$119,190.00	\$0.00	\$28,640.00	\$147,830.00
2020	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,255,394.00	\$37,837.00	\$789,360.00	\$2,082,591.00
2020	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2020	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$121,574.00	\$0.00	\$28,640.00	\$150,214.00
2021	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,293,056.00	\$37,837.00	\$813,042.00	\$2,143,935.00
2021	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2021	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$124,006.00	\$0.00	\$28,640.00	\$152,646.00

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5/3/2017

FAA AIP - 90%

			2016 Projects - AIP 47 CARRYOVER & AIP 48							
TOTAL AIP \$:			CARRY	AIP 48 ENTITLE	DISCRETIONARY	STATE47CARRY	STATE AIP48 5%	STATE DISCRET	AIRPORT	
2016	Proj #	\$	2,776,944	2,776,944			154,275		378,234	
Old Terminal Apron Rehab (Ph 1)	5249	\$	1,867,960	1,681,164			93,398		93,398	
Commercial Apron Rehab	5252	\$	503,504	251,590			13,978		237,936	
SRE Procurement Loader (replace #9)	5246	\$	394,800	355,320			19,740		19,740	
Old Terminal Apron & Commercial Apron CA/CO	5249/5252	\$	242,302	218,072			12,115		12,115	
Old Terminal Apron/Commercial Apron AGIS 18B Survey	5249/5252	\$	27,863	25,077			1,393		1,393	
Old Terminal Apron & Commercial Apron Prelim GeoTech	5249/5252	\$	4,671	4,203			234		234	
Old Terminal Apron & Commercial Apron PostTech	5249/5252	\$	16,497	14,847			825		825	
Terminal Study - Baggage System/Sanitary Sewer	5261	\$	216,413	194,771			10,821		10,821	
SRE Procurement Services	5246/5247	\$	24,386	21,947			1,219		1,219	
Administration	na	\$	11,058	9,952			553		553	
Total Projects		\$	3,309,454	\$ -	\$ 2,776,944	\$ -	\$ -	\$ 154,275	\$ -	\$ 378,234

			2017 Projects - AIP 49							
TOTAL AIP \$:			AIP 49			State 49 5%		AIRPORT		
2017	Proj #	\$	2,152,103			119,561		119,561		
Old Terminal Apron Rehab (Ph 2) Westjet Area	5253	\$	1,306,225	1,175,603		65,311		65,311		
SRE Sander (replace #5)	5248	\$	375,000	337,500		18,750		18,750		
Terminal Design	5265	\$	400,000	360,000		20,000		20,000		
Old Terminal Apron Rehab (Ph 2) CACO/Testing/AGIS	5253	\$	150,000	135,000		7,500		7,500		
Grant Administration, legal, advertise, etc.	NA	\$	10,000	9,000		500		500		
Total Projects		\$	2,241,225	\$ -	\$ 2,017,103	\$ -	\$ -	\$ 112,061	\$ -	\$ 112,061
Carryover				\$ 135,001		\$ 7,500				

			2018 Projects - AIP 50							
TOTAL AIP \$:			AIP 50+Carry	DISCRETIONARY		State 50 5%+Carry	STATE DISCRET	AIRPORT		
2018	Proj #	\$	10,355,958	2,301,441	8,054,517		127,858	447,473	555,500	
Terminal-Baggage, Escalators, Sewer-Construction	5262-5264	\$	10,000,000	2,166,440	6,833,560		108,027	391,973	500,000	
Terminal-Baggage, Escalators, Sewer-CACA/AGIS	5262-5264	\$	500,000		450,000			25,000	25,000	
Rehabilitate Hangar Taxilanes	5244	\$	150,000	135,000		7,500		7,500		
Grant Administration, legal, advertise, etc.	5262-5264	\$	10,000		9,000			500	500	
Total Projects		\$	10,660,000	\$ -	\$ 2,301,440	\$ 7,292,560	\$ -	\$ 115,527	\$ 417,473	\$ 533,000
Carryover:		\$	\$ -		\$ 761,957	\$ -	\$ -	\$ 30,000	\$ 22,500	

			2019 Projects - AIP 51						
TOTAL AIP \$:			AIP 51			State 51 5%		AIRPORT	
2019	Proj #	\$	2,166,440	2,166,440			120,358	120,358	
GA Access Road	5226	\$	1,191,400	1,072,260			59,570	59,570	
Re-Align Longview Road (Precision App. Rwy 14)	5227	\$	1,737,000	1,563,300			86,850	86,850	
Taxiway A Rehabilitation	5228	\$	600,000	540,000			30,000	30,000	
Grant Administration, legal, advertise, etc.	NA	\$	10,000	9,000			500	500	
Total Projects		\$	3,538,400	\$ -	\$ 3,184,560	\$ -	\$ 176,920	\$ -	\$ 176,920
Carryover:		\$	\$ -	\$ (1,018,120)	\$ -	\$ -	\$ (56,562)	\$ -	\$ (56,562)

			2020 Projects - AIP 52						
TOTAL AIP \$:			AIP 52	DISCRETIONARY		State 52 5%	STATE DISCRET	AIRPORT	
2020	Proj #	\$	3,691,120	2,166,440	1,524,680		120,358	120,358	
Carryover From 2017				(1,018,120)			(56,562)	(56,562)	
Precision Instrument Approach Runway 14	5229	\$	2,960,000	1,139,320	1,524,680		63,296	84,704	
Grant Administration, legal, advertise, etc.	NA	\$	10,000	9,000			500	500	
Total Projects		\$	2,970,000	\$ -	\$ 1,148,320	\$ -	\$ 63,796	\$ 84,704	\$ 148,500
Carryover:		\$	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ (84,704)	\$ (84,704)

Please see next page

**City of Box Elder Planned Roadway Improvements
2017 - 2021 Project List**

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2018	East Mall Drive Extension	1	Grading, Surfacing, Drainage	\$7,600,000
Total				\$7,600,000

Please see next page

TRANSPORTATION IMPROVEMENT PLAN
FOR MEADE COUNTY
2018 -2021

Year	Project	Length In Miles	Location	Type of Improvement	Estimated Cost	Federal/BIG Bridge Funds	STP Funds	Rd &Brdg	TIFD	Total Funding
2018	P6491(06) P6446(04)	10	Elk Vale Rd from 225 th St at South Co. line, N 6 mi. to Elk Creek Rd then West on Elk Creek Rd 4 mi. to N Haines Ave.	Grading, structure, Interim Surfacing	\$4,800,000		\$4,800,000			\$4,800,000
2018	New Und So 3.5 miles	3.5	From the Pennington Co. line North 3.5 mi to Elk Creek Bridge	Reconstruct 3.5 mi	\$3,800,000			\$3,800,000		\$3,800,000
2018	Avalanch Rd	3.0	From Alder Pl. N. 3 mi. to Eden Rd	PE Reconstruction	\$65,000				\$65,000	\$65,000
2018	Erick Ran Rd	5.0	From .5 mi N of Peaceful Pines Rd 5 mi. North	Asphalt Surfacing	\$950,000			\$950,000		\$950,000
2018	Blucksburg	1.0	Second Access	PE	\$65,000				\$65,000	\$65,000
2018	Deerview Road	2.0	From Spring Valley Road East 2.0 mi to Elk Creek Rd.	Regrade and Regravel	\$600,000			\$600,000		\$600,000
2018	Structure No. 47-057-310	N.A.	12N. & 2.7 E. of Sturgis	Replace Bridge	\$289,920	\$231,920		\$58,000		\$289,920
2018	Structure No. 47-300-455	N.A.	3.0 mi W & 0.5 mi S of Hereford, SD	Rip-Rap and Epoxy-Seal	\$595,000	\$476,000		\$119,000		\$595,000
2018	Structure No. 47-363-476	N.A.	17 mi N of New Underwood	Rip-Rap and Epoxy-Seal	\$353,764	\$283,011		\$70,753		\$353,764
2018	Structure No. 47-140-555	N.A.	11 mi. E & 12.5 mi. S of Sturgis (Empire Place)	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2018	Structure No. 47-698-130	N.A.	12 mi. S & 6.1 mi W of Faith (Brushy Creek Rd)	PE Engineering	\$35,000	\$28,000		\$7,000		\$35,000
2018	Structure No. 47-348-093	N.A.	7 mi. S & 0.2 mi W of Mud Butte (Killdeer Rd)	PE Engineering	\$43,000	\$34,400		\$8,600		\$43,000
2018	Structure No. 47-350-070	N.A.	5 mi S of Mud Butte	PE Engineering	\$35,000	\$28,000		\$7,000		\$35,000
2019	New Und Nor	22.5	From Hwy 34 South 22.5 miles	Chip Seal	\$650,000			\$650,000		\$650,000
2019	P6491(07) P6446(05)	10	Elk Vale Rd from 225 th St at South Co. line, N 6 mi. to Elk Creek Rd then West on Elk Creek Rd 4 mi. to N Haines Ave.	AC Surfacing	\$3,000,000		\$3,000,000			\$3,000,000
2019	Blucksburg	1.0	Second Access	Second Access	\$1,000,000				\$1,000,000	\$1,000,000
2019	Elk Creek Rd.	2.0	From Exit 46 at I-90 two miles East to Edgewood Place	PE Design	\$65,000			\$65,000		\$65,000
2019	New Und So	4.0	From Elk Creek Bridge N 4 mi.to Elk Creek Rd	Reconstruct 4 mi	\$2,520,000			\$2,520,000		\$2,520,000
2019	Eden Rd	2.5	From Avalanch Rd West to HWY 79	PE Design	\$65,000				\$65,000	\$65,000
2019	Rolling Hills	2.0	From Nemo Rd N. 2.0 mi.	Fix Drainage	\$34,000			\$34,000		\$34,000
2019	Structure No. 47-460-128	N.A.	11.8 mi. S of Hwy 212 on Stoneville Rd.	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000

2019	Structure No. 47-079-547	N.A.	11.7 mi. S & 4.9 mi. E of Sturgis (L-E-L)	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000
2019	Structure No. 47-140-555	N.A.	11 mi. E & 12.5 mi. S of Sturgis (Empire Place)	Replace Bridge	\$1,000,000	\$800,000		\$200,000		\$1,000,000
2019	Structure No. 47-170-554	N.A.	14 mi East & 12.4 S of Sturgis	Replace Bridge	\$1,000,000				\$1,000,000	\$1,000,000
2020	Alkali Rd	5.0	From Fort Meade Way East 5 mi. to end of Asphalt	2" overlay of existing Asphalt	\$975,000			\$975,000		\$975,000
2020	Eden Rd	2.5	From Avalanch Rd West to Hwy 79	Regrade	\$3,255,000				\$3,255,000	\$3,255,000
2020	Avalanch Road	0.9	From Lazelle Street to Alder Pl	Chip Seal	\$30,000			\$30,000		\$30,000
2020	Whitewood Service Rd	0.4	From Sturgis City limits to Lawerance Co. line	Chip Seal	\$16,000			\$16,000		\$16,000
2020	Blucksberg	0.5	From Service Rd to Blucksberg entrance	Chip Seal	\$17,000			\$17,000		\$17,000
2020	Pleasant Valley	1.7	From Service Rd to I-90	Chip Seal	\$60,000			\$60,000		\$60,000
2020	Stage Stop Rd	0.4	From I-90 to end of asphalt	Chip Seal	\$16,000			\$16,000		\$16,000
2020	Anderson Rd	0.8	From Service Rd to end of asphalt	Chip Seal	\$30,000			\$30,000		\$30,000
2020	Peaceful Pines (West)	2.1	From Service Rd to end of asphalt	Chip Seal	\$65,000			\$65,000		\$65,000
2020	Black Hawk (W. Elm/Seaire)	1.5	West Elm and Seaire St	Chip Seal	\$37,000			\$37,000		\$37,000
2020	Vanocker Canyon	11	From Sturgis City limits to Lawerance Co. line	Chip Seal	\$350,000			\$350,000		\$350,000
2020	Ft. Meade Way	4.0	Engineer remaining portion for asphalt	PE Engineering	\$75,000			\$75,000		\$75,000
2020	Elk Creek Rd.	2.0	From Exit 46 at I-90 two miles East to Edgewood Place.	Realign and Straighten	\$7,000,000				\$7,000,000	\$7,000,000
2020	Structure No. 47-370-587	N.A.	On New Underwood Rd. 3.2 mi. N of the Pennington Co. line.	Epoxy Chip Seal	\$250,000	\$200,000		\$50,000		\$250,000
2020	Structure No. 47-378-444	N.A.	5 mi. E. of Hereford	Epoxy Chip Seal	\$280,000	\$224,000		\$56,000		\$280,000
2020	Structure No. 47-348-093	N.A.	7 mi. S & 0.2 mi W of Mud Butte (Killdeer Rd)	Replace Bridge	\$650,000	\$520,000		\$130,000		\$650,000
2020	Structure No. 47-350-070	N.A.	5 mi S of Mud Butte	Replace Bridge	\$300,000	\$240,000		\$60,000		\$300,000
2020	Structure No. 47-499-460	N.A.	1.8 mi W & 4 mi N of Elm Springs	PE Engineering	\$50,000	\$40,000		\$10,000		\$50,000
2020	Structure No. 47-320-585	N.A.	29 mi E & 15.5 mi S of Sturgis (Brehm Rd)	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2020	Structure No. 47-549-149	N.A.	21.1 mi W & 13.9 mi S of Faith	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2020	Structure No. 47-635-190	N.A.	6 mi E & 12 mi N of White Owl (Whitetail Dr.)	PE Engineering	\$68,000	\$54,400		\$13,600		\$68,000

2021	Fort Meade Way	6.0	From Hwy 34 to I-90	Regrade and Asphalt surfacing	\$4,000,000			\$4,000,000		\$4,000,000
2021	Mnt. Shadows	0.8	From 2 nd St to end of asphalt	Chip Seal	\$31,000			\$31,000		\$31,000
2021	Norman Ave.	2.5	From Peaceful Pines to end of asphalt	Chip Seal	\$78,000			\$78,000		\$78,000
2021	Deadwood Ave / Peaceful Pines E	2.1	From I-90 to Pennington Co Line	Chip Seal	\$67,000			\$67,000		\$67,000
2021	Structure No. 47-698-130	N.A.	12 mi. S & 6.1 mi W of Faith (Brushy Creek Rd)	Replace Bridge	\$320,000	\$256,000		\$64,000		\$320,000
2021	Structure No. 47-499-460	N.A.	1.8 mi W & 4 mi N of Elm Springs	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000
2021	Structure No. 47-320-585	N.A.	29 mi E & 15.5 mi S of Sturgis (Brehm Rd)	Replace Bridge	\$580,000	\$464,000		\$116,000		\$580,000
2021	Structure No. 47-549-149	N.A.	21.1 mi W & 13.9 mi S of Faith	Replace Bridge	\$580,000	\$464,000		\$116,000		\$580,000
2021	Structure No. 47-666-400	N.A.	10 mi S & 11.3 E of White Owl	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2021	Structure No. 47-243-401	N.A.	2.9 mi N & 21.3 mi E of Sturgis (Impala Pl)	PE Engineering	\$68,000	\$54,400		\$13,600		\$68,000
				TOTALS:	\$41,641,684	\$5,540,531	\$7,800,000	\$15,851,153	\$12,450,000	\$41,641,684

Please see next page

Five-Year Programmed Project Listing and Status-Pennington County Highway

Bridge or Segment ID	Road	Project Description	Year	Proposed Five-Year Project Funding Information					Total Project Cost	Status
				Local Funding	Federal Funding	State Funding	Unfunded	Anticipated Grant		
		Bridge Projects	2017							
500347	Bradsky Road	Reconstruct bridge	2017	\$ 125,000	\$ 400,000				\$ 525,000	STP
583387	Hammerquist Road	Reconstruct bridge	2017	\$ 400,000					\$ 400,000	
162272	Rochford Road South	Reconstruct bridge	2018	\$ 100,000	\$ 382,500				\$ 482,500	Federal earmark
664309	Sharpe Road	Reconstruct bridge	2017	\$ 400,000					\$ 400,000	
		Road Projects	2017							
420605	Degeest Road	Reconstruct	2017	\$ 830,000					\$ 830,000	Ready to bid
453201	Paulson Road	Roadway & Creek Realignment	2019	\$ 90,000					\$ 90,000	Design
	Rapid Valley	ADA upgrades	2017	\$ 200,000					\$ 200,000	Design
122802, 3, & 4	Sheridan Lake Road	ROW & Consultant	2017	\$ 218,691					\$ 218,691	Acquisition
220502	South Valley Drive	Overlay	2017	\$ 122,000					\$ 122,000	
421003	Greenfield Drive	Overlay	2017	\$ 62,000					\$ 62,000	
144501	161st Ave	Reconstruct	2018	\$ 500,000					\$ 500,000	
		Crack Seals	2017	\$ 225,000					\$ 225,000	
		Chip Seals	2017	\$ 800,000					\$ 800,000	
		Pavement Marking	2017	\$ 224,000					\$ 224,000	
		Year Totals	2017	\$ 4,296,691	\$ 782,500	\$ -	\$ -	\$ -	\$ 5,079,191	
		Bridge Projects	2018							
305300	Sonquist Lane	Reconstruct bridge	2018	\$ 500,000					\$ 500,000	
316316	Thunderhead Falls Road	Reconstruct bridge	2018	\$ 120,000	\$ 480,000				\$ 600,000	STP
312433	Old Hill City Road	Rehab bridge	2018	\$ 40,000	\$ 160,000				\$ 200,000	STP
261399	Robins Roost Road	Replace bridge with box culvert	2018	\$ 200,000					\$ 200,000	
		Road Projects	2018							
148301	173rd Avenue	Overlay	2018	\$ 730,000					\$ 730,000	
133001	Playhouse Road	Guardrail	2018	\$ 10,000					\$ 10,000	
131202	Rochford Road	Guardrail	2018	\$ 135,000					\$ 135,000	
126001	Deadwood Avenue	Reconstruct	2018	\$ 888,000					\$ 888,000	
150804	Creighton Road	Realignment At Four Corner Location	2018	\$ 233,000					\$ 233,000	Design
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2018	\$ 2,700,000	\$ 6,800,000				\$ 9,500,000	STP Design
	Underwood	ADA upgrades	2018	\$ 200,000					\$ 200,000	
241401	Highway 1416	Reconstruct	2019	\$ 673,200	\$ 2,692,800				\$ 3,366,000	STP Survey
		Crack Seals	2018	\$ 250,000					\$ 250,000	
		Chip Seals	2018	\$ 800,000					\$ 800,000	
		Pavement Marking	2018	\$ 230,000					\$ 230,000	
		Year Totals	2018	\$ 7,709,200	\$ 10,132,800	\$ -	\$ -	\$ -	\$ 17,842,000	
		Bridge Projects	2019							
		Road Projects	2019							
131202	Rochford Road	Guardrail	2019	\$ 135,000					\$ 135,000	
420422	Leroy Street	Reconstruct from Plateau to County Heights Ditch	2019	\$ 435,000					\$ 435,000	
420401	Albert Lane	Reconstruct from Plateau to County Heights Ditch	2019	\$ 430,000					\$ 430,000	
131202	Rochford Road	Chipseal from Rochford East to County Line	2019	\$ 200,000					\$ 200,000	
		Crack Seals	2019	\$ 250,000					\$ 250,000	
		Chip Seals	2019	\$ 800,000					\$ 800,000	
		Pavement Marking	2019	\$ 240,000					\$ 240,000	
		Year Totals	2019	\$ 2,490,000	\$ -	\$ -	\$ -	\$ -	\$ 2,490,000	

Five-Year Programmed Project Listing and Status-Pennington County Highway

Bridge or Segment ID	Road	Project Description	Year	Proposed Five-Year Project Funding Information					Total Project Cost	Status
				Local Funding	Federal Funding	State Funding	Unfunded	Anticipated Grant		
		<i>Bridge Projects</i>	2020							
		<i>Road Projects</i>	2020							
123202	154th Avenue	Extend Chipseal from 233rd to Longview Road	2020	\$ 50,000					\$ 50,000	
		Crack Seals	2020	\$ 250,000					\$ 250,000	
		Chip Seals	2020	\$ 800,000					\$ 800,000	
		Pavement Marking	2020	\$ 250,000					\$ 250,000	
		Year Totals	2020	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000	
		<i>Bridge Projects</i>	2021							
		<i>Road Projects</i>	2021							
150804	Creighton Road	Extend Pavement & Superelevate Curves	2021	\$ 100,000					\$ 100,000	
120901	Reservoir Road	Reconstruct from Hwy 44 to South Side Drive	2021	\$ 2,600,000					\$ 2,600,000	
		Crack Seals	2021	\$ 250,000					\$ 250,000	
		Chip Seals	2021	\$ 800,000					\$ 800,000	
		Pavement Marking	2021	\$ 224,000					\$ 224,000	
		Year Totals	2021	\$ 3,974,000	\$ -	\$ -	\$ -	\$ -	\$ 3,974,000	
329901	Silver City Road	Overlay		\$ 600,000					\$ 600,000	
323301	Silver Mountain Road	Guardrail		\$ 83,000					\$ 83,000	
123405	Nemo Road	Grade & Overlay		\$ 100,000					\$ 100,000	
		Enclose Hawthorne Irrigation Ditch		\$ 200,000					\$ 200,000	
145902	160th Avenue	Chipseal		\$ 43,000					\$ 43,000	
258801	Bear Creek Road	Repair Slide Area		\$ 100,000					\$ 100,000	
158901	Bombing Range Road	Reconstruct		\$ 7,000,000					\$ 7,000,000	
426601	Kitt Peak Road	Guardrail		\$ 80,000					\$ 80,000	
120902	Lamb Road	RR crossing		\$ 25,000					\$ 25,000	
122001	Lower Spring Creek Road	Overlay		\$ 300,000					\$ 300,000	
122002	Lower Spring Creek Road	Overlay		\$ 1,100,000					\$ 1,100,000	
131801	Mystic Road	Chipseal		\$ 152,000					\$ 152,000	
131802	Mystic Road	Chipseal		\$ 95,000					\$ 95,000	
123502	Neck Yoke Road	Reconstruct at South Rockerville Rd		\$ 500,000					\$ 500,000	
123404	Nemo Road	Grade & Overlay							\$ -	
123403	Nemo Road	Grade & Overlay							\$ -	
232301	Old Hill City Road	Guardrail		\$ 219,000					\$ 219,000	
232302	Old Hill City Road	Guardrail		\$ -					\$ -	
232303	Old Hill City Road	Guardrail		\$ 210,000					\$ 210,000	
232303	Old Hill City Road	Mill & overlay		\$ 560,000					\$ 560,000	
425001	Pine Grove Road	Widen		\$ 393,000					\$ 393,000	
159002	Sage Creek Road	Chipseal		\$ 30,000					\$ 30,000	
159003	Sage Creek Road	Chipseal		\$ 155,000					\$ 155,000	
159004	Sage Creek Road	Chipseal		\$ 159,000					\$ 159,000	
159005	Sage Creek Road	Chipseal		\$ 128,000					\$ 128,000	
159003	Sage Creek Road	Guardrail		\$ 360,000					\$ 360,000	
224601	Schroeder Road	Guardrail		\$ 135,000					\$ 135,000	
423002	Wide View Drive	Guardrail		\$ 83,000					\$ 83,000	
		Bike Paths ?							\$ -	
		Gravel Due?							\$ -	

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.

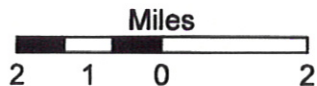
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

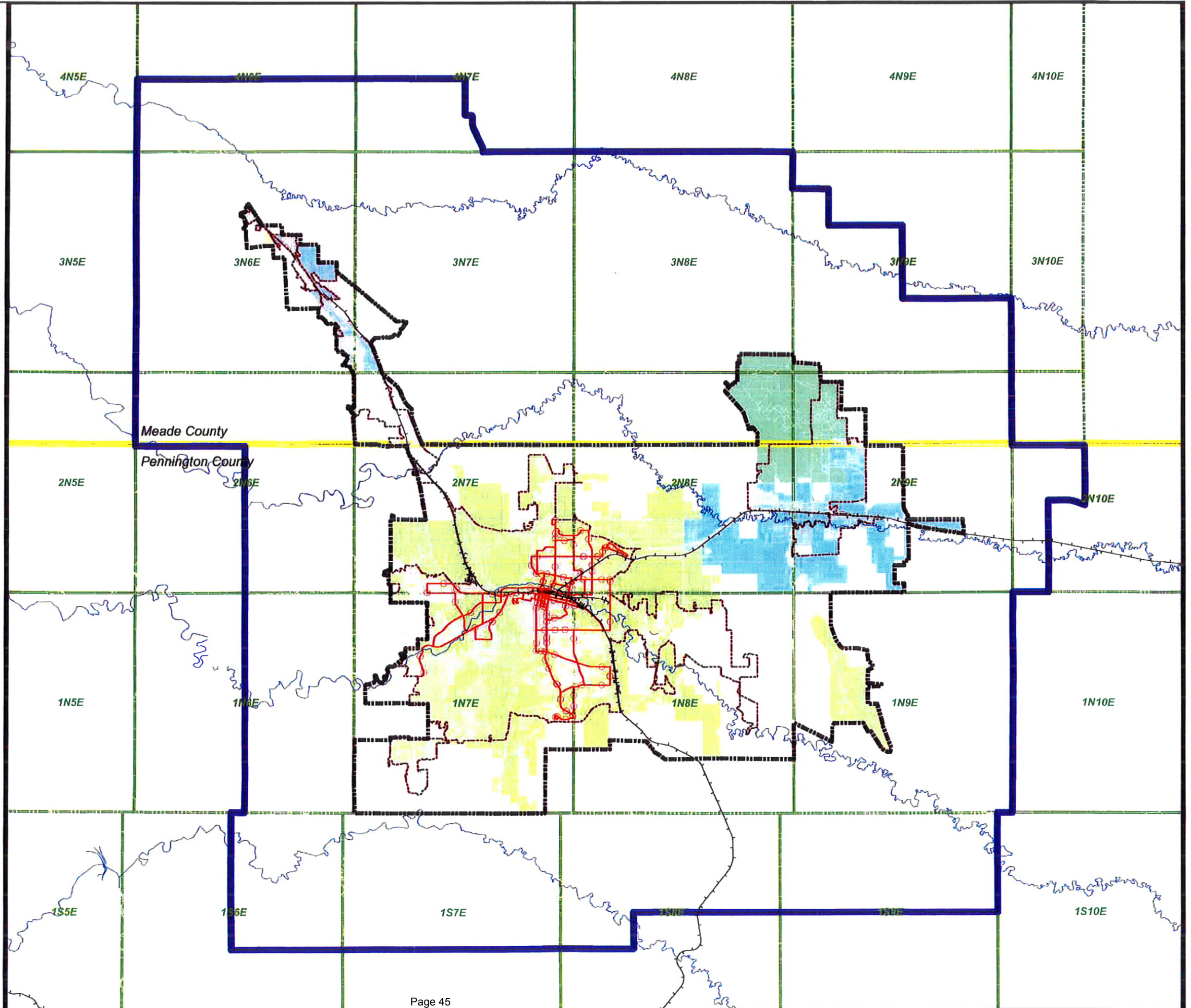
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



June 2013

Disclaimer

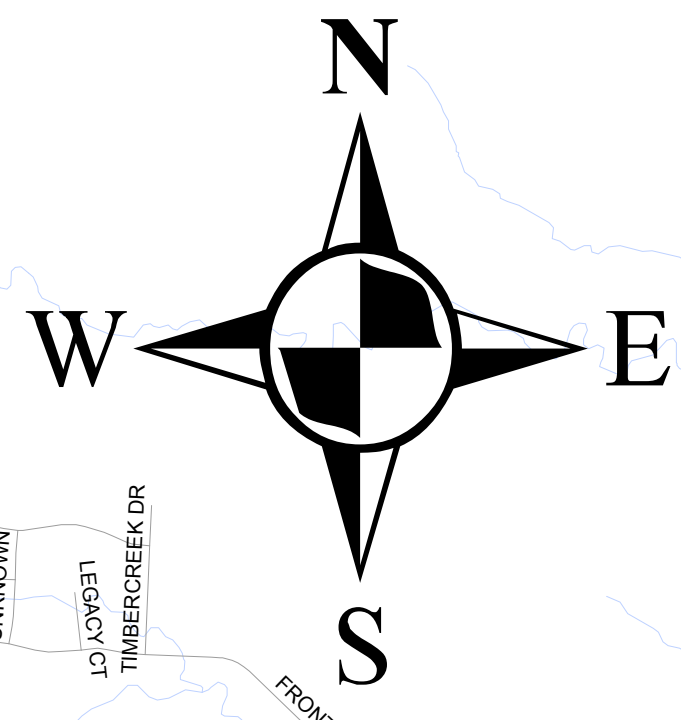
This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The burden for determining accuracy, completeness, timeliness, merchantability, and fitness for or the appropriateness for use rests solely on the user. Rapid City, Pennington County and 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.



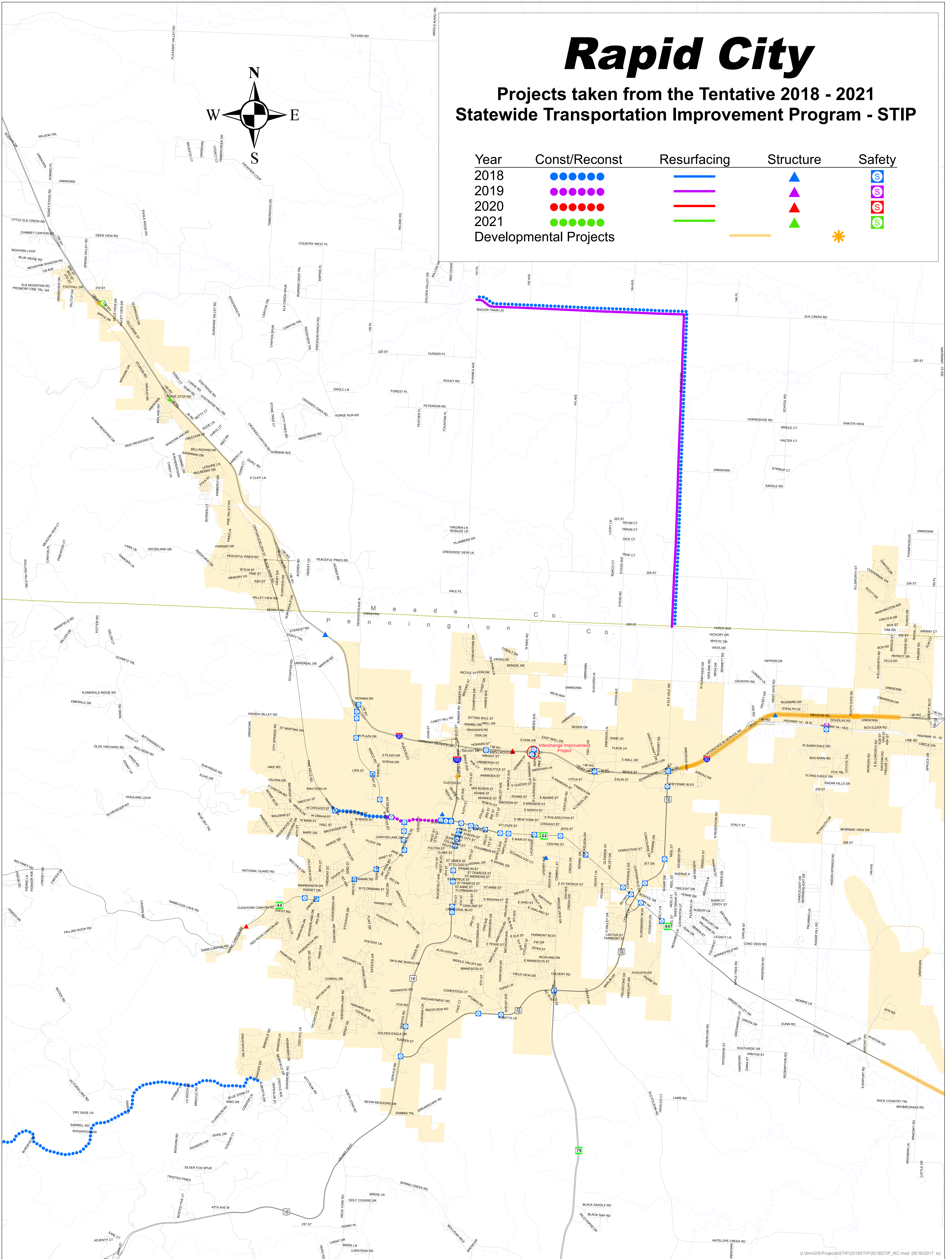
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Rapid City

Projects taken from the Tentative 2018 - 2021 Statewide Transportation Improvement Program - STIP



Year	Const/Reconst	Resurfacing	Structure	Safety
2018	●●●●●	—	▲	Ⓢ
2019	●●●●●	—	▲	Ⓢ
2020	●●●●●	—	▲	Ⓢ
2021	●●●●●	—	▲	Ⓢ
Developmental Projects		—	▲	Ⓢ*



Please see next page

**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:

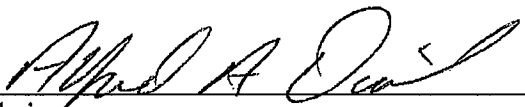
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

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

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2018-2021

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

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

Describe the Entity Designated as the MPO

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

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

Describe the Physical Boundaries/Provide a Map

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

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

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

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

B. Agreements between the State and the MPO include:

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

C. Agreements between the MPO and other entities include:

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

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

A. Cooperative Metropolitan Planning Process

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

The metropolitan transportation planning process includes:

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

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

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

5. Metropolitan Transportation Planning Products

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

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

The tasks in the FY2017 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

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

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

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

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

6. Planning Emphasis Areas

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

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

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

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

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

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

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

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

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

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

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

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

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

G. Promote efficient system management and operations

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

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

H. Emphasize the preservation of the existing transportation system

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

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

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

J. Enhance the technical capability of the transportation planning processes

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

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

K. *Linking the NEPA and planning processes*

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

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

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

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

Rapid City Area Metropolitan Planning Organization Public Participation Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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