

Rapid City Area Transportation Improvement Program

(Fiscal Years 2019-2022)

**Final
August 2018**

Prepared By:

The Cities of Rapid City, Box Elder, Summerset and Piedmont,
Meade County and Pennington County,
Rapid City Regional Airport,
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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

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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2019 - 2022)

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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 |
| C & G | Curb and Gutter |
| CIP | Capital Improvement Plan |
| CY | Calendar Year |
| DOT | United States Department of Transportation |
| FAST Act | Fixing America's Surface Transportation Act |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| IM | Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991. |
| MPO | Metropolitan Planning Organization |
| PCC | Portland Cement Concrete |
| PE | Preliminary Engineering |
| PL | Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis. |
| RCATPP | Rapid City Area Transportation Planning Process. The local cooperative transportation planning program. |

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

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

Robert Heidgerken
Signature

Chair
Title

Co-14-2018
Date

South Dakota Department of Transportation
State Department of Transportation

[Signature]
Signature

Secretary
Title

7/27/18
Date

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2019 - 2022)**

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 meeting for the STIP was held in Rapid City on July 12, 2018.

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 2019-2022 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 MPO website at http://rapidcityareampo.org/application/files/6115/0610/8044/RAPIDTRIP_2040.pdf and on the City of 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.

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 2019-2022 is included on pages 11 – 22.

C. Performance Management Requirements

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

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

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

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

Safety Performance Management (PM1)

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

The Safety Performance Management Final Rule establishes five performance measures:

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

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

The South Dakota DOT conferred with stakeholder groups, including the Rapid City MPO, as part of its target setting process. Working in partnership with local agencies, South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. South Dakota DOT projects chosen for HSIP

investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The South Dakota DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements. The SDDOT and MPO conduct studies to identify safety issues on the roadway system and program projects to address those safety concerns. Many of the projects identified in the TIP will support the established safety targets. The safety targets are established every year and are located in the annual HSIP report which can be found on FHWA’s website: <https://safety.fhwa.dot.gov/hsip/reports/>

Pavement and Bridge Performance Measures (PM2)

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

The Final Rule establishes the Pavement Performance Measures and the SDDOT targets as follows.

1. 62.6% of Interstate pavements in Good condition
2. 2.4% of Interstate pavements in Poor condition
3. 41.5% of non-Interstate NHS pavements in Good condition
4. 1.5% of non-Interstate NHS pavements in Poor condition

The Final Rule also establishes the Bridge Performance Measures and the SDDOT targets as:

1. >20% of NHS bridges by deck area classified as in Good condition
2. <5% of NHS bridges by deck area classified as in Poor condition

Rather than setting its own pavement and bridge performance targets, the Rapid City MPO has chosen to support the South Dakota DOT’s pavement and bridge targets and will coordinate with the South Dakota DOT in the development of pavement and bridge targets. The SDDOT uses a pavement management system and bridge management system to prioritize projects. This is not a worst/first methodology but a management system utilizing a benefit/cost methodology to program projects to maximize funding. Reconstruction, PCC paving and AC paving projects programmed in the TIP improve the condition of the pavements. Bridge reconstruction, deck overlays, epoxy chip seals and deck replacement projects programmed in the TIP improve the condition of the bridge deck area.

System Performance (PM3)

A final rule establishes performance measures that report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); and freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP).

The Final Rule establishes the performance measures and the SDDOT targets as follows

1. Percent of reliable person-miles traveled on the Interstate: State Target: 90%
2. Percent of reliable person-miles traveled on the non-Interstate NHS: State Target: 85%
3. Percentage of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability Index: State Target: <1.5%

Rather than setting its system performance targets, the Rapid City MPO has chosen to support the South Dakota DOT's system performance and will coordinate with the South Dakota DOT in the development of system performance targets. . SDDOT utilized the National Performance Management Research Data Set (NPMRDS) to analyze congestion in the state. At locations where congestion occurs, projects are programmed to mitigate the congestion. The majority of South Dakota's congestion is intersection or event related. Intersection improvements are programmed to mitigate intersection congestion and the SDDOT and MPO conducts studies to identify and program projects where other congestion occurs and programs projects to mitigate congestion at the identified locations. SDDOT and the MPO will continue to monitor traffic travel times and program mitigation projects.

| Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area | | | | | |
|---|--------------|--------------|-------------|-------------|--------------|
| | 2019 | 2020 | 2021 | 2022 | Total |
| Interstate Maintenance | | | | | |
| Federal | \$1,183,000 | \$12,061,000 | \$1,559,000 | \$2,095,000 | \$16,898,000 |
| State Match | \$118,000 | \$1,908,000 | \$154,000 | \$208,000 | \$2,388,000 |
| Interstate Maintenance | \$1,301,000 | \$13,969,000 | \$1,713,000 | \$2,303,000 | \$19,286,000 |
| State Highway System Urban Projects | | | | | |
| Federal | \$10,317,000 | \$0 | \$0 | \$0 | \$10,317,000 |
| State Match | \$3,171,000 | \$0 | \$0 | \$0 | \$3,171,000 |
| State Highway System Urban Projects | \$13,488,000 | \$0 | \$0 | \$0 | \$13,488,000 |
| Bridge Projects | | | | | |
| Federal | \$0 | \$291,000 | \$0 | \$0 | \$291,000 |
| State Match | \$1,248,000 | \$63,000 | \$0 | \$0 | \$1,311,000 |
| Bridge Projects | \$1,248,000 | \$354,000 | \$0 | \$0 | \$1,602,000 |
| Railroad Crossing Improvement Projects | | | | | |
| Federal | \$45,000 | \$0 | \$0 | \$0 | \$45,000 |
| State Match | | \$0 | \$0 | \$0 | |
| Local Match | \$5,000 | | | | \$5,000 |
| Railroad Crossing Improvement Projects | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Roadway Safety Improvements | | | | | |
| Federal | \$4,462,000 | \$3,731,000 | \$0 | \$0 | \$8,193,000 |
| State Match | \$102,000 | \$724,000 | \$0 | \$0 | \$826,000 |
| Local Match | \$333,000 | \$0 | \$0 | \$0 | \$333,000 |
| Roadway Safety Improvements | \$4,897,000 | \$4,455,000 | \$0 | \$0 | \$9,352,000 |
| Pavement Preservation Projects | | | | | |
| Federal | \$4,076,000 | \$1,763,000 | \$444,000 | \$0 | \$6,283,000 |
| State Match | \$898,000 | \$387,000 | \$97,000 | \$0 | \$1,382,000 |
| Pavement Preservation Projects | \$4,974,000 | \$2,150,000 | \$541,000 | \$0 | \$7,665,000 |

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

| | 2019 | 2020 | 2021 | 2022 | Total |
|---|--------------|--------------|-------------|-------------|--------------|
| County Secondary and Off System Projects | | | | | |
| Federal | \$4,453,000 | \$0 | \$0 | \$0 | \$4,453,000 |
| Local Match | \$4,128,000 | \$62,000 | \$0 | \$0 | \$4,190,000 |
| State Match | \$1,075,000 | \$94,000 | \$0 | \$0 | \$1,169,000 |
| County Secondary and Off System Projects | \$9,656,000 | \$156,000 | \$0 | \$0 | \$9,812,000 |
| Local Bridge Replacement Projects | | | | | |
| Federal | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge Improvement Grant Funds | \$613,000 | \$0 | \$0 | \$0 | \$613,000 |
| Local Match | \$153,000 | \$0 | \$0 | \$0 | \$153,000 |
| Local Bridge Replacement Projects | \$766,000 | \$0 | \$0 | \$0 | \$766,000 |
| Transportation Alternative Projects | | | | | |
| Federal | \$216,000 | \$138,000 | \$207,000 | \$0 | \$561,000 |
| Local Match | \$48,000 | \$31,000 | \$366,000 | \$0 | \$445,000 |
| Transportation Alternative Projects | \$264,000 | \$169,000 | \$573,000 | \$0 | \$1,006,000 |
| Americans with Disabilities Act (ADA) Projects | | | | | |
| Federal | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Match | \$5,114,000 | \$0 | \$0 | \$0 | \$5,114,000 |
| Americans with Disabilities Act (ADA) Projects | \$5,114,000 | \$0 | \$0 | \$0 | \$5,114,000 |
| Highway Total for Fiscal Year | | | | | |
| | \$41,758,000 | \$21,253,000 | \$2,827,000 | \$2,303,000 | \$68,141,000 |
| Public Transportation Projects | | | | | |
| Federal | \$1,447,515 | \$1,472,098 | \$1,497,172 | \$1,522,748 | \$5,939,533 |
| State Match | \$37,837 | \$37,837 | \$37,837 | \$37,837 | \$151,348 |
| Local (Rapid City) | \$1,045,827 | \$1,065,817 | \$1,086,106 | \$1,106,852 | \$4,304,602 |
| Public Transportation Projects | \$2,531,179 | \$2,575,752 | \$2,621,115 | \$2,667,437 | \$10,395,483 |
| Total Funding for Fiscal Year | | | | | |
| | \$44,289,179 | \$23,828,752 | \$5,448,115 | \$4,970,437 | \$78,536,483 |

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

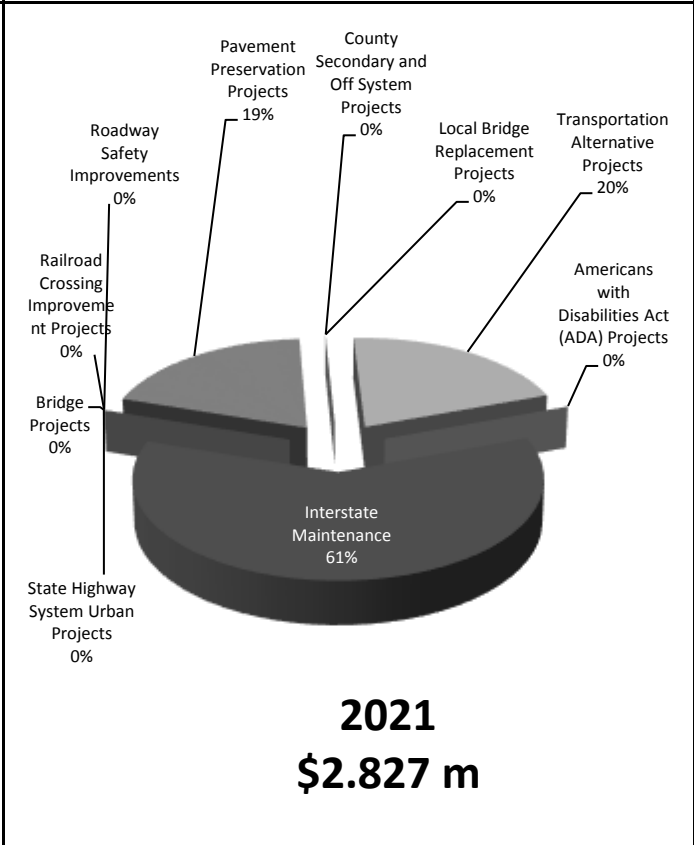
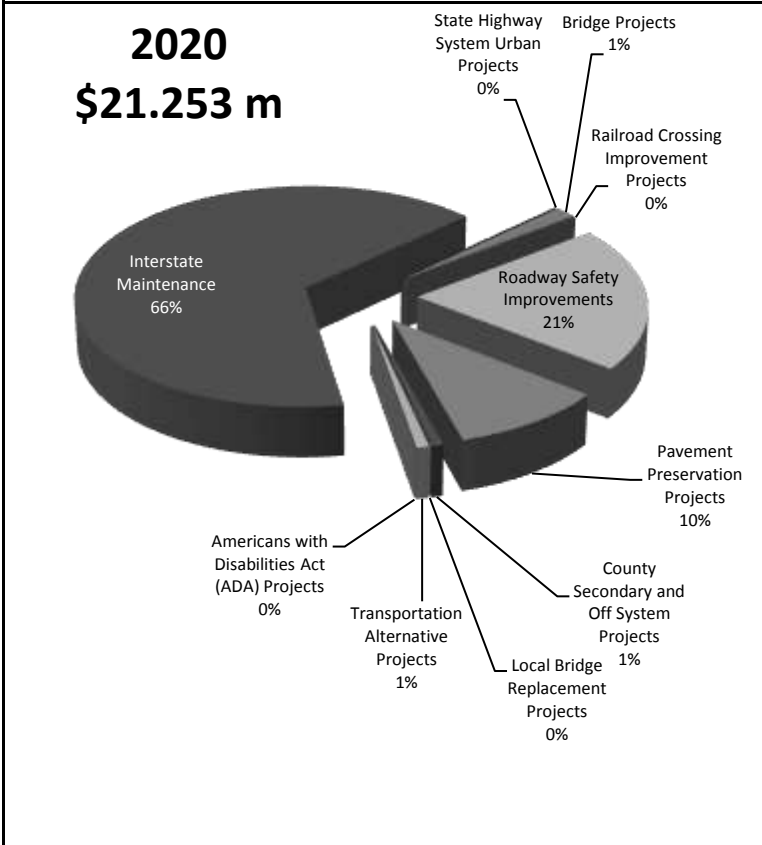
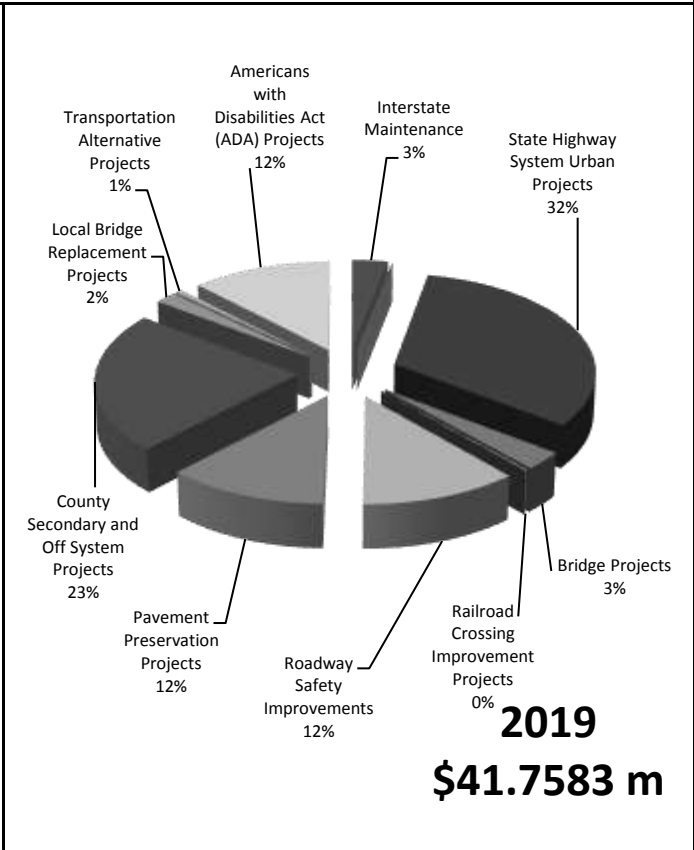
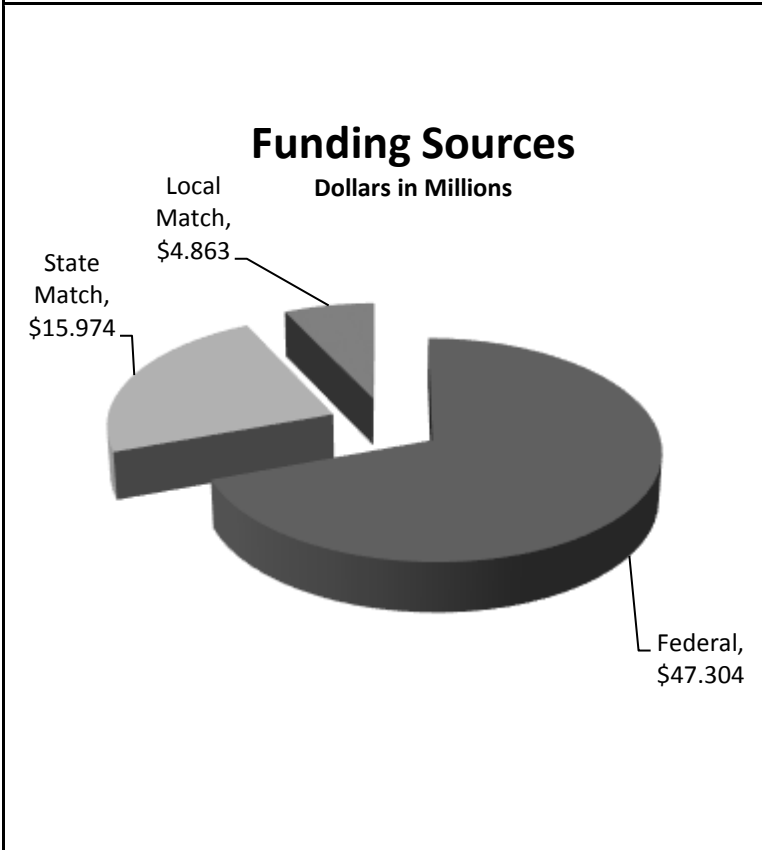


Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)

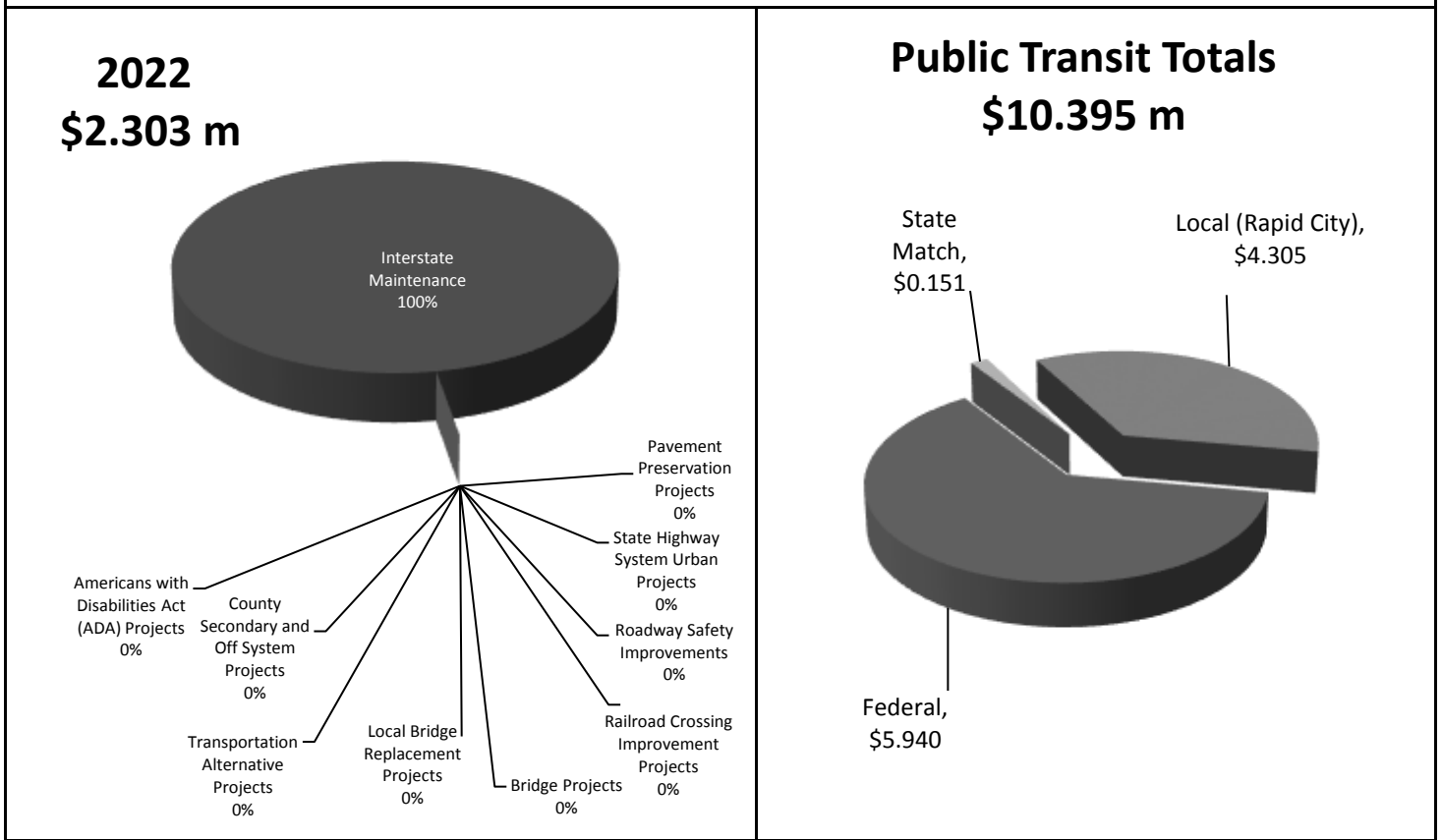


Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

| FISCAL YEAR | 2019 | 2020 | 2021 | 2022 | Total |
|---|-------------|-------------|-------------|------|--------------|
| Rapid City Regional Airport Improvements Program | | | | | |
| Local | \$0 | \$0 | \$0 | \$0 | \$0 |
| Box Elder Capital Improvements Program | | | | | |
| Local | \$3,200,000 | \$0 | \$0 | \$0 | \$3,200,000 |
| Rapid City Capital Improvements Program | | | | | |
| Local | \$3,200,000 | \$0 | \$7,700,000 | \$0 | \$10,900,000 |
| Meade County Road and Bridge Fund | | | | | |
| Local | \$2,500,000 | \$2,200,000 | \$0 | \$0 | \$4,700,000 |
| Pennington County Road and Bridge Fund | | | | | |
| Local | \$1,200,000 | \$7,000,000 | \$0 | \$0 | \$8,200,000 |

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 2019-2022 is included on pages 15 - 27.

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 (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2023) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City’s local match for transportation projects. The City of Rapid City’s Capital Improvements Projects are found on pages 29 - 32.

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 2019-2022 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 2019-2021 are listed on page 34.

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 2019-2023 is included on pages 35-36.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2019-2023 is included on pages 37-38.

Pennington County presently receives funding from the County’s general fund. Pennington County has committed funds to those County Secondary and Off System Projects (SDDOT) listed within this TIP. The Pennington County Five-Year Construction Program for 2019-2023 is included on page 39.

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 | 2019 | 2020 | 2021 | 2022 | 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 |
|-------|---|--------------|-----------------------------|--------|--|---|---|--|
| 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 Interchange | Polymer Deck Seal, Abutment Repair | Let 06/2860218; Completion 10/18/2019 |
| 16.00 | IM 0902(170)57 | 05YV | Pennington | 20.2 | I90W | Rapid City Area | Interstate Fence | Let 05/02/2018; Completion 11/02/2018 |
| 19.00 | IM 0902(172)66 | 06J3 | Pennington | 16.6 | I90E I90W | I90 EBL & WBL- From W of Exit 67 to West of Exit 84 | Microsurfacing | Let 05/02/2018; Completion 09/28/2018 |
| 2.00 | P 023(12)80 | 02R5 | Pennington | 1.1 | SD231 SD231N SD231S | SD 231, SD231 N&S- From Sheffer St. to Sturgis Road in Rapid City; SD231 N&S- 0.3 West of SD445 Over RCP&E RR, Drainage | Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing ; Epoxy Chip Seal | Let 10/18//2017; Completion 06/28/2019 |
| 20.00 | P 0040(00)18 | 04UY | Regionwide | 0.0 | | Regionwide | Rapid City Region Bridge Rehabilitation | Deferred to 2019 |
| 25.00 | P 0231(12)80 | 02R5 | Pennington | 1.1 | SD231 SD231N SD231S | SD 231, SD231 N&S- From Sheffer St. to Sturgis Road in Rapid City; SD231 N&S- 0.3 West of SD445 Over RCP&E RR, Drainage | Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing ; Epoxy Chip Seal | Let 10/18//2017; Completion 06/28/2019 |
| 12.00 | PP-PS 1774(08) | 060V | Pennington | 0.0 | | East Boulevard in Rapid City, DOT 190263K RCP&E Railroad | Crossing Surface Upgrades, Signal Upgrades, CE | Funding Obligated 02/01/2018 |
| 34.00 | NH- PS0044(00)44 NH 0016(00)68 | 04TG 05JH | Pennington | 2.0 | SD44 SD44E SD44W US16 US16E US16W | SD44 (Omaha Street)- From 11th Street to I-190 & From Mount Rushmore Road to Brennan Avenue in Rapid City; US16 (Omaha Street & Mount Rushmore Road)- From I-190 to Mount Rushmore Road to Kansas City Street in Rapid City | Traffic Signal Upgrades, ADA Upgrades, Extend Railroad Crossing Surface | Scheduled letting 09/30/2018 |
| 3.00 | PH 0090(194)36 | 05W7 | Brookings Meade Moody | 17.0 | 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 to 2019 |
| 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 | Letting 02/21/2018; Completion 10/26/2018 |
| 14.00 | PH 0040(219) | 04HA | Regionwide | 0.0 | | Various locations on the State System in the Rapid City Region | Sprayable Durable Pavement Marking | Letting 02/07/2018 Completion 10/26/2018 |
| 20.00 | PH 0040(229) | 04Y1 | Regionwide | 0.0 | | Rapid City Region | Corridor Signing, PE | Scheduled letting 10/17/2018 |

| Item | Project Number | PC# | County | Length | Route | Location of Project | Type of Improvement | Status |
|--------|-----------------------------------|--------------|---------------------------|--------|--|---|---|--|
| 28.00 | PH 000S(377) | 05W4 | Pennington | 42.9 | | Various locations on the local system in the Rapid City and Pierre Regions | Rumble Stripes and Durable Pavement Markings | Letting 02/21/2018 Project Complete |
| 31.00 | PH 0040(319) | 06AJ | Pennington | 0.0 | I190N I90E I90W SD231 SD44 SD44E US16 US16E US16EB | Various Intersections in Rapid City | Advance Warning Flashers and Backplates with Retroreflective Borders | Scheduled Letting 09/05/2018 |
| 35.00 | NH-P 0041(157) | 05LH | Lawrence Meade Pennington | 9.4 | I90E I90W SD34 SD44 SD44E US14A | Various Routes in the Rapid City Area | Joint and Spall Repair | Letting 03/21/2018 Completion 10/19/2018 |
| 35.00 | NH-P 0041(161) | 06FH | Areawide | 0.0 | | Various Locations Throughout the Rapid City Area | 2018 Areawide Pipe Work Projects | Scheduled Letting 10/17/2018 |
| 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 | County elected not to use federal funding so they are going to complete with local funding |
| 3.00 | P 6480(04) | 5777 | Pennington | 9.7 | | Sheridan Lake Road from Junction of US 385 to Alberta Road | Grading, Base Course, Curb & Gutter, AC Surfacing | Deferred to 2019 |
| 5.00 | P 0040(00)215 | 04LM | Regionwide | 0.0 | | Various locations in the Rapid City Region | County Pavement Marking | Letting 06/06/2018; Completion 10/12/2018 |
| 33.00 | 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 to 2019 |
| 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 | Deferred to 2019 |
| 999.00 | BRF 1618(00)16-3 | 05R3 | Pennington | 0.0 | | Structure 1.8 N of Junction of US16B on Cambell Street in Rapid City over a creek SN 52-430-312 | Structure Preservation-Bridge Improvement Grant (BIG) Projects | Deferred to 2019 |
| 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)- From 11th Street to I-190 & From Mount Rushmore Road to Brennan Avenue in Rapid City; US16 (Omaha Street & Mount Rushmore Road)- From I-190 to Mount Rushmore Road to Kansas City Street in Rapid City | Traffic Signal Upgrades, ADA Upgrades, Extend Railroad Crossing Surface | Scheduled letting 09/30/2018 |

IV. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2018 – 2022 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 2019 - 2022

Report Date 07/25/2018

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 \$) | ¥ |
|---------------------------------------|------------------|------|--|--------|------------------------------|---|--|-----------------|-------------|--------------------|---|
| 21.00 | IM 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 | 1.183 | 2019 | 1.301 | |
| | | | | | | | | 2019 | 17.0 Miles | 1.301 | |
| 25.00 | * IM 0902(112)59 | 6568 | Pennington | 0.0 | I90E I90W | I90 - Exit 59, (LaCrosse Street) in Rapid City | Interchange Reconstruction, PCC Surfacing, Aux. Lane Addition (WB & EB), Str Widening, Deck Overlay, Approach Slabs | 11.163 | 2020 | 12.960 | |
| Construction planned for 2020 & 2021. | | | | | | | | | | | |
| 26.00 | IM 0901(181)0 | 04NH | Jackson Lawrence Meade Pennington | 131.5 | I90E I90W | I-90 - Rapid City Region | Crossroad Improvements | 0.898 | 2020 | 1.009 | |
| | | | | | | | | 2020 | 131.5 Miles | 13.969 | |
| 39.00 | IM-P 0901(193)7 | 04W4 | Lawrence Meade | 0.0 | I90E I90W SD34 | I90 - Strs, Over Co Rd & Over Spearfish Creek, 3.0 W & 0.3 W of the US85N Interchange; Co Rd over I90, 2.2 W of the SD34N Interchange; Over RR, 0.8 W of SD34N Interchange; SD34 Interchange; Over Whitewood Crk, 1.0 E of SD34N Interchange; Over RR, 0.2 SE of US14A Interchange; Co Rd Over I90, 3.2 NW of the Tilford Interchange; The Tilford Interchange; Co Rd over I90, 3.1 NW of the SD231 Interchange | Zone Painting, Diaphragm Weld Repair | 1.559 | 2021 | 1.713 | |
| | | | | | | | | 2021 | 0.0 Miles | 1.713 | |

¥ 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 \$) | ¥ |
|-------|-------------------|------|-----------------------|--------|--------------------------------|---|---------------------|-----------------|--------------|--------------------|---|
| 55.00 | IM-NH-P 0040(234) | 04W7 | Jackson Pennington | 0.0 | I90E I90W SD240 US14E | I90 - Strs, 1.5 W of Exit 67 Over S Gate Road & a Crk; 1.4 W of Exit 67 over RR Track; 4.0 E of the Box Elder Interchange over 154th Ave; 0.5 W of SD240 Over RR; 0.3 E of Wasta Over the Cheyenne River; 1.9 NW of the W Wall Interchange Under Cedar Butte Road; 6.3 NW of the SD240 S Interchange Over Whitewater Crk; On the US014 WB Off ramp at the I90 Interchange; US14 – Str, US14 & I 90 Interchange; SD240 – Str, At the W Wall Interchange Over I90 | Zone Painting | 2.095 | 2022 | 2.303 | |
| | | | | | | | 2022 | 0.0 | Miles | 2.303 | |

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

| Item | Project Number | PC # | County | Length | Route | Location of Project | Type of Improvement | Federal Funds ¥ | Fiscal Year | Total Cost(Mil \$) | ¥ |
|---|----------------------------------|--------------|------------|--------|---|---|---|-----------------|-------------|--------------------|---|
| 6.00 | * NH 0044(167)44 P 0231(13)79 | 027K 03CP | Pennington | 1.2 | SD231 SD231N SD231S SD44 SD44E SD44W | 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 | 10.317 | 2019 | 13.168 | |
| Construction Planned for 2019 and 2020. | | | | | | | | | | | |
| 7.00 | P 0445(00)74 | 06WX | Pennington | 0.2 | SD445 | SD445 - Deadwood Ave and Krebs Drive | Install Left Turn Lane at Deadwood Ave & Krebs Dr | 0.000 | 2019 | 0.320 | |
| | | | | | | | | 2019 | 1.4 Miles | 13.488 | |

¥ 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 \$) | ¥ | |
|-------|----------------|------|------------|--------|-------|---|--|-----------------|-------------|--------------------|-------|--|
| 3.00 | P 0040(00)18 | 04UY | Regionwide | 0.0 | | Regionwide | Rapid City Region Bridge Rehabilitation | 0.000 | 2019 | 1.248 | | |
| | | | | | | | | 2019 | 0.0 | Miles | 1.248 | |
| 38.00 | 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, Deck Overlay | 0.291 | 2020 | 0.354 | | |
| | | | | | | | | 2020 | 0.0 | Miles | 0.354 | |

¥ 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 \$) | ¥ |
|--------------------------|----------------|----------------------------|------------|--------|-------|--|---|--------------------|--------------|--------------------|---|
| 36.00 | PH-PS 3230(05) | 01DJ | Pennington | 0.0 | | Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road Intersection; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad | 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 | | | | | | 3.433 | | | |
| | 10.00 | Roadway Safety Improvement | | | | | 3.383 | | | | |
| Coordinate with PCN 05RH | | | | | | | | | | | |
| | | | | | | | 2019 | 0.0 | Miles | 0.050 | |

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

| Item | Project Number | PC # | County | Length | Route | Location of Project | Type of Improvement | Federal Funds | Fiscal Year | Total Cost(Mil \$) | ¥ |
|--------------------------|----------------|--|---------------------------|--------|---|--|---|--------------------|-------------|--------------------|---|
| 10.00 | PH-PS 3230(05) | 01DJ | Pennington | 0.0 | | Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road Intersection; Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B, RCP&E Railroad | Intersection Reconstruction, Add Turn Lanes; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals | 3.045 | 2019 | 3.383 | |
| Also Funded In: | | | | | | | | Total Project Cost | | | |
| | Item | Category | | | | | | 3.433 | | | |
| | 36.00 | Railroad Crossing Improvement Projects | | | | | 0.050 | | | | |
| Coordinate with PCN 05RH | | | | | | | | | | | |
| 15.00 | 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 | |
| 16.00 | 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 | |
| 24.00 | * PH 0040(334) | 05W5 | Lawrence Meade Pennington | 1.8 | I190S I90E I90W US14A US16E | Various Locations on the state and local systems in the Rapid City Region | High Friction Surface Treatment | 0.871 | 2019 | 0.968 | |
| | | | | | | | | 2019 | 1.8 Miles | 4.897 | |
| 39.00 | PH 0040(317) | 062J | Regionwide | 0.0 | | Various Locations in the Rapid City Region | Interstate Median Protection for Rapid City Region | 1.061 | 2020 | 1.061 | |
| 44.00 | PH 8052(71) | 04L4 | Pennington | 0.0 | | Various County, City, & Township Roads in Pennington County | Signing & Delineation | 1.540 | 2020 | 2.200 | |
| 51.00 | 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 | |
| 52.00 | 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 | |
| 67.00 | PH 0040(332) | 06K3 | Fall River Pennington | 0.0 | SD79S US18 | Various Locations in the Rapid City Region | Turn Lane Construction | 0.573 | 2020 | 0.637 | |

¥ 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 \$) | ¥ |
|------|----------------|------|--------|--------|-------|---------------------|---------------------|-----------------|--------------|--------------------|---|
| | | | | | | | 2020 | 0.0 | Miles | 4.455 | |

¥ 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 \$) | ¥ | |
|-------|----------------|------|---|--------|---|--|----------------------------------|---------------|-------------|--------------------|-------|---|
| 10.00 | NH-P 0040(316) | 05XV | Butte Harding Lawrence Meade Pennington | 66.3 | I190N I190S I90E I90W SD34 SD44 SD44E SD44W SD79 | Various Routes in the Rapid City Region | Rout and Seal | 0.548 | 2019 | 0.669 | ¥ | |
| 26.00 | NH-P 0040(315) | 05YE | Custer Fall River Lawrence Pennington | 40.5 | SD244 SD36 SD79 SD79N SD79S US16 US16A US16AE US16AW US18 US385 US85 | Various Routes in the Rapid City Region | Pavement Restoration | 3.101 | 2019 | 3.785 | ¥ | |
| 42.00 | 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 | ¥ | |
| | | | | | | | | 2019 | 106.8 | Miles | 4.974 | ¥ |
| 57.00 | 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 | ¥ | |
| 57.10 | IM 0041() | 06YA | Meade Pennington | 22.1 | I190N I190S I90E I90W | Various Routes in the Rapid City Area | Pavement Restoration | 1.328 | 2020 | 1.619 | ¥ | |
| | | | | | | | | 2020 | 22.1 | Miles | 2.150 | ¥ |
| 75.00 | 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 | ¥ | |

¥ 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 \$) | ¥ |
|------|----------------|------|--------|--------|-------|---------------------|---------------------|-----------------|--------------|--------------------|---|
| | | | | | | | 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 \$) | ¥ | |
|---|----------------|------|------------|--------|-------|---|---|-----------------|-------------|--------------------|-------|--|
| 4.00 | P 000S(00)219 | 04LU | Regionwide | 0.0 | | Various Locations in the Rapid City Region | County Pavement Marking | 0.000 | 2019 | 0.156 | | |
| <p>\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)</p> | | | | | | | | | | | | |
| <p>.....</p> | | | | | | | | | | | | |
| 8.00 | P 6480(04) | 5777 | Pennington | 9.7 | | Sheridan Lake Road from Jct. of US385 to Alberta Road | Grading, Base Course, C&G, AC Surfacing | 4.453 | 2019 | 9.500 | | |
| <p>Total = \$9.5; STP/Match = \$5.434; Local Funds = \$4.066</p> | | | | | | | | | | | | |
| <p>.....</p> | | | | | | | | | | | | |
| | | | | | | | | 2019 | 9.7 | Miles | 9.656 | |
| 10.00 | P 000S(00)221 | 04LY | Regionwide | 0.0 | | Various Locations in the Rapid City Region | County Pavement Marking | 0.000 | 2020 | 0.156 | | |
| <p>\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)</p> | | | | | | | | | | | | |
| <p>.....</p> | | | | | | | | | | | | |
| | | | | | | | | 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 \$) | ¥ |
|--------|------------------|------|------------|--------|-------|--|--|-----------------|--------------|--------------------|---|
| 10.00 | 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 | 2019 | 0.150 | |
| 12.00 | 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 | 2019 | 0.230 | |
| 901.00 | 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 | 0.000 | 2019 | 0.386 | |
| | | | | | | | 2019 | 0.0 | Miles | 0.766 | |

¥ 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 \$) | ¥ |
|-------|----------------|------|------------|--------|-------|---|--|-----------------|-------------|--------------------|---|
| 4.00 | 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 | |
| 6.00 | 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 | |
| 13.00 | 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 \$) | ¥ |
|------|----------------|------|------------|--------|-------|---|--|-----------------|-------------|--------------------|---|
| 5.00 | NH 0044(00)46 | 04PD | Pennington | 3.4 | SD44 | SD44 - Fm LaCrosse St to Covington St in Rapid City | ADA Curb Ramp Upgrades, Intersection Improvement, Sidewalk | 0.000 | 2021 | 5.114 | |
| | | | | | | | 2021 | 3.4 Miles | 5.114 | | |

¥ Costs reflect anticipated inflation

City of Rapid City CIP 2018-2023

May 17, 2018

Description Legend: Streets-ST, Water-W, Sanitary Sewer-S, Stormwater Drainage-SD

| Line No | Project Name/CIP # | Description | Estimated Cost | Year |
|---------|---|---|----------------|------|
| 1 | 38th Street Reconstruction/ 50716 | Reconstruction of 38th Street from Clifton to Range. ST,W,S,SD | \$2,010,145 | 2018 |
| 2 | Catron Blvd Widening Project/51115 | Widening of Catron Blvd from Nugget Gulch to Les Hollers to two lanes in each direction and roadway lighting. Minor water and Sanitary Sewer improvements. ST,W,S | \$1,418,723 | 2018 |
| 3 | Downtown Water Valve Repair/50705 | Repair and cathodic protection installation for water valves in St. Joe Street from E Blvd to 3rd St. W, ST | \$278,753 | 2018 |
| 4 | East Blvd/E North St. Reconstruction/50866 | Reconstruction of E Blvd and E North St from St. Joseph Street to Herman Street. ST, W, S, SD | \$10,130,000 | 2018 |
| 5 | Omaha Trunk Sewer Replacement/50878.1 | Replacement of Trunk Sewer Main along Omaha Street from 1st Street to Maple, S,W | \$1,099,467 | 2018 |
| 6 | Reservoir Road Trunk Sewer Extension/50328.1 | Installation of Trunk Sewer in Reservoir Road from South Side Drive north to Future Minnesota Street. S | \$2,199,049 | 2018 |
| 7 | San Marco Street Reconstruction/50429 | Reconstruction of San Marco St. from S Canyon to W Chicago. Pavement inlay, ADA improvements and San Sewer replacement. ST, S | \$300,000 | 2018 |
| 8 | Sturgis Road Area Utility Reconstruction/50824 | Reconstruct City utilities along Sturgis Rd and Trailsview Drive primarily south of W Chicago St. W, S, SD, ST | \$1,572,379 | 2018 |
| 9 | Concrete Repair Project, Sheridan Lake Road/50445 | Spall repair and panel replacement from Corral Drive to Arrowhead Drainage crossing. ST | \$277,318 | 2018 |
| 10 | W Chicago Street Utility Reconstruction/50448 | Reconstruction of City Utilities and landscaping with DOT project on West Chicago from Sturgis Rd. to Sheffer St. W, S, ST, Parks | \$1,287,670 | 2018 |

| Line No | Project Name/CIP # | Description | Estimated Cost | Year |
|---------|---|---|----------------|------|
| 11 | Sanitary Sewer Reconstruction Alley south of Kansas City Street/50827 | Reconstruct sanitary sewer in alley south of Kansas City Street between 2nd and 4th Streets. S | \$352,398 | 2018 |
| 12 | Deadwood Avenue resurfacing/50437 | Project in conjunction with Pennington County to resurface with areas of regrading from I-90 to County Line. ST | \$3,250,000 | 2019 |
| 13 | Disk Dr. and Haines Ave. Intersection improvements/51121 | Concrete panel replacement and ADA improvements with utility adjustments. ST, W, S | \$383,000 | 2019 |
| 14 | La Crosse Street Interchange Utility Improvements/51108 | Utility adjustments and improvements in coordination with DOT Lacrosse St. interchange. S, W, SD, St | \$480,000 | 2019 |
| 15 | Omaha Street Utilities, Sheffer St. to 12th St./50904 | Utility adjustments and improvements in coordination with DOT Omaha St. project from Sheffer to 12th ST. S, W, SD, St | \$810,000 | 2019 |
| 16 | Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho/50421.3.1C | Reconstruction of Robbinsdale area streets and utilities. ST, W, S, SD | \$3,900,000 | 2019 |
| 17 | Woodlawn Dr. Sanitary Sewer Replacement/50623 | Replacement of Sanitary sewer in Woodlawn and Downing St between Anamosa and Herman. ST, S, W | \$1,220,000 | 2019 |
| 18 | Dakota Drive Water Main Reconstruction/50399 | Reconstruct water main on Dakota Drive and West Main Street to Harter Dr. ST, S, W | \$1,800,000 | 2020 |
| 19 | East Anamosa Storm Sewer Repair/51153 | Repair storm sewer that has become disconnected at riser pipe located between Luna Dr. and Railroad Bridge. SD | \$60,000 | 2020 |
| 20 | Idlewild Box Culvert/50715 | Replace existing box culvert in compliance with Red Dale Drainage Basin Design Plan to prevent roadway overtopping. SD | \$450,000 | 2020 |
| 21 | 12th Street Reconstruction/50927 | Reconstruction of 12th Street between St. Joe and Fulton St. and installation of stormwater drainage infrastructure. ST, W, S, SD | \$2,715,000 | 2021 |
| 22 | Downtown Water Valve Repair/50705 | Repair and cathodic protection installation for water valves on Main or St. Joe between E and W Blvds. Phased project. W, ST | \$300,000 | 2021 |

| Line No | Project Name/CIP # | Description | Estimated Cost | Year |
|---------|---|--|----------------|------|
| 23 | Jackson Blvd./W Main St. Intersection Reconstruction/50858 | Reconstruction of Jackson Blvd. and W Main Street intersection. ST, S, W, SD | \$2,920,000 | 2021 |
| 24 | Sheridan Lake Road Reconstruction/51122 | Roadway capacity improvements between Corral Dr. and Catron Blvd. ST, W, S | \$4,800,000 | 2021 |
| 25 | Sunburst Drive Reconstruction/51004 | Reconstruction of Sunburst Drive and utility expansion. ST, S | \$2,100,000 | 2021 |
| 26 | Downtown Water Valve Repair/50705 | Repair and cathodic protection installation for water valves on Main or St. Joe between E and W Blvds. Phased project. W, ST | \$300,000 | 2022 |
| 27 | E Watertown St. Water Main Replacement/51076 | Replace existing water main in E Watertown St. W | \$200,000 | 2022 |
| 28 | Elmhurst Dr. Reconstruction/51098.1 | Reconstruction of Elmhurst Drive and utility replacement. ST, S, W, SD | \$1,100,000 | 2022 |
| 29 | Forest and Juniper Reconstruction/51098.2 | Reconstruction of Forest and Juniper Drives and utility replacement. ST, S, W, SD | \$1,200,000 | 2022 |
| 30 | Meade Street Water Main Reconstruction/51077 | Replacement of water main in Meade St. W | \$405,000 | 2022 |
| 31 | Red Dale Drainage Basin Improvements/50987 | Drainage improvements in the Red Dale Drainage Basin as determined by the Drainage Basin Design Plan. SD, W | \$935,000 | 2022 |
| 32 | Robbinsdale-Ivy, Iowa, Tallent/50389.4-1 | Reconstruction of Robbinsdale area streets and utilities. ST, W, S, SD | \$2,100,000 | 2022 |
| 33 | Southeast Area Trunk Sewer Reconstruction Elm-Prairie/50829 | Reconstruction of Sanitary Sewer Trunk between Elm and Prairie. S | \$1,750,000 | 2022 |
| 34 | St. Cloud St. Reconstruction/51174 | Reconstruction of St. Cloud St. between W Blvd and 9th St. ST, W, S | \$500,000 | 2022 |

| Line No | Project Name/CIP # | Description | Estimated Cost | Year |
|---------|--|---|----------------|------|
| 35 | 44th St. Reconstruction/50719 | Reconstruction of 44th Street between W Chicago and W Main St. ST, W, S, SD | \$1,570,000 | 2023 |
| 36 | Centre St. Reconstruction/50141 | Reconstruction of Centre St. from Lacrosse St. to Campbell St. ST, W, S, SD | \$3,835,000 | 2023 |
| 37 | E Blvd Water Transmission Main/50463 | Replacement of existing large diameter water transmission main located south of St. Joe on E Blvd. W | \$2,600,000 | 2023 |
| 38 | Kansas City St. and West St. Water Booster Station Replacement/TBD | Replace existing water booster station and associated water mains at Kansas City St. and West St. ST, W | \$2,300,000 | 2023 |
| 37 | Kellogg Pl. Sanitary Sewer Replacement/51173 | Replacement of sanitary sewer and water mains in Kellogg Pl. ST, S, W | \$1,360,000 | 2023 |
| 38 | Silverleaf Reconstruction/50837 | Reconstruction of Silverleaf Street. ST, W, S, SD | \$1,560,000 | 2023 |
| 37 | Wentworth Drive Reconstruction/51039 | Reconstruction of Wentworth Dr. ST, W, S, SD | \$1,350,000 | 2023 |

Public Transit

| Fiscal Year | Funding Category | County | Location | Type | Federal Funds | State Funds | Local Funds | Total |
|-------------|--------------------|--------------------|---|---|----------------|-------------|--------------|----------------|
| 2019 | Federal (Sec 5307) | Pennington | Rapid Transit System | Operating and Capital Assistance for Fixed Route and ADA paratransit service | \$1,229,125.00 | \$37,837.00 | \$997,004.00 | \$2,263,966.00 |
| 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 | \$100,916.00 | \$0.00 | \$20,183.20 | \$121,099.20 |
| 2019 | Federal (Sec 5339) | Pennington | Rapid City Metro | Capital Assistance | \$117,474.00 | \$0.00 | \$28,640.00 | \$146,114.00 |

| | | | | | | | | |
|------|--------------------|--------------------|---|---|----------------|-------------|----------------|----------------|
| 2020 | Federal (Sec 5307) | Pennington | Rapid Transit System | Operating and Capital Assistance for Fixed Route and ADA paratransit service | \$1,253,708.00 | \$37,837.00 | \$1,016,994.00 | \$2,308,539.00 |
| 2020 | Federal (Sec 5310) | Pennington / Meade | Various agencies in the Rapid City Metropolitan Planning Area | Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities | \$100,916.00 | \$0.00 | \$20,183.20 | \$121,099.20 |
| 2020 | Federal (Sec 5339) | Pennington | Rapid City Metro | Capital Assistance | \$117,474.00 | \$0.00 | \$28,640.00 | \$146,114.00 |

| | | | | | | | | |
|------|--------------------|--------------------|---|---|----------------|-------------|----------------|----------------|
| 2021 | Federal (Sec 5307) | Pennington | Rapid Transit System | Operating and Capital Assistance for Fixed Route and ADA paratransit service | \$1,278,782.00 | \$37,837.00 | \$1,037,283.00 | \$2,353,902.00 |
| 2021 | Federal (Sec 5310) | Pennington / Meade | Various agencies in the Rapid City Metropolitan Planning Area | Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities | \$100,916.00 | \$0.00 | \$20,183.20 | \$121,099.20 |
| 2021 | Federal (Sec 5339) | Pennington | Rapid City Metro | Capital Assistance | \$117,474.00 | \$0.00 | \$28,640.00 | \$146,114.00 |

| | | | | | | | | |
|------|--------------------|--------------------|---|---|----------------|-------------|----------------|----------------|
| 2022 | Federal (Sec 5307) | Pennington | Rapid Transit System | Operating and Capital Assistance for Fixed Route and ADA paratransit service | \$1,304,358.00 | \$37,837.00 | \$1,058,029.00 | \$2,400,224.00 |
| 2022 | Federal (Sec 5310) | Pennington / Meade | Various agencies in the Rapid City Metropolitan Planning Area | Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities | \$100,916.00 | \$0.00 | \$20,183.20 | \$121,099.20 |
| 2022 | Federal (Sec 5339) | Pennington | Rapid City Metro | Capital Assistance | \$117,474.00 | \$0.00 | \$28,640.00 | \$146,114.00 |

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 |
| Carryover: | | \$ | \$ - | \$ (0) | \$ - | \$ - | \$ (84,704) | \$ (84,704) |

City of Box Elder 2018 - 2023 CIP

5/1/2018

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

5/1/2018

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

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

MEADE COUNTY FIVE-YEAR PROGRAMMED PROJECT LISTING

| Project Location | Project Description | Year | Proposed Five-Year Project Funding Information (in thousands of dollars) | | | | | | Total Project Cost |
|---|---|------|--|-----------------|---------------|----------|-------------------|-----------------|--------------------|
| | | | (All Dollars in Thousands) | | | | | | |
| | | | Local Funding | Federal Funding | State Funding | Unfunded | Anticipated Grant | Total Funding | |
| Elk Vale Rd from 225th St at S Co line, N 6 mi to Elk Creek Rd | AC Surfacing | 2019 | \$ 2,517,000.00 | | | | | \$ 2,517,000.00 | \$ 2,517,000.00 |
| New Underwood Rd from Hwy 34 South 22.5 miles | Chip Seal | 2019 | \$ 700,000.00 | | | | | \$ 700,000.00 | \$ 700,000.00 |
| Structure No. 47-460-128, 11.8 mi S of Hwy 212 on Stoneville Rd. | Design Engineering | 2019 | \$ 40,000.00 | | | | | \$ 40,000.00 | \$ 40,000.00 |
| Structure No. 47-549-149, 21.1 mi W & 13.9 mi S of Faith (Pine Creek Rd) | Replace Structure | 2019 | \$ 400,000.00 | | | | | \$ 400,000.00 | \$ 400,000.00 |
| Erickson Ranch Rd | Full Depth Process in place new 6" base course and 4" asphalt | 2020 | \$ 2,200,000.00 | | | | | \$ 2,200,000.00 | \$ 2,200,000.00 |
| Alkali Rd from Ft. Meade Way East 5 mi to Titan Rd | 2" overlay of existing asphalt | 2020 | \$ 1,100,000.00 | | | | | \$ 1,100,000.00 | \$ 1,100,000.00 |
| High Meadows Rd Bottom 1 mile | Fix Drainage and replace culverts | 2020 | \$ 170,000.00 | | | | | \$ 170,000.00 | \$ 170,000.00 |
| Structure No. 47-460-128, 11.8 mi S of Hwy 212 on Stoneville Rd. | Replace Bridge | 2020 | \$ 80,000.00 | | | | \$ 320,000.00 | \$ 400,000.00 | \$ 400,000.00 |
| New Underwood Rd from Pennington Co. line N 3.1 miles | Reconstruct & New AC Surfacing | 2021 | \$ 3,750,000.00 | | | | | \$ 3,750,000.00 | \$ 3,750,000.00 |
| Rolling Hills Rd From Nemo Road North 2 mi. | Fix Drainage | 2021 | \$ 34,000.00 | | | | | \$ 34,000.00 | \$ 34,000.00 |
| Avalanch Rd from Lazelle St to Alder Place | Chip Seal | 2021 | \$ 30,000.00 | | | | | \$ 30,000.00 | \$ 30,000.00 |
| Whitewood Service Rd from Sturgis City limits to Lawerance County Line | Chip Seal | 2021 | \$ 16,000.00 | | | | | \$ 16,000.00 | \$ 16,000.00 |
| Blucksburg Rd from Service Rd to Blucksburg entrance | Chip Seal | 2021 | \$ 17,000.00 | | | | | \$ 17,000.00 | \$ 17,000.00 |
| Pleasant Valley Rd. from Service Rd to I-90 | Chip Seal | 2021 | \$ 60,000.00 | | | | | \$ 60,000.00 | \$ 60,000.00 |
| Stage Stop Rd from I-90 to end of asphalt | Chip Seal | 2021 | \$ 16,000.00 | | | | | \$ 16,000.00 | \$ 16,000.00 |
| Anderson Rd from Service Rd to end of asphalt | Chip Seal | 2021 | \$ 30,000.00 | | | | | \$ 30,000.00 | \$ 30,000.00 |
| Peaceful Pines West of I-90, from the Service Rd to end of asphalt | Chip Seal | 2021 | \$ 65,000.00 | | | | | \$ 65,000.00 | \$ 65,000.00 |
| West Elm and Seaire St. in Black Hawk | Chip Seal | 2021 | \$ 37,000.00 | | | | | \$ 37,000.00 | \$ 37,000.00 |
| Vanocker Canyon Rd. from Sturgis City limits to Lawerance Co. line | Chip Seal | 2021 | \$ 350,000.00 | | | | | \$ 350,000.00 | \$ 350,000.00 |
| Engineer North 2.4 miles Ft. Meade Way | PE Engineering | 2021 | \$ 35,000.00 | | | | | \$ 35,000.00 | \$ 35,000.00 |
| Structure No. 47-370-587, on the New Underwood Rd 3.2 mi N of the Pennington Co. line | Epoxy Chip -Seal | 2022 | \$ 50,000.00 | | | | \$ 200,000.00 | \$ 250,000.00 | \$ 250,000.00 |
| Structure No. 47-378-444, 5 mile East of Hereford | Epoxy Chip -Seal | 2022 | \$ 56,000.00 | | | | \$ 224,000.00 | \$ 280,000.00 | \$ 280,000.00 |
| Mnt. Shadows Rd. off of 2nd Street in Piedmont | Chip Seal | 2022 | \$ 31,000.00 | | | | | \$ 31,000.00 | \$ 31,000.00 |

| | | | | | | | | | |
|---|---|------|------------------|------|------|------|-----------------|------------------|------------------|
| Norman Ave. from Peaceful Pines N to end of county asphalt | Chip Seal | 2022 | \$ 78,000.00 | | | | | \$ 78,000.00 | \$ 78,000.00 |
| Deadwood Ave and Peaceful Pines east of I-90 to Pennington County Line | Chip Seal | 2022 | \$ 67,000.00 | | | | | \$ 67,000.00 | \$ 67,000.00 |
| Sidney Stage Rd | Full depth reclamation and AS Surfacing | 2022 | \$ 1,100,000.00 | | | | | \$ 1,100,000.00 | \$ 1,100,000.00 |
| New Underwood Rd form Elk Creek Rd South 4.3 miles | Reconstruct & New AC Surfacing | 2022 | \$ 3,750,000.00 | | | | | \$ 3,750,000.00 | \$ 3,750,000.00 |
| | | | | | | | | | |
| Avalanch Rd from Alder Pl. N 3 mi to Eden Rd | Reconstruct & New AC Surfacing | 2023 | \$ 3,200,000.00 | | | | | \$ 3,200,000.00 | \$ 3,200,000.00 |
| Ft. Meade Way from Hwy 34 2.4 miles South | Regrade | 2023 | \$ 1,000,000.00 | | | | | \$ 1,000,000.00 | \$ 1,000,000.00 |
| Structure No. 47-060-305, 3 mi. E & 12.5 mi. N of Sturgis (130th Ave) | Replace Bridge | 2023 | \$ 100,000.00 | | | | \$ 400,000.00 | \$ 500,000.00 | \$ 500,000.00 |
| Structure No. 47-110-518, 8 mi. E & 8.8 mi. S of Sturgis (Morris Creek Pl.) | Replace Bridge | 2023 | \$ 100,000.00 | | | | \$ 400,000.00 | \$ 500,000.00 | \$ 500,000.00 |
| | | | | | | | | | |
| | | | | | | | | | |
| | TOTALS | | \$ 21,179,000.00 | \$ - | \$ - | \$ - | \$ 1,544,000.00 | \$ 22,723,000.00 | \$ 22,723,000.00 |

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

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

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

Anticipated Grant (BIG): 80% of total

**TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2019-2023**

| Year | Project | PCEMS | Length | Location | Type of Improvement | Estimated Cost | Unorg Road Reserves | Rd & Brdg Unobligated Reserves | Federal Bridge Funds | Federal Priority or Safety Funds | STP Funds | Rd & Brdg | Total Funding |
|----------------|-------------------------------|-------|--------|--|---|----------------|---------------------|--------------------------------|----------------------|----------------------------------|--------------|-------------|---------------|
| 2019 | BRF 6403(09) SN 52-162-272 | 02JT | 0.2 | Structure 0.6W & 0.1S of Rochford over Rapid Creek SN 52-162-272 | 30' Concrete Arch, MSE End Walls, New Alignment | \$400,000 | | | \$320,000 | | | \$80,000 | \$400,000 |
| 2019 | 17-2375 / CIP 50437 | | 1.0 | Deadwood Ave. from Meade County line to the Rapid City Limits | Reconstruction and removal of a curve. Joint project with the City of Rapid City | \$1,200,000 | | | | | | \$1,200,000 | \$1,200,000 |
| 2019 | PH 6730(01) | 01DJ | 2.7 | Box Elder-Pennington Co Rd 14-16, from exit 63 East to end of the divided section East of Ellsworth Rd | Reconstruct intersection of 1416 and Gumbo Road (Radar Hill Road) Grading and Asphalt Surfacing and Light | \$3,366,000 | | \$337,000 | | \$3,029,000 | | | \$3,366,000 |
| 2020 | PH8041(20) | 05F8 | 0.6 | Nemo Rd - Pennington and Meade County | Curve correction from broken-back curve to simple curve - Safety Project - Guardrail updates and signing | \$3,482,000 | | \$348,200 | | \$3,133,800 | | | \$3,482,000 |
| 2020 - 2021 | EM-BRF 6403(6) | 00CL | 9.5 | South Rochford Road from Rochford south to end of Deerfield Road asphalt | PE, Grading, Base Course, & Asphalt Concrete, (Total = \$10.4; EM 85% = 7.65 Local Funds = \$2.75 | \$12,000,000 | | \$3,040,000 | | \$8,960,000 | | | \$12,000,000 |
| 2020 - 2021 | P 6480(4) | 5777 | 9.7 | Sheridan Lake Road from Jct US385 to Alberta Drive | PE, Grading, Base Course, C&G, AC Surfacing (Total = \$8.5; STP/State = \$3.0; Local Funds = \$5.5) | \$20,000,000 | | \$7,000,000 | | | \$13,000,000 | | \$20,000,000 |
| 2022 | STRUCTURE REPLACEMENT | | | Structure 51-837-220 Trask Road | Bridge replacement | \$400,000 | | | | | | \$400,000 | \$400,000 |
| 2022 | STRUCTURE REPLACEMENT | | | Structures 51-953340 and 51-952-341 Paulson Road | Bridge replacements | \$900,000 | | | | | | \$900,000 | \$900,000 |
| 2023 | NEW UNDERWOOD ROAD RECON. | | 0.6 | On CR 160 starting at Meade County Line going South 0.6 miles | Realignment and removal of curves in the road. Grading and Asphalt surfacing. Joint Project with Meade County | \$800,000 | | | | | | \$800,000 | |
| Totals: | | | | | | \$42,548,000 | \$0 | \$10,725,200 | \$320,000 | \$15,122,800 | \$13,000,000 | \$3,380,000 | \$41,748,000 |

Attachment 2 Rapid City Area Metropolitan Planning Organization

CERTIFICATION














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

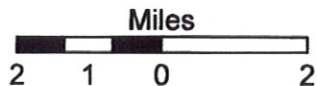
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

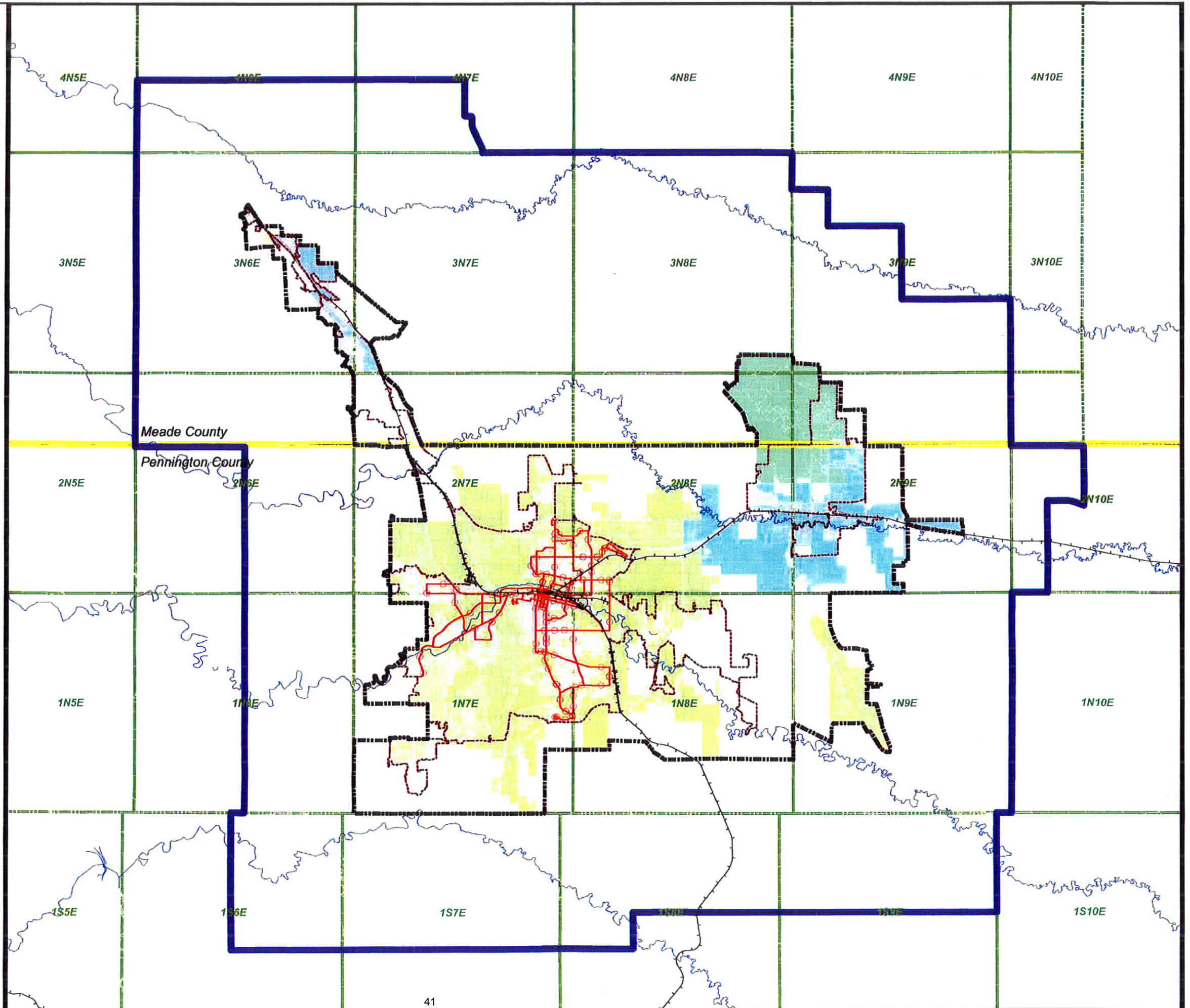
-  MPO Boundary 2013
-  FHWA Urbanized Area 2013
-  Census Urban Boundaries 2010
-  Box Elder City Limits
-  Ellsworth AFB Limits
-  Piedmont City Limits
-  Rapid City Limits
-  Summerset City Limits
-  Townships
-  Roads
-  Transit Routes
-  Railroads
-  Rivers



June 2013

Disclaimer

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



APPENDIX A

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

Revising an Approved TIP:

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

A revision to the TIP is:

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


Administrative Amendments to an Approved TIP:

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

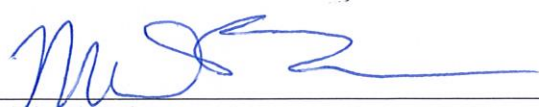
An Administrative Amendment to the TIP is:

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

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

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

Date: 4/12/18

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

Date: 4/23/18

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2019-2022

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 FY2018 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

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

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

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

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

6. Planning Emphasis Areas

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

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

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

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

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

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

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

- D. Increase the accessibility and mobility options available to people and for freight**
It is among the goals of the Rapid City Area Metropolitan Planning Organization's transportation planning activities to increase the accessibility and mobility options of people and freight in the Rapid City Urbanized Area. The Rapid City Area Metropolitan Planning Organization will continue working with local mobility advocacy groups, the cities, and counties to identify opportunities for increasing the accessibility and mobility options of all people in the Rapid City Urbanized Area. Rapid City Area Metropolitan Planning Organization staff has in the Coordinated Human Services Public Transportation Plans.
- E. Protect and enhance the environment, promote energy conservation, and improve quality of life**
The Rapid City Area Metropolitan Planning Organization transportation planning activities include full consideration of environmental issues.
- F. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight**
The Rapid City Area Metropolitan Planning Organization transportation planning process is comprehensive and includes all modes of transportation and the mobility needs of all people. Multi-modal and intermodal transportation planning will help provide connectivity across all modes and for all users of the system.
- G. Promote efficient system management and operations**
The Rapid City Metropolitan Planning Organization approved the ITS Master Plan for Integration Strategies in November 2003. The Rapid City Area Metropolitan Planning Organization will continue to use ITS measures as a means of enhancing the efficiency of existing transportation system and operations.
- The Metropolitan Plan promotes a multi-modal transportation system. This approach will help to maximize transportation efficiency by providing multiple travel options. The ultimate goal will be to reduce the demand on the highway system, which will increase roadway capacity and reduce maintenance costs.
- H. Emphasize the preservation of the existing transportation system**
Preservation of the existing transportation system is a priority in the Long Range Transportation Plan. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken "off the top" of the overall funding forecasts. The remaining funds were then allocated to capacity improvements and other non-preservation projects. The Long Range Transportation Plan devotes a large portion of available funds to the maintenance and preservation of existing transportation system.
- I. Coordinate with State DOT consultation efforts with non-metropolitan local officials**
The adopted Rapid City Area Metropolitan Planning Organization Unified Planning Work Program contains tasks to coordinate transportation issues and activities with SDDOT.
- J. Enhance the technical capability of the transportation planning processes**
The Rapid City Area Metropolitan Planning Organization programs funds in the Unified Planning Work Program and Transportation Improvement Program to upgrade the travel

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

K. *Linking the NEPA and planning processes*

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

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

Metropolitan Planning Organization staff and local transit service providers began working in 2007 to develop a coordinated human services transportation plan. A plan was completed in October 2007, updated in 2013, and is currently being updated for 2018. 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.



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

300 Sixth Street

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

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

June 13, 2018

Mr. Mark Mayer
SD Dept of Environment & Natural Resources
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

DRINKING WATER QUALITY DETERMINATION
It appears, based on the information provided, that this project will not have adverse environmental effects to drinking water in this area. This project is approved.

Approved by: Mark Mayer
Date: 7/10/18 ID No.: 2018046
605-773-3754 Fax 605-773-5286
SOUTH DAKOTA DEPARTMENT OF ENVIRONMENT & NATURAL RESOURCES

Dear Mr. Mayer:

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

The Rapid City Area Metropolitan Planning Organization is currently updating its Transportation Improvements Program (TIP) for the years 2019-2022. The TIP is a five year plan for proposed capital and operation expenditures for public transportation, including potential funding sources, for the Rapid City Metropolitan Area. I have enclosed a draft of the 2019-2022 TIP for the Rapid City Metropolitan Area for your review and comment. An electronic version can be viewed at:

http://www.rapidcityareampo.org/application/files/5115/2832/3426/18TP021_2019-2022_Rapid_City_Area_Transportation_Improvement_Program-Draft_Report.pdf

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

Sincerely,

Kip Harrington, Planner III
Long Range Planning

Enclosure

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JUN 18 2018

DRINKING WATER PROGRAM

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JUL 13 2018

RAPID CITY DEPARTMENT OF COMMUNITY DEVELOPMENT



EQUAL OPPORTUNITY EMPLOYER



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

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JUN 18 2018

June 13, 2018 Dept. of Environment and Natural Resources Waste Management

Ms. Vonni Kallemeyn
SD Dept of Environment & Natural Resources
Division of Environmental Services
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

Waste Management Determination Hazardous Waste/Solid Waste/Asbestos

It appears, based on the information provided, that this project will have little or no impact on the waste management in this area.

Approved By: Vonni Kallemeyn
Date: 6-22-18

South Dakota Department of Environment & Natural Resources
Phone: (605) 773-3153 Fax: (605) 773-6035

Dear Ms. Kallemeyn:

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

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

Sincerely,

Kip Harrington, Planner III
Long Range Planning

Enclosure

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JUN 26 2018

RAPID CITY DEPARTMENT OF COMMUNITY DEVELOPMENT



EQUAL OPPORTUNITY EMPLOYER



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

June 22, 2018

Kip Harrington, Planner III
Community Planning and Development Services, Long Range Planning
City of Rapid City
300 Sixth Street
Rapid City, SD 57701-5035

Re: The Rapid City Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2019 – 2022, Pennington and Meade Counties, South Dakota

Dear Mr. Harrington:

The South Dakota Department of Environment and Natural Resources' Ground Water Quality program has reviewed the above-referenced TIP plan update. Based on the information submitted in your letter dated June 13, 2018, the department has no specific groundwater concerns at this time. However, the department will comment on specific projects later when notification is received confirming the status of individual projects, or at a time when more details become available.

If you would like to do an initial review of one possible environmental concern, please note that there have been numerous petroleum and other chemical releases throughout the state. There have been a significant number of releases have occurred in the Rapid City region over time, and residual contamination from some releases may be encountered during the proposed construction projects. You can obtain more data regarding releases reported in South Dakota at the following website: <http://arcgis.sd.gov/server/denr/spillviewer/>.

If construction activities for these projects disturb one or more acre(s) of soil, a storm water permit may be required. For more information or to obtain a storm water permit, please contact the Department at 1-800-SD-Storm or visit: <http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx>.

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RAPID CITY DEPARTMENT OF
COMMUNITY DEVELOPMENT

If contamination is encountered during construction activities or caused by the construction work, the Rapid City Area MPO or its designated representative must report the contamination to the department at (605) 773-3296. Any contaminated soil encountered or caused by the construction must be temporarily stockpiled and sampled to determine disposal requirements, and the construction materials used in the contaminated area should be evaluated for chemical compatibility and adjusted accordingly.

Thank you for the Metropolitan Planning Organization's efforts to protect South Dakota's environment.

If you have any questions regarding this letter, please contact me at (605) 773-3296 or georgina.smith@state.sd.us.

Sincerely,



Georgina Smith
Environmental Scientist II

- C: PJ Conover, Pennington County Planning Director, 130 Kansas City St. Suite 200, Rapid City, SD 57701
Kirk Chaffee, Meade County Director of Equalization/Planning, 1300 Sherman Street, Suite 222, Sturgis, SD 57785



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

June 25, 2018

Planning, Programs, and Project Management Division

Mr. Kip Harrington
City of Rapid City
Community Planning & Development Services
300 Sixth Street
Rapid City, South Dakota 57701-5035

Dear Mr. Harrington:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated June 13, 2018 (received June 18, 2018) regarding the environmental review of the Transportation Improvements Program (TIP) proposed by the Rapid City Area Metropolitan Planning Organization in Pennington and Meade Counties, South Dakota. It is understood that the proposed TIP is planned for 2019-2022 and may include interstate maintenance, state highway urban improvements, bridge rehabilitation and replacement, railroad crossing improvements, pavement preservation projects, transportation alternatives, and Americans with Disabilities Act (ADA) projects. We offer the following comments for your consideration:

Your plans should be coordinated with the state water quality office that has jurisdiction within the area where the project is located to ensure compliance with federal and state water quality standards and regulations mandated by the Clean Water Act and administered by the U.S. Environmental Protection Agency. Please coordinate with the South Dakota Department of Environment & Natural Resources concerning state water quality programs.

If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the South Dakota Department of Game, Fish and Parks regarding fish and wildlife resources. In addition, the South Dakota State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

It should be ensured that the proposed project is in compliance with floodplain management criteria of Pennington and Meade Counties and the State of South Dakota. The design should ensure that the one percent annual chance floodwater surface elevation of any stream affected that has a designated floodway, is not increased relative to pre-project conditions. If a designated floodway has not been identified then the design should ensure that the one percent annual chance floodwater surface elevation is not increased by more than one-foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

Since the proposed project does not appear to be located within Corps owned or operated lands, your plans should be submitted to the local floodplain administrator for

review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Pennington and Meade Counties and the State of South Dakota. In addition, please coordinate with the following floodplain management office:

South Dakota Division of Emergency Management
Attention: Mr. Marc Macy
118 W. Capitol Avenue
Pierre, South Dakota 57501
Telephone: 605-773-3231
Fax: 605-773-3580
Email: marc.macy@state.sd.us

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Pierre Regulatory Office
Attention: Mr. Steve Naylor, CENWO-ODR-SD
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

If you have any questions, please contact Ms. Shelly McPherron of my staff at (402) 995-2507 or michelle.m.mcpherron@usace.army.mil and reference PD# 8073 in the subject line.

Sincerely



Eric A. Laux
Chief, Environmental & Cultural Resources

Copy Furnished:
CENWO-ODR-SD/Naylor



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

June 28, 2018

Kip Harrington
City of Rapid City
Community Planning and Development Services
300 Sixth Street
Rapid City, SD 57701-5035

RE: Review of the Rapid City Area Metropolitan Transportation Improvement Program

Dear Mr. Harrington:

The review of the Rapid City Area Transportation Improvement Program (TIP) for 2019 to 2022 has been completed by the Air Quality Program. No special transportation conformity planning is required in the TIP because the area is attaining the National Ambient Air Quality Standards. The Department finds the Rapid City Area TIP as supplied in compliance with the South Dakota Air Quality State Implementation Plan.

Transportation planning is an important tool in maintaining good air quality levels in the state. It is the intent of the South Dakota Department of Environment and Natural Resources to maintain air monitoring sites in the City of Rapid City. The sites will evaluate air pollution trends and control measures so this area continues to attain the National Ambient Air Quality Standards.

If you have questions or require further information please contact me. Thank you for supplying the information to the Air Quality Program for review.

Sincerely,

Rick Boddicker
Environmental Scientist III
Air Quality Program
605-773-6706

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JUL 02 2018
RAPID CITY DEPARTMENT OF
COMMUNITY DEVELOPMENT