

Rapid City Area Transportation Improvement Program

(Fiscal Years 2023-2026)

**Draft
June 2022**

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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 2023 - 2026)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2022 - 2025)

- ABBREVIATIONS USED IN THIS DOCUMENT -

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

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

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

I. INTRODUCTION

A. The Transportation Improvement Program

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

The TIP should contain at least the following basic elements:

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

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

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

In developing the program, the MPO shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private transportation providers, and other interested parties a reasonable opportunity to comment on the proposed program. Because public involvement is a very important component of the TIP process, the public is given several opportunities to comment. The TIP is brought twice before the Rapid City Planning Commission, the Rapid City Council, and the MPO committees. Public notices are printed in the local newspaper for all of the above meetings, and special public meeting notices are printed specifically for review of the TIP before the MPO committees. The public is given the opportunity to comment in person at the meetings or submit comments during a specified comment period. Responses are made in reply to any comment received, and significant comments are discussed between the staff involved in the TIP process and ultimately the MPO committees for further discussion as identified in 23 CFR 450.316 (a)(2).

B. The Transportation Improvement Program in Perspective

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

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

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next four (4) years. Emphasis has been on area needs stated in the MTP, called RapidTRIP 2045, the Box Elder Strategic Transportation Plan, the Pennington County Transportation Plan, and the Meade County Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible.

II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS

A. Project Selection and Prioritization

The 2023-2026 Rapid City Area TIP represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrians. Projects are prioritized within each program year by funding category. The Rapid City Area TIP is developed cooperatively by the SDDOT, the local participating units of government, agencies, and the MPO committees. The Rapid City Area TIP development is a result of a series of meetings between state and local transportation officials in which the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions have been developed and initiated into the Rapid City Area TIP by the governmental entity having jurisdiction.

State projects included within the TIP are also found in SDDOT's Statewide Transportation Improvement Program (STIP). The projects identified in the STIP have been prioritized based on overall needs at the state level and the availability of funds for each the regions in South Dakota. The South Dakota Transportation Commission approves the STIP after the MPO acts on the TIP. Projects located within the cities are either drawn from the city's Capital Improvements Program (CIP), as in the case of Rapid City, or developed internally through other planning and budgeting

processes. County projects are developed internally and funding sources are included in the annual provisional budget for the highway departments.

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

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

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

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

B. Financial Constraint

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

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

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

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

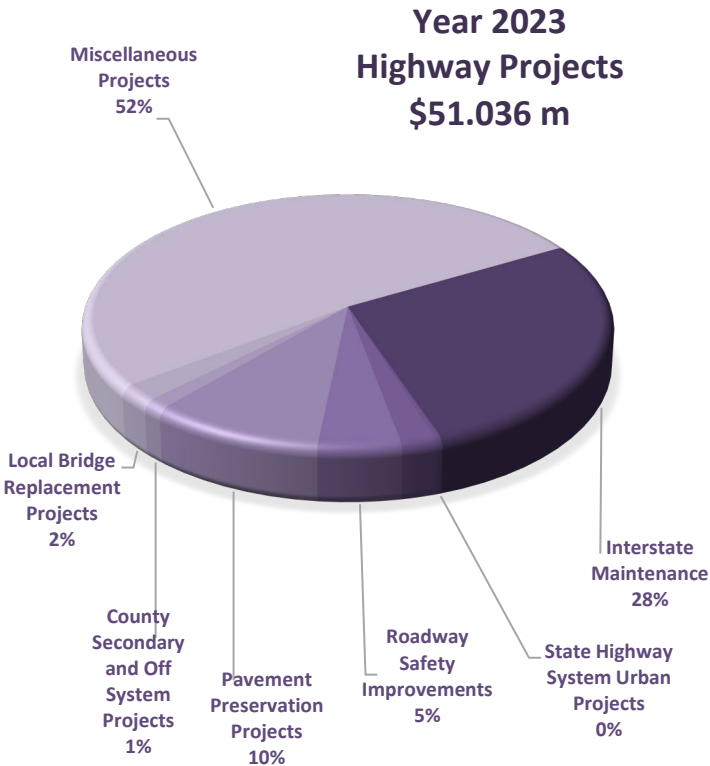
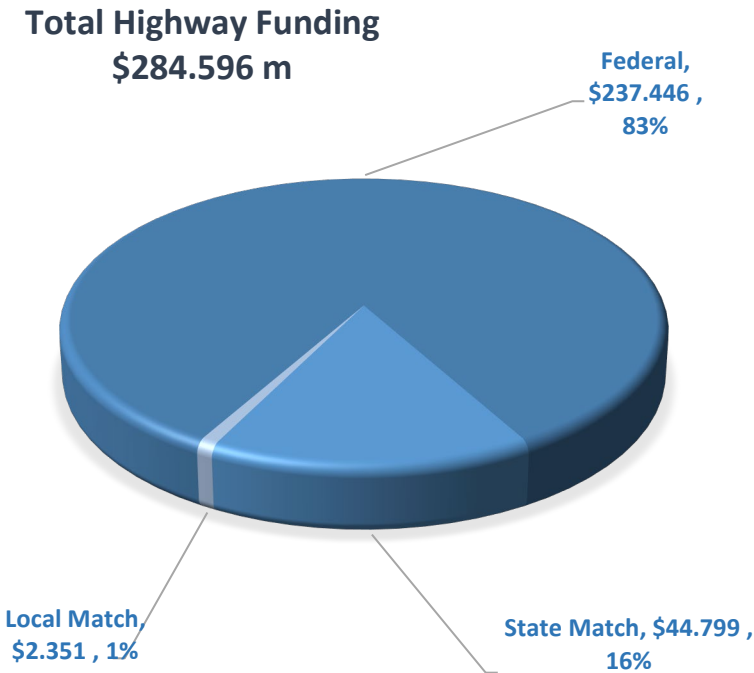
**Figure 1 - Federally Funded Programmed Projects
by Project Type within the Metropolitan Planning Area**

	2023	2024	2025	2026	Total
Interstate Maintenance					
Federal	\$12,629,000	\$53,390,000	\$0	\$3,253,000	\$69,272,000
State Match	\$1,695,000	\$10,444,000	\$0	\$504,000	\$12,643,000
Interstate Maintenance	\$14,324,000	\$63,834,000	\$0	\$3,757,000	\$81,915,000
Major Arterial Projects					
Federal	\$0	\$0	\$4,861,000	\$0	\$4,861,000
State Match	\$0	\$0	\$1,435,000	\$0	\$1,435,000
Major Arterial Projects	\$0	\$0	\$6,296,000	\$0	\$6,296,000
State Highway System Urban Projects					
Federal	\$0	\$939,000	\$2,156,000	\$28,860,000	\$31,955,000
State Match	\$52,000	\$485,000	\$603,000	\$10,025,000	\$11,165,000
State Highway System Urban Projects	\$52,000	\$1,424,000	\$2,759,000	\$38,885,000	\$43,120,000
Bridge Projects					
Federal	\$98,000	\$0	\$0	\$5,432,000	\$5,530,000
State Match	\$22,000	\$0	\$0	\$1,486,000	\$1,508,000
Bridge Projects	\$120,000	\$0	\$0	\$6,918,000	\$7,038,000
Railroad Crossing Improvement Projects					
Federal	\$900,000	\$0	\$0	\$450,000	\$1,350,000
State Match	\$100,000	\$0	\$0	\$50,000	\$150,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$1,000,000	\$0	\$0	\$500,000	\$1,500,000
Roadway Safety Improvements					
Federal	\$2,262,000	\$3,958,000	\$17,839,000	\$5,219,000	\$29,278,000
State Match	\$104,000	\$392,000	\$2,802,000	\$699,000	\$3,997,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$2,366,000	\$4,350,000	\$20,641,000	\$5,918,000	\$33,275,000
Pavement Preservation Projects					
Federal	\$4,019,000	\$0	\$0	\$0	\$4,019,000
State Match	\$955,000	\$0	\$0	\$0	\$955,000
Pavement Preservation Projects	\$4,974,000	\$0	\$0	\$0	\$4,974,000
County Secondary and Off System Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$520,000	\$532,000	\$545,000	\$557,000	\$2,154,000
State Match	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
County Secondary and Off System Projects	\$614,000	\$626,000	\$639,000	\$651,000	\$2,530,000
Local Bridge Replacement Projects					
Federal	\$895,000	\$0	\$0	\$0	\$895,000
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$197,000	\$0	\$0	\$0	\$197,000
County Secondary and Off System Projects	\$1,092,000	\$0	\$0	\$0	\$1,092,000
Miscellaneous Projects					
Federal	\$23,197,000	\$22,363,000	\$22,363,000	\$22,363,000	\$90,286,000
State Match	\$3,297,000	\$3,091,000	\$3,091,000	\$3,091,000	\$12,570,000
Pavement Preservation Projects	\$26,494,000	\$25,454,000	\$25,454,000	\$25,454,000	\$102,856,000
Transportation Alternative Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Transportation Alternative Projects	\$0	\$0	\$0	\$0	\$0

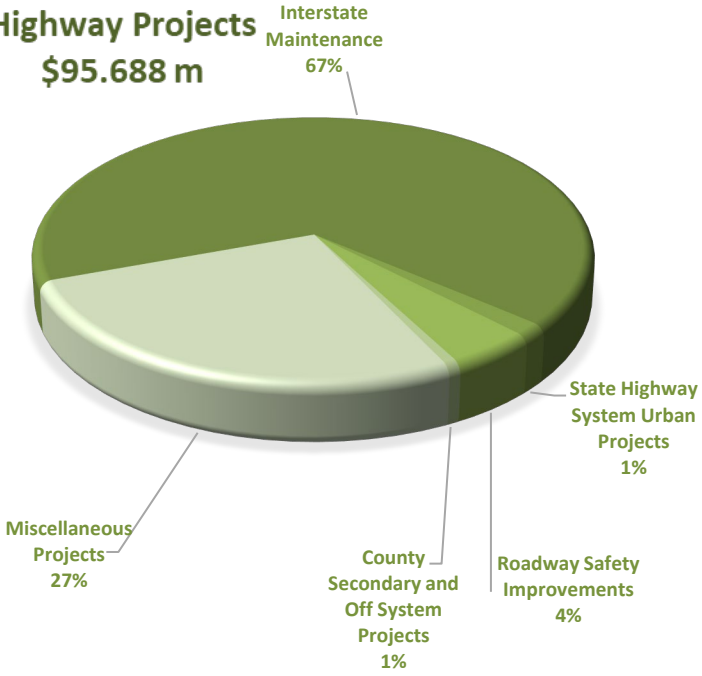
Figure 1 – Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2022	2023	2024	2025	Total
Americans with Disabilities Act (ADA) Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Americans with Disabilities Act (ADA) Projects	\$0	\$0	\$0	\$0	\$0
Highway Total for Fiscal Year	\$51,036,000	\$95,688,000	\$55,789,000	\$82,083,000	\$284,596,000
Public Transportation Projects					
Federal	\$1,794,622	\$1,833,095	\$1,872,440	\$1,912,680	\$7,412,837
State Match	\$31,144	\$31,144	\$31,144	\$31,144	\$124,576
Local (Rapid City)	\$1,320,830	\$1,374,598	\$1,375,256	\$1,403,319	\$5,474,003
Public Transportation Projects	\$3,146,596	\$3,238,837	\$3,278,840	\$3,347,143	\$13,011,416
Total FHWA and FTA Funding for Fiscal Year	\$54,182,596	\$98,926,837	\$59,067,840	\$85,430,143	\$297,607,416

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

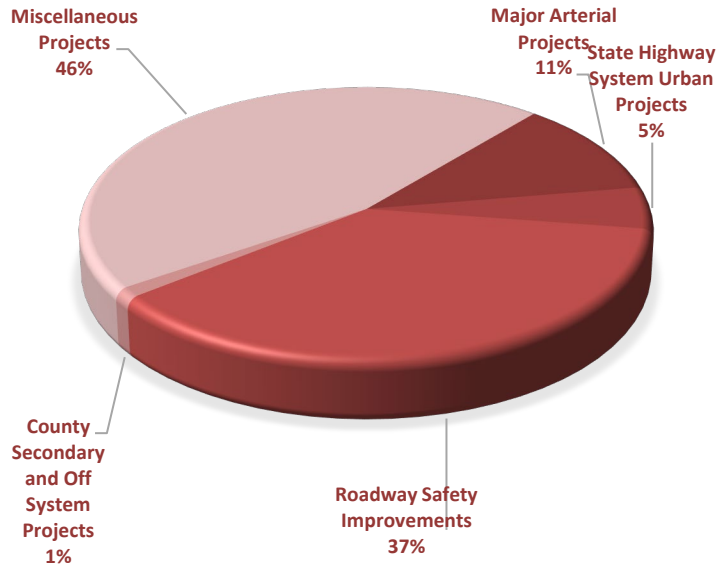
Figure 2 - Federally Funded Programmed Projects
by Yearly Funding Source within the Metropolitan Planning Area



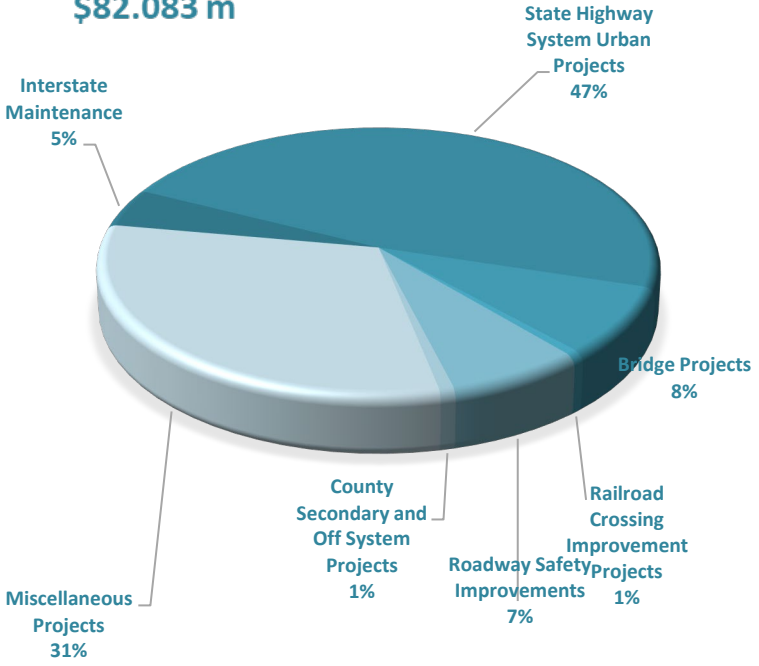
**Year 2024
Highway Projects
\$95.688 m**



**Year 2025
Highway Projects
\$55.789 m**



**Year 2026
Highway Projects
\$82.083 m**



**Public Transit Totals
\$13.011 m**

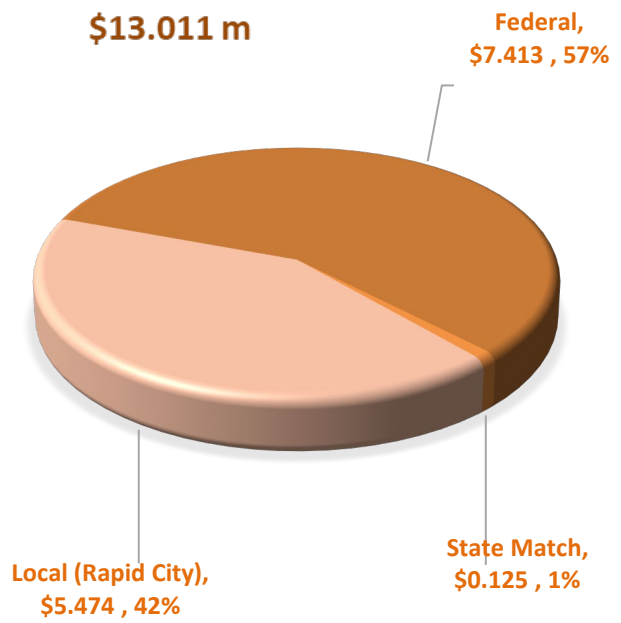


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

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

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

All projects sponsored by the City of Rapid City are excerpts from the City’s Capital Improvement Program (CIP). The CIP is a five-year plan for construction and infrastructure improvements. The five-year plan is revised and updated annually. The CIP Committee reviews the proposed projects and formulates the five-year plan based on available funding and priority. The plan is then presented to the Mayor, Planning Commission and City Council for approval. Projects programmed for the upcoming year (2023) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2024-2026) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City’s local match for transportation projects. The City of Rapid City’s Capital Improvements Projects are found on the Project Listing on pages 27 and 28.

Rapid City Public Transit receives funding from the Federal Transit Administration, the South Dakota Department of Transportation and the City of Rapid City. The breakdown of these funds and the Transit Program for 2023-2026 is included in the Project Listing on page 29. Rapid City Public Transit also receives funds to assist with programming expenditures from fare box and bus advertising revenues.

Rapid City Regional Airport receives funding from the Federal Aviation Administration, the State of South Dakota, and the Airport Enterprise Fund. The Airport Improvement Projects for 2023-2026 are listed in the Project Listing on page 29.

The City of Box Elder presently receives funding from the City’s general fund and The State of South Dakota. The City of Box Elder Five-Year Construction Program for 2023-2026 is included in the Project Listing on page 27.

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

Pennington County presently receives funding from the County’s general fund. Pennington County has committed funds to those County Secondary and Off System Projects (SDDOT) listed within this TIP. The Pennington County Five-Year Construction Program for 2023-2026 is included in the Project Listing on page 29.

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

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

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

C. Performance Management Requirements

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

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

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

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

Safety Performance Management (PM1)

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

The Safety Performance Management Final Rule establishes five performance measures:

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

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

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

Pavement and Bridge Performance Measures (PM2)

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

The Final Rule establishes the Pavement Performance Measures as follows.

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

The Final Rule also establishes the Bridge Performance Measures as:

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

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

System Performance (PM3)

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

The Final Rule establishes six performance measures:

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

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

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

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2023– 2026 follows. The projects are listed in order of priority as designated by private citizens, the Citizen's Advisory Committee, the Technical Coordinating Committee, the Executive Policy Committee, Planning Staff, and the South Dakota Department of Transportation (SDDOT). The recommended projects and programs have been grouped into "System or Functional Element" categories.

IV. LIST OF PROJECTS

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South Dakota Transportation Improvement Program

Tentative 2023 - 2026

Report Date 06/03/2022

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
6.00	IM 000S(418)	080J	Statewide	0.0		Statewide on the Interstate System	Install Dynamic Message Boards	1.703	2023	1.873	
12.00	IM-NH-P 0040(234)	04W7	Jackson Pennington	0.0	I90E I90W SD240 US14E	I90 - Strs, 4.0 E of the Box Elder Intch over 154th Ave; 0.5 W of SD240 Over RR; 0.3 E of Wasta Over the Cheyenne River; 1.9 NW of the W Wall Intch Under Cedar Butte Road; 6.3 NW of the SD240 S Intch Over Whitewater Crk; On the US014 WB Off ramp at the I90 Intch; US14 – Str, US14 & I 90 Intch; SD240 – Str, At the W Wall Intch Over I90	Zone Painting, Paint Superstructure	2.777	2023	3.053	
31.00	IM 0901(206)45	07CR	Jackson Meade Pennington	10.1	I90W	I90 W - Fm 0.5 W of Exit 46 (Piedmont) to Exit 55 (Deadwood Ave in Rapid City); I90 Crossroads at Exits 101 (Jensen Rd), 107 (Cedar Butte Rd), 116 (239th St), 121 (Big Foote Rd), 127 (206th Ave)	Interstate Fence	0.576	2023	0.666	
32.00	IM-B 1902(67)0	065K	Pennington	0.9	I190N I190S	I190 - Fm N of Anamosa St to North St	Replace Str Bridge, Approach Grading, PCC Surfacing, Concrete Barrier, Approach Slabs, Guardrail, Lighting	5.758	2023	6.636	
33.00	IM 0901(203)45	08LD	Meade	3.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48	Construct Median & Ramp Crossovers	1.815	2023	2.096	
				14.8	Miles			12.629	Federal	14.324	Total
39.00	*IM 0901(187)44	034J	Meade	2.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48; Exit 46 (Elk Creek Rd)	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing	52.988	2024	63.391	

Construction planned for 2024 through 2026.

¥ Costs reflect anticipated inflation

By Category

Interstate Maintenance Projects

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

¥ Costs reflect anticipated inflation

By Category

Major Arterial Projects

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

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

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

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
34.00	NH-B 0044(221)42	07WN	Butte	0.0	SD20	SD44 - Str 1.9 W of the SD231	Column Repair	0.098	2023	0.120		
	P-B 0020(219)26	08A0	Harding		SD44	Jct over Rapid Ck; SD20 - 0.9 W						
	NH-B 0085(111)72	08A1	Pennington		US85	of Buffalo over Rush Ck; SD20 - 0.9 W of Buffalo over Rush Ck; US85 - 16 NE of US212 over Indian Ck						
				0.0	Miles			2023	0.098	Federal	0.120	Total
83.00	NH 0044(203)39	05Q8	Pennington	0.0	SD44	SD44 - Str 4.1 SW of Jct SD231 Over Rapid Creek	Replace Str Bridge, Approach Grading	5.045	2026	6.445		
96.00	NH 0016(100)41	08JD	Pennington	0.0	SD44	US16 - 200' E of Newton St in Hill City over Spring Ck; SD44 - 0.1 E of US16, 4.2 SW of SD231 over Rapid Ck, 0.7 SE of Farmingdale over Draw; I90WF - 1.6 E Elk Vale Rd Interchange over Box Elder Ck	Polymer Chip Seal	0.387	2026	0.473		
	NH-P 0044(235)39	08JE			SD44E US16							
				0.0	Miles			2026	5.432	Federal	6.918	Total

¥ Costs reflect anticipated inflation

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
28.00	PP-PS 1669(43)	08GY	Pennington	0.0		5th Street in Rapid City, RCP&E RR, DOT 190268U	Signals, Crossing Surface, Approach work, CE	0.720	2023	0.800	
29.00	PP 1804(57)	08H0	Pennington	0.0		St. Patrick Street in Rapid City, RCP&E RR, DOT 190258N	Signals, CE	0.180	2023	0.200	
				0.0	Miles		2023	0.900	Federal	1.000	Total
46.00	PS 1573(01)	0627	Meade	0.0		Elk Creek Rd - near Piedmont (Exit 46), RCP&E RR, DOT #199671B	Remove Crossing	0.450	2026	0.500	
				0.0	Miles		2026	0.450	Federal	0.500	Total

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

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

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

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

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
43.10	NH-P 0041(180)	08U4	Pennington	10.3	SD79N SD79NP SD79S SD79SP US16EB US16WB	Various Routes in the Rapid City Area	Pavement Restoration	2.541	2023	3.100	
52.00	NH-P 0041(169)	06UR	Areawide	0.0		Various Locations Throughout the Rapid City Area	2023 Areawide Pipe Work Projects	0.206	2023	0.252	
56.00	IM-NH-P 0041(163)	06FK	Lawrence Pennington	39.6	I90E SD240 SD44 US14 US14A US85	Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	1.272	2023	1.622	
				49.9 Miles			2023	4.019 Federal		4.974 Total	

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

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

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

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

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
11.00	P 000S(00)243	07DV	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2023	0.614	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	Miles		2023	0.000	Federal	0.614	Total
15.00	P 000S(00)247	07E0	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2024	0.626	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	Miles		2024	0.000	Federal	0.626	Total
19.00	P 000S(00)251	07E4	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2025	0.639	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	Miles		2025	0.000	Federal	0.639	Total
23.00	P 000S(00)254	07E8	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2026	0.651	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	Miles		2026	0.000	Federal	0.651	Total

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

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

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥
SDOT	INTERSTATE MAINTENANCE			SEE PAGES 13-25 FOR PROJECT DETAILS		\$12,629,000	\$14,324,000	\$53,390,000	\$63,834,000	\$0	\$0	\$3,253,000	\$3,757,000
	MAJOR ARTERIAL			SEE PAGES 13-25 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$4,861,000	\$6,296,000	\$0	\$0
	STATE HIGHWAY SYSTEM URBAN			SEE PAGES 13-25 FOR PROJECT DETAILS		\$0	\$52,000	\$939,000	\$1,424,000	\$2,156,000	\$2,759,000	\$28,860,000	\$38,885,000
	BRIDGE			SEE PAGES 13-25 FOR PROJECT DETAILS		\$98,000	\$120,000	\$0	\$0	\$0	\$0	\$5,432,000	\$6,918,000
	RAILROAD CROSSING IMPROVEMENT			SEE PAGES 13-25 FOR PROJECT DETAILS		\$900,000	\$1,000,000	\$0	\$0	\$0	\$0	\$450,000	\$500,000
	ROADWAY SAFETY IMPROVEMENT			SEE PAGES 13-25 FOR PROJECT DETAILS		\$2,262,000	\$2,366,000	\$3,958,000	\$4,350,000	\$17,839,000	\$20,641,000	\$5,219,000	\$5,918,000
	PAVEMENT PRESERVATION			SEE PAGES 13-25 FOR PROJECT DETAILS		\$4,019,000	\$4,974,000	\$0	\$0	\$0	\$0	\$0	\$0
	MISCELLANEOUS			SEE PAGES 13-25 FOR PROJECT DETAILS		\$23,197,000	\$26,494,000	\$22,363,000	\$25,454,000	\$22,363,000	\$25,454,000	\$22,363,000	\$25,454,000
	COUNTY SECONDARY AND OFF SYSTEM			SEE PAGES 13-25 FOR PROJECT DETAILS		\$0	\$614,000	\$0	\$626,000	\$0	\$639,000	\$0	\$651,000
	LOCAL BRIDGE REPLACEMENT			SEE PAGES 13-25 FOR PROJECT DETAILS		\$895,000	\$1,092,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal						\$44,000,000	\$51,036,000	\$80,650,000	\$95,688,000	\$47,219,000	\$55,789,000	\$65,577,000	\$82,083,000
CITY OF BOX ELDER		PENNINGTON		S. Ellsworth Rd-Hwy 1416 to Prairie View Estates	Urban Section with Sidewalk	\$0	\$775,000						
		PENNINGTON		Radar Hill Road- Highway 1416	Design			\$0	\$1,000,000				
		PENNINGTON		Ellsworth Road Sidewalk Phase 2	Urban Section with Sidewalk			\$400,000	\$500,000				
		PENNINGTON		Radar Hill Road- Highway 1416	Reconstruction-3 Lane					\$24,000,000	\$30,000,000		
		PENNINGTON		E. Mall Dr- Bennet Rd to Exit 63	Construct 3 Lane					\$0	\$750,000		
		PENNINGTON		Cimarron Drive	Urban Section with Sidewalk					\$0	\$400,000		
		PENNINGTON		Prarie View to Creekside Connection	Urban Section with Sidewalk							\$0	\$750,000
		PENNINGTON		Ellsworth Rd- Liberty Blvd to 225th St	Reconstruction							\$0	\$1,110,000
		PENNINGTON		Local Unimproved Street Reconstruction	Urban Section with Sidewalk	\$0	\$1,200,000	\$0	\$2,622,000	\$0	\$921,000	\$0	\$1,046,000
		MEADE/PENNINGTON			Operation & Maintenance	\$0	\$295,000	\$0	\$330,000	\$0	\$365,000	\$0	\$405,000
Total					\$0	\$1,495,000	\$400,000	\$4,452,000	\$24,000,000	\$32,436,000	\$0	\$3,311,000	
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51324	PENNINGTON	12th Street Reconstruction-Fulton St. to Fairview St.	Urban Section	\$0	\$1,275,000						
	Capital Improvement Plan (CIP)	50927	PENNINGTON	12th Street Reconstruction - St. Joseph to Fulton St	Urban Section	\$0	\$3,554,546						
	Capital Improvement Plan (CIP)	51098	PENNINGTON	Canyon Lake District Streets Reconstruction	Urban Section	\$0	\$736,340						
	Capital Improvement Plan (CIP)	51098.1	PENNINGTON	Elmhurst Drive Reconstruction	Urban Section	\$0	\$1,505,000						
	Capital Improvement Plan (CIP)	50389.4-1	PENNINGTON	Robbinsdale-Ivy, E.Iowa, E.Tallent Reconstruction	Urban Section	\$0	\$2,744,000						
	Capital Improvement Plan (CIP)	51003	PENNINGTON	S. Wildwood Reconstruction - Phase 2	Urban Section	\$0	\$4,652,700						
	Capital Improvement Plan (CIP)	51194	PENNINGTON	San Marco Bridge Replacement	Bridge	\$0	\$560,875						
	Capital Improvement Plan (CIP)	51170	PENNINGTON	Signal Drive and Kellogg Place Reconstruction	Urban Section	\$0	\$4,627,260						
	Capital Improvement Plan (CIP)	50153	PENNINGTON	Skyline Dr. Reconstruction - Design	Design	\$0	\$600,456						
	Capital Improvement Plan (CIP)	51358	PENNINGTON	South Street Reconstruction - 12th Street to West Blvd	Urban Section	\$0	\$545,000						
	Capital Improvement Plan (CIP)	50797	PENNINGTON	Clark Street/Tompkins Street Reconstruction	Urban Section			\$0	\$740,000				
	Capital Improvement Plan (CIP)	50437.2	PENNINGTON	Deadwood Avenue Reconstruction - Phase 2	Urban Section			\$0	\$440,000				
	Capital Improvement Plan (CIP)	51282	PENNINGTON	Dyess Ave Reconstruction - Seger Dr to City Limits	Urban Section			\$0	\$3,155,245				
	Capital Improvement Plan (CIP)	50254	PENNINGTON	Elm Street Extension-Field View to Enchanted Pines	Urban Section			\$0	\$860,000				
	Capital Improvement Plan (CIP)	50858	PENNINGTON	Jackson Blvd & West Main St Intersection Reconstruction	Intersection Reconstruction			\$0	\$3,360,740				

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

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

¥ Costs reflect anticipated inflation

2023-2026 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	
PENNINGTON COUNTY (MPO)	Co. Highway & Bridge	52-444-270	PENNINGTON		Country Road Bridge	Reconstruct - To apply for BIG	\$330,400	\$472,000						
	Co. Highway & Bridge	52-511-280	PENNINGTON		Highway 1416 Bridge	Reconstruct	\$0	\$600,000						
	Co. Highway & Bridge	124101	PENNINGTON	1.4	Universal Drive	Overlay 1.39 miles	\$0	\$200,000						
	Co. Highway & Bridge	221301	PENNINGTON	0.3	Dyess Avenue	Reconstruct 0.25 miles with City of Rapid City	\$0	\$1,300,000						
	Co. Highway & Bridge	126001	PENNINGTON		Deadwood Avenue	Reconstruct			\$0	\$1,200,000				
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416	Reconstruct			\$3,029,000	\$3,366,000				
	Co. Highway & Bridge	420401	PENNINGTON		Albert Lane	Reconstruct from Plateau to County Heights Ditch					\$0	\$430,000		
	Co. Highway & Bridge	420422	PENNINGTON		Leroy Street	Reconstruct from Plateau to County Heights Ditch					\$0	\$435,000		
	Co. Highway & Bridge	227203	PENNINGTON		151st Avenue	Overlay							\$0	\$245,250
	Total						\$330,400	\$2,572,000	\$3,029,000	\$4,566,000	\$0	\$865,000	\$0	\$245,250
AVIATION			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase I	\$13,000,136	\$14,000,000						
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase II			\$32,950,136	\$35,000,000				
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase III					\$32,950,136	\$35,000,000		
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase IV							\$23,450,136	\$25,000,000
	Total						\$13,000,136	\$14,000,000	\$32,950,136	\$35,000,000	\$32,950,136	\$35,000,000	\$23,450,136	\$25,000,000
PUBLIC TRANSPORTATION	FTA § 5310		MEADE PENNINGTON		VARIOUS AGENCIES IN THE SIOUX FALLS URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FTA § 5310		PENNINGTON		VARIOUS AGENCIES IN THE RURAL AREA OF THE SIOUX FALLS MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	FTA § 5339		PENNINGTON		Rapid City Metro	Capital Assistance	\$129,016	\$154,819	\$134,177	\$161,012	\$139,544	\$167,453	\$145,126	\$174,151
	FTA § 5307		PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,665,606	\$2,991,777	\$1,698,918	\$3,050,990	\$1,732,896	\$3,111,387	\$1,767,544	\$3,172,992
	Total						\$1,794,622	\$3,146,596	\$1,833,095	\$3,212,002	\$1,872,440	\$3,278,840	\$1,912,670	\$3,347,143
						\$59,125,158	\$95,370,026	\$119,462,231	\$162,438,432	\$106,041,576	\$151,639,270	\$90,939,806	\$134,256,823	

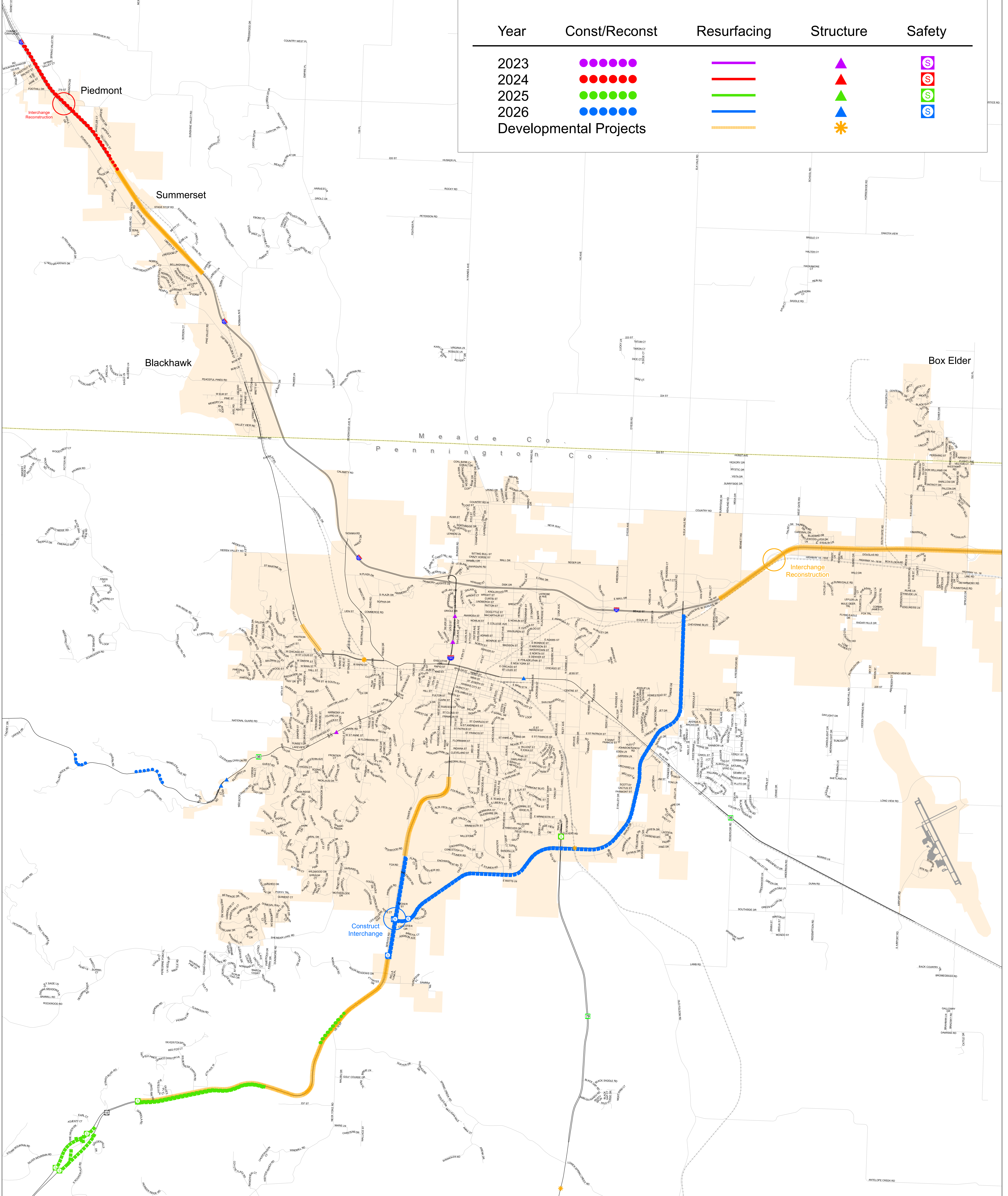
¥ Costs reflect anticipated inflation



Rapid City

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

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



Attachment 2 Rapid City Area Metropolitan Planning Organization

CERTIFICATION














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

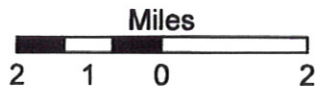
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

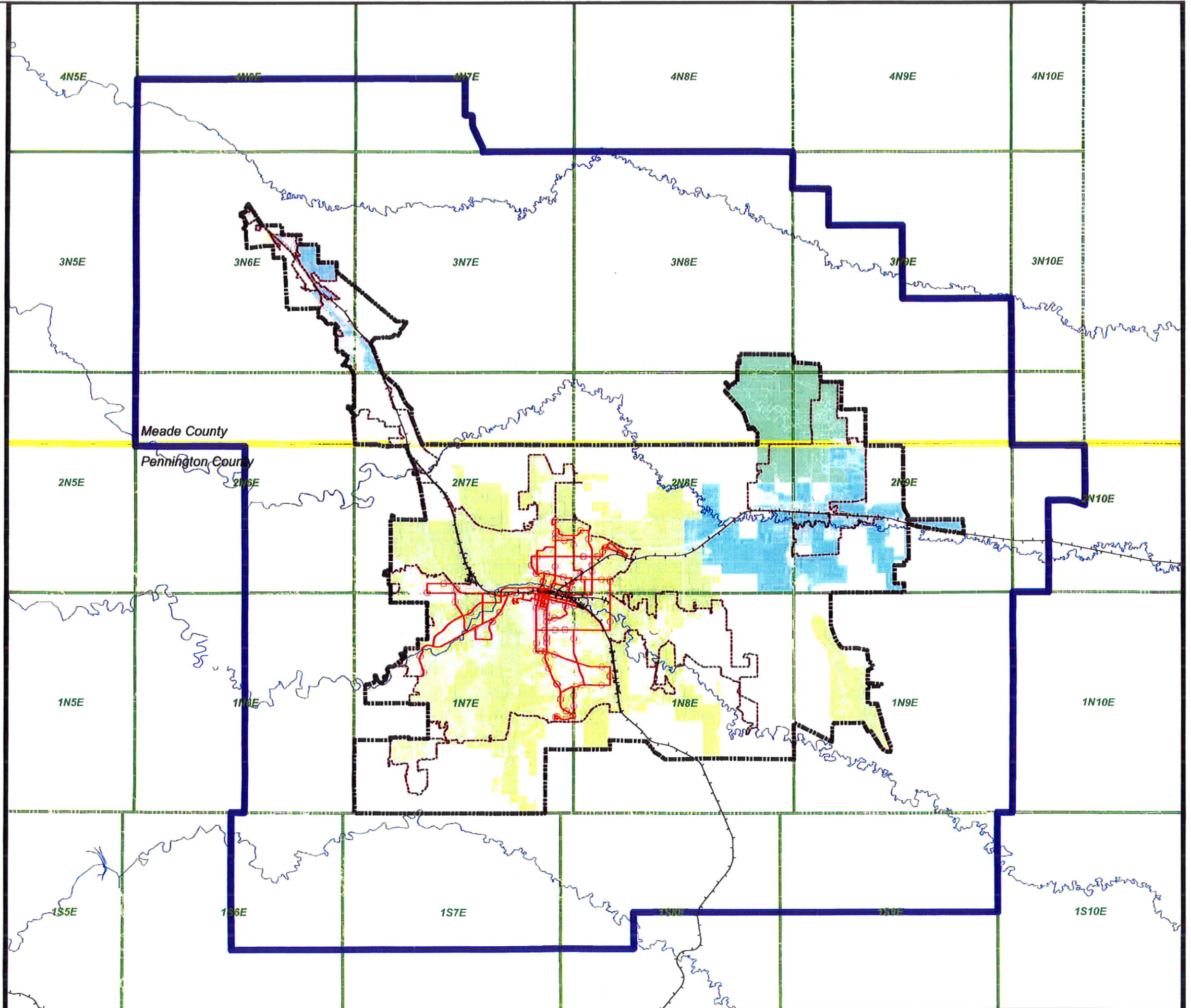
-  MPO Boundary 2013
-  FHWA Urbanized Area 2013
-  Census Urban Boundaries 2010
-  Box Elder City Limits
-  Ellsworth AFB Limits
-  Piedmont City Limits
-  Rapid City Limits
-  Summerset City Limits
-  Townships
-  Roads
-  Transit Routes
-  Railroads
-  Rivers



June 2013

Disclaimer

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



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

Revising an Approved TIP:

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

A revision to the TIP is:

- a. Adding a new project or phase(s) to the TIP, not programmed in the previously approved TIP
- b. Increasing the Federal Funds by more than 100% of the total project cost (minimum of \$100,000 change). Any cost increase over \$3.0 million requires a TIP revision.
- c. A change in funding source from 100% non-federal funds to partial or fully-funded with Federal funds.
- d. A change in funding sources across modes for existing projects in the TIP (the funding for a project change from transit to STP or vice versa).
- e. A major scope change for a project including: major changes in type of work, length, or project termini that changes the intent of the project.

Administrative Amendments to an Approved TIP:

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

An Administrative Amendment to the TIP is:

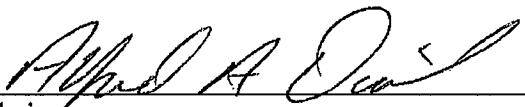
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

APPENDIX A

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

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

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

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

Date: 7-9-2009

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

Date: 8/7/09

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

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

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

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

Rapid City, South Dakota MPO
Metropolitan Planning Organization

South Dakota Department of Transportation
State Department of Transportation

Signature

Signature

Title

Title

Date

Date