

# **Rapid City Area Transportation Improvement Program**

**(Fiscal Years 2021-2024)**

**Draft  
June 2020**

**Prepared By:**

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

**In Cooperation With:**

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

**Adopted by:**

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

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

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

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



# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2021 - 2024)

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## **RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM**

**(Fiscal Years 2021 - 2024)**

### **- ABBREVIATIONS USED IN THIS DOCUMENT -**

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

## ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

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





**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM  
(Fiscal Years 2021- 2024)**

**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 Plan previously called the Long Range Transportation Plan (MTP/LRTP).

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 LRTP, called RapidTRIP 2040, 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 2021-2024 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/LRTP for the MPO. The most recent MTP/LRTP was approved in September 2015. *RapidTRIP 2040* can be found on the MPO website at <http://rapidcityareampo.org/documents/longrange-transportation-plan>. Only major projects identified in the approved MTP/LRTP are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the MTP/LRTP.

Consistent with the project prioritization and evaluation criteria noted in the MTP/LRTP, 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 (2<sup>nd</sup> 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**

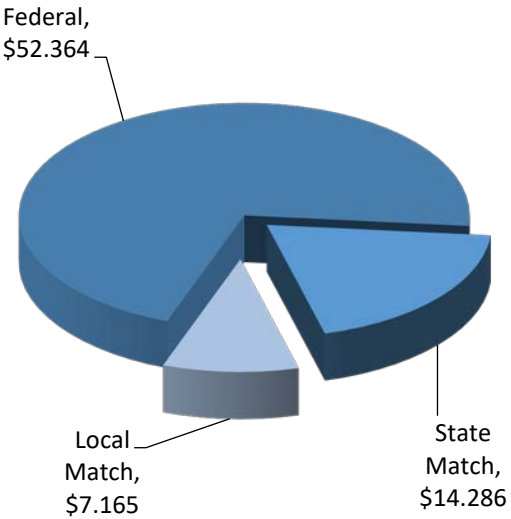
	2021	2022	2023	2024	Total
<b>Interstate Maintenance</b>					
Federal	\$663,000	\$1,661,000	\$438,000	\$29,923,000	\$32,685,000
State Match	\$65,000	\$164,000	\$44,000	\$3,803,000	\$4,076,000
Interstate Maintenance	\$728,000	\$1,825,000	\$482,000	\$33,726,000	\$36,761,000
<b>Major Arterial Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Major Arterial Projects	\$0	\$0	\$0	\$0	\$0
<b>Minor Arterial Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
<b>State Highway System Urban Projects</b>					
Federal	\$43,000	\$0	\$0	\$0	\$43,000
State Match	\$217,000	\$0	\$0	\$0	\$217,000
State Highway System Urban Projects	\$260,000	\$0	\$0	\$0	\$260,000
<b>Bridge Projects</b>					
Federal	\$0	\$0	\$14,000	\$0	\$14,000
State Match	\$0	\$0	\$3,000	\$0	\$3,000
Bridge Projects	\$0	\$0	\$17,000	\$0	\$17,000
<b>Railroad Crossing Improvement Projects</b>					
Federal	\$0	\$45,000	\$0	\$450,000	\$495,000
State Match	\$0	\$5,000	\$0	\$50,000	\$55,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$0	\$50,000	\$0	\$500,000	\$550,000
<b>Roadway Safety Improvements</b>					
Federal	\$1,680,000	\$4,407,000	\$2,625,000	\$1,635,000	\$10,347,000
State Match	\$10,000	\$404,000	\$108,000	\$132,000	\$654,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$1,690,000	\$4,811,000	\$2,733,000	\$1,767,000	\$11,001,000
<b>Pavement Preservation Projects</b>					
Federal	\$2,029,000	\$2,209,000	\$444,000	\$905,000	\$5,587,000
State Match	\$445,000	\$487,000	\$97,000	\$199,000	\$1,228,000
Pavement Preservation Projects	\$2,474,000	\$2,696,000	\$541,000	\$1,104,000	\$6,815,000
<b>County Secondary and Off System Projects</b>					
Federal	\$4,453,000	\$0	\$0	\$0	\$4,453,000
Local	\$5,543,000	\$496,000	\$496,000	\$496,000	\$7,031,000
State Match	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
County Secondary and Off System Projects	\$10,090,000	\$590,000	\$590,000	\$590,000	\$11,860,000
<b>Transportation Alternative Projects</b>					
Federal	\$0	\$608,000	\$0	\$0	\$608,000
Local Match	\$0	\$134,000	\$0	\$0	\$134,000
Transportation Alternative Projects	\$0	\$742,000	\$0	\$0	\$742,000
<b>Americans with Disabilities Act (ADA) Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$5,132,000	\$0	\$0	\$5,132,000
Americans with Disabilities Act (ADA) Projects	\$0	\$5,132,000	\$0	\$0	\$5,132,000
<b>Highway Total for Fiscal Year</b>					
	\$52,143,000	\$13,121,000	\$3,727,000	\$4,824,000	\$73,815,000

Figure 1 – Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2021	2022	2023	2024	Total
<b>Public Transportation Projects</b>					
Federal	\$1,530,788	\$1,556,364	\$1,649,843	\$1,681,613	\$6,418,608
State Match	\$30,784	\$30,784	\$30,784	\$30,784	\$123,136
Local (Rapid City)	\$1,097,923	\$1,118,669	\$1,145,905	\$1,167,489	\$4,529,986
Public Transportation Projects	\$2,659,495	\$2,705,817	\$2,826,532	\$2,879,886	\$11,071,730
<b>Total FHWA and FTA Funding for Fiscal Year</b>	<b>\$8,840,495</b>	<b>\$16,574,817</b>	<b>\$8,567,532</b>	<b>\$39,450,886</b>	<b>\$73,433,730</b>

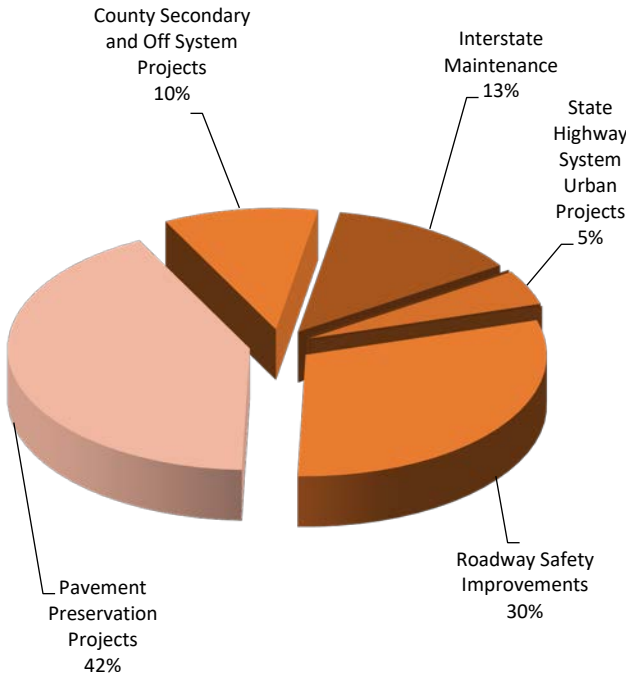
Figure 2 charts the yearly highway funding sources by year and the four year transit funding by funding sources within the Metropolitan Planning Area.

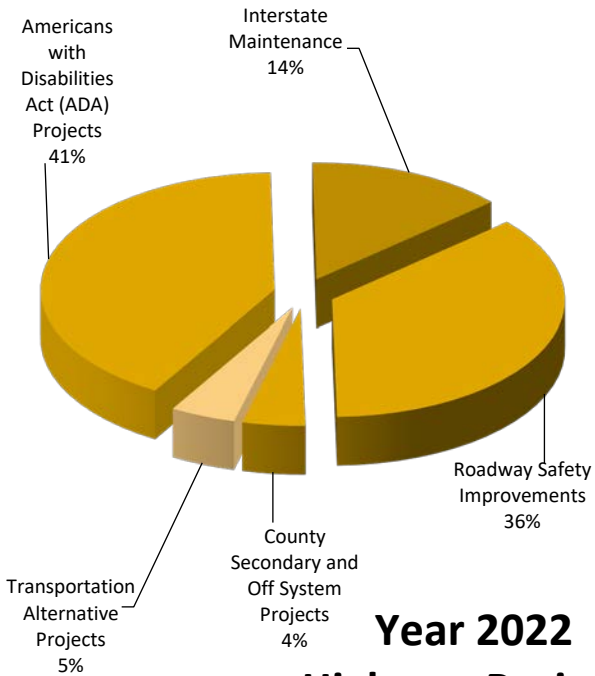
Figure 2 - Federally Funded Programmed Projects  
by Yearly Funding Source within the Metropolitan Planning Area

**Total Highway Funding  
\$73.815 m**

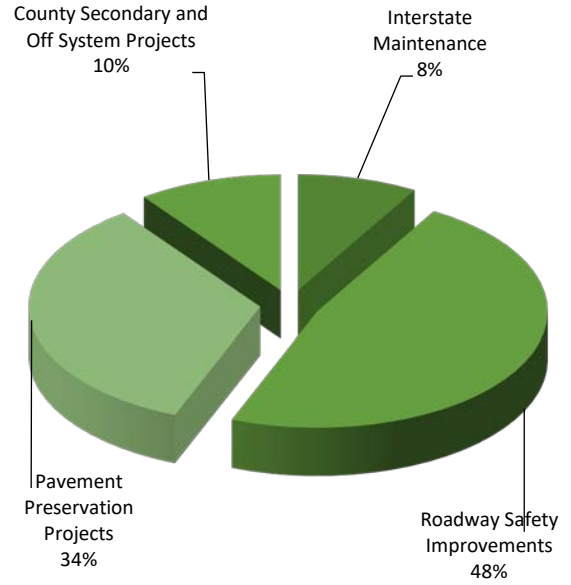


**Year 2021  
Highway Projects  
\$6.181 m**

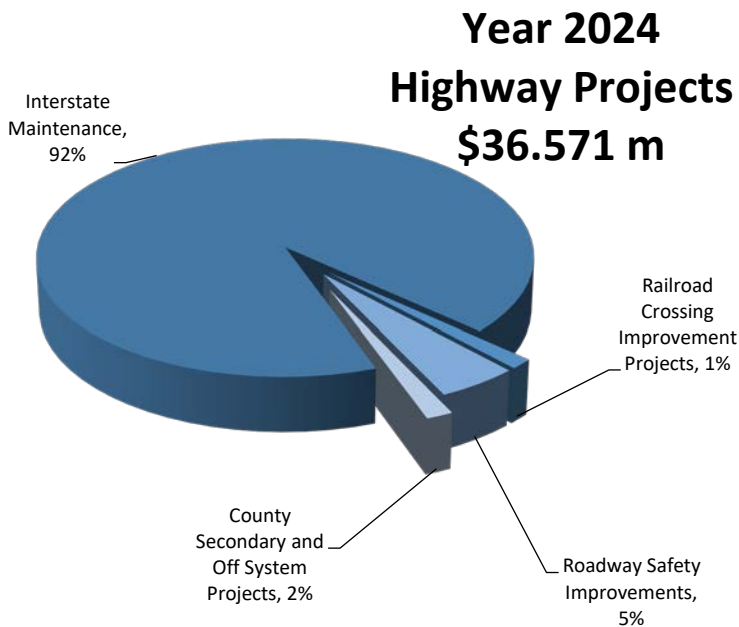




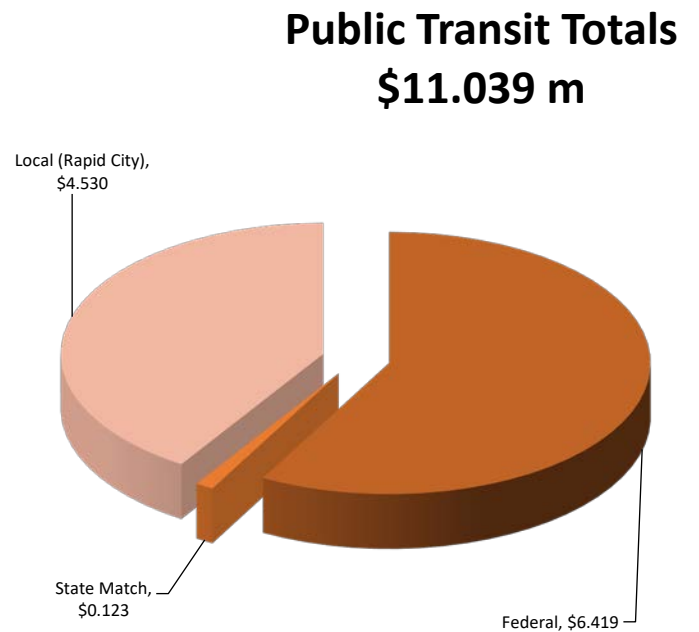
**Year 2022  
Highway Projects  
\$13.869 m**



**Year 2023  
Highway Projects  
\$5.741 m**



**Year 2024  
Highway Projects  
\$36.571 m**



**Public Transit Totals  
\$11.039 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	2021	2022	2023	2024	Total
<b>Rapid City Regional Airport Improvements Program</b>					
Local	\$0	\$0	\$0	\$0	\$0
<b>Box Elder Capital Improvements Program</b>					
Local	\$0	\$0	\$0	\$30,000,000	\$30,000,000
<b>Rapid City Capital Improvements Program</b>					
Local	\$0	\$1,181,770	\$7,265,000	\$0	\$8,446,770
<b>Meade County Road and Bridge Fund</b>					
Local	\$2,700,000	\$0	\$1,100,000	\$0	\$3,800,000
<b>Pennington County Road and Bridge Fund</b>					
Local	\$1,200,000	\$0	\$0	\$0	\$1,200,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2021-2025 STIP is included on pages 13 - 22.

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 (2021) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2022-2024) 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 page 23.

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 2021-2024 is included on page 24. 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 2021-2024 are listed on page 25.



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 2021-2025 is included on page 26.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2021-2024 is included on page 27.

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 2021-2025 is included on page 28.

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	2021	2022	2023	2024	Total
<b>SDDOT</b>	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
<b>Box Elder</b>	\$950,000	\$950,000	\$950,000	\$950,000	\$3,800,000
<b>Rapid City</b>	\$6,119,587	\$6,119,587	\$6,119,587	\$6,119,587	\$24,478,348
<b>Summerset</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>Meade County</b>	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
<b>Pennington County</b>	\$8,673,603	\$8,673,603	\$8,673,603	\$8,673,603	\$34,694,412
<b>Total Projected O&amp;M Costs</b>	\$23,004,556	\$23,004,556	\$23,004,556	\$23,004,556	\$92,018,224

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

The Final Rule also establishes the Bridge Performance Measures as:

1. % of NHS bridges by deck area classified as in Good condition
2. % 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 2021– 2024 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 2021 - 2024  
Report Date 06/01/2020

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds	Fiscal Year	Total Cost (Mil \$)	¥
905.00	IM 0901(154)0	01ME	Lawrence Meade Pennington	22.8	I90E I90W	I90 - Rapid City Area	Replace Fence	0.663	2021	0.728	¥
				<b>22.8</b>	<b>Miles</b>			<b>0.663</b>	<b>Federal</b>	<b>0.728</b>	<b>Total</b>
40.00	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 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 & I90 Intch; SD240 – Str, At the W Wall Intch Over I90	Zone Painting	1.661	2022	1.825	¥
				<b>0.0</b>	<b>Miles</b>			<b>1.661</b>	<b>Federal</b>	<b>1.825</b>	<b>Total</b>
60.00	IM 1902(67)0	065K	Pennington	0.0	I190N	I190 - Anamosa St Str over I190	LSDC Overlay	0.438	2023	0.482	¥
				<b>0.0</b>	<b>Miles</b>			<b>0.438</b>	<b>Federal</b>	<b>0.482</b>	<b>Total</b>
66.00	*IM 0901(187)45	034J	Meade	2.0	I90E I90W	I90 EBL & WBL - Fm W of Exit 44 to W of Exit 48; Exit 46 (Elk Creek Rd)	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing	29.923	2024	33.726	¥
Construction planned for 2024 & 2025.											
				<b>2.0</b>	<b>Miles</b>			<b>29.923</b>	<b>Federal</b>	<b>33.726</b>	<b>Total</b>

¥ 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 \$)	¥
7.00	*NH 0016(93)64	6874	Pennington	0.0	US16E US16EB US16W US16WB	US16/US16B - Intersection	Preliminary Engineering	0.000	2021		0.208
902.00	NH 0016(94)64	078D	Pennington	5.8	US16E US16W	US16 E&W - Fm US16B to Tower Rd	Preliminary Engineering	0.043	2021		0.052
				<b>5.8 Miles</b>			2021	0.043	<b>Federal</b>		<b>0.260 Total</b>

¥ 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 \$)	¥
916.00	NH 0044(221)42	07WN	Pennington	0.0	SD44	SD44 - Str 1.9 W of the SD231 Jct over Rapid Ck	Column Repair	0.014	2023		0.017
				<b>0.0 Miles</b>			<b>2023</b>	<b>0.014 Federal</b>		<b>0.017 Total</b>	

¥ 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 \$)	¥	
30.90	PH-PS 3230(05) PH 3269(02)	01DJ 074E	Pennington	0.0		Pennington Co Rd 14-16 - Radar Hill Rd Jct & Commercial Gate Road Jct in Box Elder; Radar Hill Road - S of Pennington Co Rd 14-16 Jct, RCP&E RR, DOT #190122B; Radar Hill Rd Approaches to Pennington Co Rd 14-16 Jct	Intersection Reconstruction, Add Turn Lanes, Lighting; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	0.045	2022		0.050	
Also Funded In:								Total Project Cost				
	Item	Category						3.724				
	72.90	Roadway Safety Improvement				3.674						
	Coordinate with PCN 05RH											
.....												
				0.0	<b>Miles</b>			2022	0.045	<b>Federal</b>	0.050	<b>Total</b>
43.00	PS 1573(01)	0627	Meade	0.0		Elk Creek Rd - near Piedmont (Exit 46), RCP&E RR, DOT #199671B	Remove Crossing	0.450	2024		0.500	
.....												
				0.0	<b>Miles</b>			2024	0.450	<b>Federal</b>	0.500	<b>Total</b>

¥ 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 \$)	¥
42.00	PH 0016(91)61	06X3	Pennington	0.7	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Preliminary Engineering	0.094	2021	0.104	¥
52.00	PH 0040(231)	04KH	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.208	2021	0.208	¥
53.00	PH 0040(232)	04KJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.338	2021	0.338	¥
72.00	PH 0040(340)	07AM	Regionwide	0.0		Rapid City Region	Corridor Signing	1.040	2021	1.040	¥
				<b>0.7</b>	<b>Miles</b>			<b>1.680</b>	<b>Federal</b>	<b>1.690</b>	<b>Total</b>
42.10	PH 0079(86)68	07N8	Pennington	0.0	SD79	SD79 - Intersection of Spring Creek Rd	Modify Intersection, Lighting	0.331	2022	0.368	¥
72.90	PH-PS 3230(05) PH 3269(02)	01DJ 074E	Pennington	0.0		Pennington Co Rd 14-16 - Radar Hill Rd Jct & Commercial Gate Road Jct in Box Elder; Radar Hill Road - S of Pennington Co Rd 14-16 Jct, RCP&E RR, DOT #190122B; Radar Hill Rd Approaches to Pennington Co Rd 14-16 Jct	Intersection Reconstruction, Add Turn Lanes, Lighting; Crossing Surface Rehabilitation, Approach Work & Relocate Existing Signals	3.307	2022	3.674	¥
Also Funded In:											
Item Category								Total Project Cost			
30.90 Railroad Crossing Improvement Projects								3.724			
Coordinate with PCN 05RH								0.050			
83.00	PH 0040(233)	04RT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.345	2022	0.345	¥
92.00	PH 000S(397)	06U6	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	2022	0.424	¥
				<b>40.0</b>	<b>Miles</b>			<b>4.407</b>	<b>Federal</b>	<b>4.811</b>	<b>Total</b>

¥ 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 \$)	¥
112.00	PH 0040(239)	05GA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.298	2023	0.298	¥
113.00	PH 0040(324)	05GC	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.271	2023	0.271	¥
127.00	PH 0040(338)	06U3	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.974	2023	1.082	¥
130.00	PH 0040(342)	07AN	Regionwide	0.0		Rapid City Region	Corridor Signing	1.082	2023	1.082	¥
				<b>1.5 Miles</b>				<b>2.625</b>	<b>Federal</b>	<b>2.733</b>	<b>Total</b>
148.00	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	0.442	2024	0.442	¥
154.00	PH 000S(417)	07A4	Regionwide	0.0		Rapid City & Pierre Region	Modify Intersection	0.199	2024	0.221	¥
155.00	PH 0040(344)	07A5	Regionwide	0.0		Rapid City Region	Modify Horizontal Curve	0.994	2024	1.104	¥
				<b>40.0 Miles</b>				<b>1.635</b>	<b>Federal</b>	<b>1.767</b>	<b>Total</b>

¥ 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 \$)	¥
43.90	IM-NH-P 0041(170)	06YL	Lawrence Meade Pennington	47.9	I190N I190S I90E I90W SD34 SD44 SD44E SD44W US385	Various Routes in the Rapid City Area	Rout & Seal	0.188	2021		0.230
.....											
48.00	IM-NH 0040(323)	06FY	Harding Pennington Perkins	0.0	I90E I90W SD73 SD79 US16WB US85	Various Locations Throughout the Rapid City Region	2021 Regionwide Approach Slab Repair	1.740	2021		2.122
.....											
				<b>47.9 Miles</b>			<b>2021</b>	<b>1.928 Federal</b>		<b>2.352 Total</b>	
91.90	NH-P 0041(162)	06FJ	Areawide	0.0		Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	0.435	2022		0.531
.....											
				<b>0.0 Miles</b>			<b>2022</b>	<b>0.435 Federal</b>		<b>0.531 Total</b>	
91.91	NH-P 0041(163)	06FK	Areawide	0.0		Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	0.710	2023		0.866
.....											
104.00	P 0040(341)	07CW	Regionwide	0.0		Various Locations Throughout the Rapid City Region	2023 Regionwide Approach Slab Repair	0.888	2023		1.082
.....											
				<b>0.0 Miles</b>			<b>2023</b>	<b>1.598 Federal</b>		<b>1.948 Total</b>	

¥ 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 \$)	¥
8.00	P 000S(00)225	04M3	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2021		0.578
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	<b>Miles</b>			2021	0.000	<b>Federal</b>	0.578 <b>Total</b>
15.00	P 000S(00)	07DQ	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2022		0.578
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	<b>Miles</b>			2022	0.000	<b>Federal</b>	0.578 <b>Total</b>
19.00	P 000S(00)	07DV	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2023		0.578
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	<b>Miles</b>			2023	0.000	<b>Federal</b>	0.578 <b>Total</b>
23.00	P 000S(00)	07E0	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2024		0.578
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	<b>Miles</b>			2024	0.000	<b>Federal</b>	0.578 <b>Total</b>

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
21.00	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
				<b>0.9 Miles</b>				<b>0.470</b>	<b>Federal</b>		<b>0.573 Total</b>
22.16	P TAPU(29)	07RH	Pennington	0.0		Box Elder - along Briggs St fm Patriot Dr to Villa Dr, along Villa Dr fm Briggs St to N Ellsworth Rd, along N Ellsworth Rd fm Villa Dr to Frontage Rd	Construction of a Shared Use Path, CE	0.317	2022		0.599
				<b>0.0 Miles</b>				<b>0.317</b>	<b>Federal</b>		<b>0.599 Total</b>

¥ Costs reflect anticipated inflation

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds	Fiscal Year	Total Cost (Mil \$)	¥
4.00	NH 0044(220)46	04PD	Pennington	3.4	SD44	SD44 - Fm LaCrosse St to Covington St in Rapid City	ADA Curb Ramp, Modify Intersection, Sidewalk	4.251	2022	5.475	¥
				<b>3.4 Miles</b>				2022	4.251 <b>Federal</b>	5.475 <b>Total</b>	

¥ Costs reflect anticipated inflation

**City of Rapid City CIP Projects  
2020 through 2025**

#	CIP #	Project Name	Year	Total Cost
1	50437	Deadwood Ave	2020	\$ 2,539,639.77
2	50866	East North St. Reconstruction, Rapid Creek to Herman	2020	\$ 7,995,518.75
3	51108	La Crosse Street Interchange Utility Imp	2020	\$ 129,682.00
4	50904	Omaha St Utilities - Sheffer St to 12th St	2020	\$ 140,923.00
5	50927	12th Street Reconstruction St. Joseph to Fulton	2020	\$ 3,566,508.00
6	51247	E Main Street N Bridge Repair (Big Grant)	2021	\$ 156,500.00
7	51126	St Patrick St Mt Rushmore Rd to 5th	2022	\$ 1,181,770.00
8	50858	Jackson Blvd & W. Main ST Intersection Reconstruction	2023	\$ 1,375,000.00
9	51127	West Blvd St Joe to Omaha	2023	\$ 200,000.00
10	50879	W. Blvd NE Reconstr North to Anamosa	2024	\$ 820,000.00
11	50719	44th Street Phase 2 - W. Main to W. Chicago	2024	\$ 95,000.00
12	50463	East Boulevard Water Transmission Main	2025	\$ 1,550,000.00
13	51214	Eglin Street Widening	2025	\$ 320,000.00
		<i>Year is year construction begins. Total cost includes design and is CIP Street dollars only.</i>		

#	CIP #	Project Name	Year	Total Cost
1	51036	St. Cloud Street Reconstruction - 5th to Highland	2020	\$ 1,456,936.03
2	51232.B	Robbinsdale Phase 6 Parkview Drive Reconstruction	2021	\$ 2,922,439.66
3	51004	Sunburst Drive Reconstruction	2021	\$ 1,250,000.00
4	50389.4-1	Robbinsdale - Ivy, Iowa, Tallent	2022	\$ 1,768,500.00
5	50390.5-1	Robbinsdale - Phase 5	2022	\$ 1,479,500.00
6	51232.C	Robbinsdale Phase 6 Fairlane Drive Reconstruction	2022	\$ 1,403,000.00
7	51070.1	Wonderland Area St & Utilities Ph 1	2022	\$ 1,122,000.00
8	51282	Dyess Ave Reconstruction Seger Dr to City Limits	2023	\$ 3,480,000.00
9	51113	North Maple Ave Reconstruction	2023	\$ 2,210,000.00
10	51003	South Wildwood Reconst - Phase 2	2023	\$ 1,850,000.00
11	50390.5-2	Robbinsdale Reconst Phase 5 - Oakland	2025	\$ 2,595,000.00
12	50926	St Charles and 11th Street Reconstruction	2025	\$ 1,120,000.00
13	51122	Sheridan Lake Rd - Corral to Catron	2025	\$ 9,610,957.00
14	51281	9th Street and Clark Street Reconstruction	2025	\$ 1,582,875.00
		<i>Larger projects requiring scheduling and bidding coordination.</i>		

## Public Transit

Fiscal Year	Funding Category	County	Location	Type	Federal Funds	State Funds	Local Funds	Total
2021	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,278,782.00	\$30,784.00	\$1,037,283.00	\$2,346,849.00
2021	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2021	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$124,006.00	\$0.00	\$28,640.00	\$152,646.00

2022	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,304,358.00	\$30,784.00	\$1,058,029.00	\$2,393,171.00
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	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2022	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$124,006.00	\$0.00	\$28,640.00	\$152,646.00

2023	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,330,445.00	\$30,784.00	\$1,079,189.00	\$2,440,418.00
2023	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	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2023	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$129,016.00	\$0.00	\$28,640.00	\$157,656.00

2024	Federal (Sec 5307)	Pennington	Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,357,054.00	\$30,784.00	\$1,100,773.00	\$2,488,611.00
2024	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	\$190,382.06	\$0.00	\$38,076.41	\$228,458.47
2024	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$134,177.00	\$0.00	\$28,640.00	\$162,817.00



# Rapid City Regional Airport Capital Improvement Program (AIP\*)

As of June 1, 2020

	Proj #		PROJECT YEAR 2020		
			FAA AIP	State	RAP
Rehab Taxiway-Rwy 14/32 Hold Lines/Signage (Construction)	5284	\$ 397,809	\$ 397,809	\$ -	\$ -
Rehab Taxiway-Rwy 14/32 Hold Lines/Signage (Engineering)	5284	\$ 79,393	\$ 79,393		
Term Rehab Phs 3 Replace 3 Jet Bridges (Construction)	5263	\$ 2,394,444	\$ 2,155,000	\$ -	\$ 239,444
Acquire SRE Broom Unit (Acquire)	5267	\$ 785,836	\$ 785,836	\$ -	\$ -
Term Rehab Phs 2 Chiller (Design)	5273	\$ 46,248	\$ 46,248		
Grant Administration, legal, advertise, etc.	NA	\$ 10,714	\$ 10,714		
<b>Total Projects</b>		<b>\$ 3,714,444</b>	<b>\$ 3,475,000</b>	<b>\$ -</b>	<b>\$ 239,444</b>
		<b>\$ 3,714,444</b>			

	Proj #		PROJECT YEAR 2021		
			FAA AIP	State	RAP
Sanitary Sewer Line/Lagoon (Design)	5279	\$ 470,000	\$ 423,000	\$ 23,500	\$ 23,500
Sanitary Sewer Line/Lagoon (Constr/CA/CO)	5279	\$ 2,000,000	\$ 1,800,000	\$ 70,000	\$ 130,000
GA Redevelopment (Design)	TBD	\$ 250,000	\$ 225,000	\$ 8,750	\$ 16,250
RTR Access Road (Construction)	5287	\$ 1,000,000	\$ 900,000	\$ 35,000	\$ 65,000
Grant Administration, legal, advertise, etc.	NA	\$ 9,700	\$ 8,730	\$ 340	\$ 630
<b>Total Projects</b>		<b>\$ 3,729,700</b>	<b>\$ 3,356,730</b>	<b>\$ 137,590</b>	<b>\$ 235,380</b>
		<b>\$ 3,729,700</b>			

	Proj #		PROJECT YEAR 2022		
			FAA AIP	State	RAP
Term Rehab Phs 3 Ticket Counter/Queuing Area (Constr/CA/CO)	5271	\$ 15,500,000	\$ 14,850,000		\$ 650,000
Term Rehab/Exp - Concourse Addition/Apron (Design)	TBD	\$ 20,000,000	\$ 18,000,000		\$ 2,000,000
GA Access Road (Construction, CA/CO)	5286	\$ 1,035,400	\$ 931,860	\$ 36,239	\$ 67,301
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000	\$ 350	\$ 650
<b>Total Projects</b>		<b>\$ 36,545,400</b>	<b>\$ 33,790,860</b>	<b>\$ 36,589</b>	<b>\$ 2,717,951</b>
		<b>\$ 36,545,400</b>			

	Proj #		PROJECT YEAR 2023		
			FAA AIP	State	RAP
GA Redevelopment (Construction, CA/CO)	TBD	\$ 2,250,000	\$ 2,025,000	\$ 78,750	\$ 146,250
Blower/Sweeper Replacement SRE	TBD	\$ 495,000			\$ 495,000
Blower Replacement SRE	TBD	\$ 495,000			\$ 495,000
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000	\$ 350	\$ 650
		<b>\$ 3,250,000</b>	<b>\$ 2,034,000</b>	<b>\$ 79,100</b>	<b>\$ 1,136,900</b>
		<b>\$ 3,250,000</b>			

	Proj #		PROJECT YEAR 2024		
			FAA AIP	State	RAP
SRE/Maintenance Building Redesign	TBD	\$ 5,500,000	\$ 4,950,000	\$ 192,500	\$ 357,500
Taxiway A Rehabilitation	TBD	\$ 600,000	\$ 540,000	\$ 21,000	\$ 39,000
Plow Replacement SRE	TBD	\$ 385,000	\$ 346,500	\$ 13,475	\$ 25,025
SRE Replacement	TBD	\$ 600,000	\$ 540,000	\$ 21,000	\$ 39,000
Grant Administration, legal, advertise, etc.	NA	\$ 10,000	\$ 9,000	\$ 350	\$ 650
		<b>\$ 7,095,000</b>	<b>\$ 6,385,500</b>	<b>\$ 248,325</b>	<b>\$ 461,175</b>
		<b>\$ 7,095,000</b>			

\*Subject to Change Based on Available Funding

<b>City of Box Elder 2021 - 2025 CIP</b>			
		<b>Project Year</b>	<b>Total Estimated Project Cost</b>
PWS-2-2019	Degeest Rail Crossing	2021	\$1,500,000.00
PWS-2-2020	Chip Seal residential streets (TBD)	2021	\$175,000.00
PWS-3-2020	Crack sealing (City wide)	2021	\$15,000.00
PWS-4-2020	Street striping	2021	\$35,000.00
PWS-1-2021	Chip sealing residential streets	2022	\$175,000.00
PWS-2-2021	Crack sealing (City wide)	2022	\$17,000.00
PWS-1-2020	Radar Hill Road and 14/16 Rebuild	2024-2025	\$30,000,000.00
PWS-1-2022	150th, Liberty to 225th	2025	\$2,000,000.00
		<b>Grand Total of Projects Listed</b>	<b>\$33,917,000.00</b>

**MEADE COUNTY FIVE-YEAR PROGRAMMED PROJECT LISTING**

Project Location	Project Description	Year	Proposed Five-Year Project Funding Information (in dollars)					Total Project Cost	
			Local Funding	Federal Funding	State Funding	Unfunded	Anticipated Grant		Total Funding
Erickson Ranch Rd	Full Depth Process in place new 6" base course and 4" asphalt	2021	\$ 2,700,000.00					\$ 2,700,000.00	\$ 2,700,000.00
Stage Stop Rd from I-90 to end of asphalt	Chip Seal	2022	\$ 16,000.00					\$ 16,000.00	\$ 16,000.00
Anderson Rd from Service Rd to end of asphalt	Chip Seal	2022	\$ 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	2022	\$ 65,000.00					\$ 65,000.00	\$ 65,000.00
West Elm and Seaire St. in Black Hawk	Chip Seal	2022	\$ 37,000.00					\$ 37,000.00	\$ 37,000.00
Rolling Hills Rd From Nemo Road North 2 mi.	Fix Drainage	2023	\$ 34,000.00					\$ 34,000.00	\$ 34,000.00
Mnt. Shadows Rd. off of 2nd Street in Piedmont	Chip Seal	2024	\$ 31,000.00					\$ 31,000.00	\$ 31,000.00
Norman Ave. from Peaceful Pines N to end of county asphalt	Chip Seal	2024	\$ 78,000.00					\$ 78,000.00	\$ 78,000.00
Deadwood Ave and Peaceful Pines east of I-90 to Pennington County Line	Chip Seal	2024	\$ 67,000.00					\$ 67,000.00	\$ 67,000.00
Sidney Stage Rd	Full depth reclamation and AS Surfacing	2024	\$ 1,100,000.00					\$ 1,100,000.00	\$ 1,100,000.00

<b>TOTALS</b>		\$ 4,158,000.00	\$ -	\$ -	\$ -	\$ -	\$ 4,158,000.00	\$ 4,158,000.00
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**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.

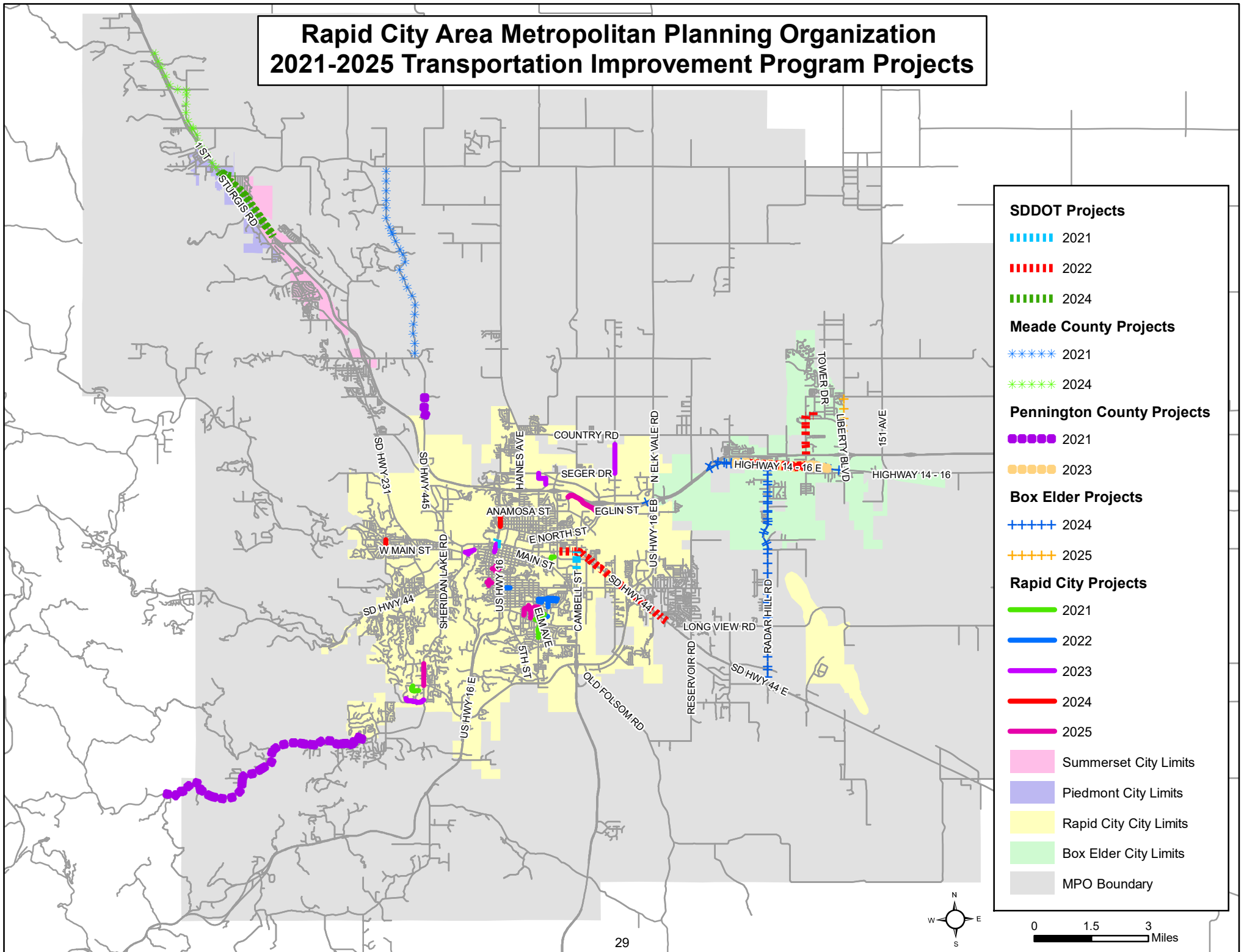
**State Funding Includes:** 80% of awarded BIG projects and approx. 20% match on STP projects.

**Anticipated Grant (BIG):** 80% of total

**Pennington County Proposed Projects 2021-2024**

Segment or Bridge	Road Name	Project	Year	Unorganized Road Reserves	Road & Bridge	Federal Bridge Fund	Federal Priority or Safety Fund	STP Funding	Anticipated Grant	Total
		<b>Road Projects</b>	<b>2021</b>							
126001	Deadwood Avenue	Reconstruct	2021		\$1,200,000					\$1,200,000
123405	Nemo Road	Grade & Overlay	2021		\$348,200		\$3,133,800			\$3,482,000
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2021		\$2,333,333			\$4,333,333		\$6,666,666
		Crack Seals	2021		\$262,000					\$262,000
		Chip Seals	2021		\$783,000					\$783,000
		Pavement Marking	2021		\$225,000					\$225,000
		<i>Road Projects Subtotal</i>	2021		\$5,151,533		\$3,133,800	\$4,333,333		\$12,618,666
		<b>Year Totals</b>	<b>2021</b>		<b>\$5,151,533</b>		<b>\$3,133,800</b>	<b>\$4,333,333</b>		<b>\$12,618,666</b>
		<b>Road Projects</b>	<b>2022</b>							
122802, 3, & 4	Sheridan Lake Road	Reconstruct	2022		\$2,333,334			\$4,333,334		\$6,666,668
124101	Universal Drive	Overlay	2022		\$200,000					\$200,000
		Crack Seals	2022		\$260,000					\$260,000
		Chip Seals	2022		\$931,000					\$931,000
		Pavement Marking	2022		\$225,000					\$225,000
		<i>Road Projects Subtotal</i>	2022		\$3,949,334			\$4,333,334		\$8,282,668
		<b>Year Totals</b>	<b>2022</b>		<b>\$3,949,334</b>			<b>\$4,333,334</b>		<b>\$8,282,668</b>
		<b>Road Projects</b>	<b>2023</b>							
241401	Highway 1416	Reconstruct	2023		\$337,000		\$3,029,000			\$3,366,000
		Crack Seals	2023		\$350,000					\$350,000
		Chip Seals	2023		\$936,000					\$936,000
		Pavement Marking	2023		\$225,000					\$225,000
		<i>Road Projects Subtotal</i>	2023		\$1,848,000		\$3,029,000			\$4,877,000
		<b>Year Totals</b>	<b>2023</b>		<b>\$1,848,000</b>		<b>\$3,029,000</b>			<b>\$4,877,000</b>
		<b>Bridge Projects</b>	<b>2024</b>							
444270	Country Road	Design	2024		\$50,000					\$50,000
		<i>Bridge Projects Subtotal</i>	2024		\$50,000					\$50,000
		<b>Road Projects</b>	<b>2024</b>							
420422	Leroy Street	Reconstruct from Plateau to County Heights Ditch	2024		\$435,000					\$435,000
420401	Albert Lane	Reconstruct from Plateau to County Heights Ditch	2024		\$430,000					\$430,000
		Crack Seals	2024		\$300,000					\$300,000
		Chip Seals	2024		\$943,000					\$943,000
		Pavement Marking	2024		\$225,000					\$225,000
		<i>Road Projects Subtotal</i>	2024		\$2,333,000					\$2,333,000
		<b>Year Totals</b>	<b>2024</b>		<b>\$2,383,000</b>					<b>\$2,383,000</b>
		<b>5-Year Bridge Totals</b>	<b>2020-2024</b>		<b>\$50,000</b>					<b>\$50,000</b>
		<b>5-Year Road Totals</b>	<b>2020-2024</b>		<b>\$13,331,867</b>		<b>\$6,162,800</b>	<b>\$8,666,667</b>		<b>\$28,161,334</b>
		<b>5-Year Totals</b>	<b>2020-2024</b>		<b>\$13,381,867</b>		<b>\$6,162,800</b>	<b>\$8,666,667</b>		<b>\$28,211,334</b>

# Rapid City Area Metropolitan Planning Organization 2021-2025 Transportation Improvement Program Projects



### SDDOT Projects

- 2021
- 2022
- 2024

### Meade County Projects

- 2021
- 2024

### Pennington County Projects

- 2021
- 2023

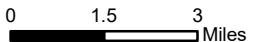
### Box Elder Projects

- 2024
- 2025

### Rapid City Projects

- 2021
- 2022
- 2023
- 2024
- 2025

- Summerset City Limits
- Piedmont City Limits
- Rapid City City Limits
- Box Elder City Limits
- MPO Boundary





# Attachment 2 Rapid City Area Metropolitan Planning Organization

## CERTIFICATION

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

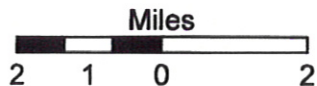
*W. Bryant* 7/10/12  
Secretary SD Department of Transportation Date

## APPROVAL

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

## Legend

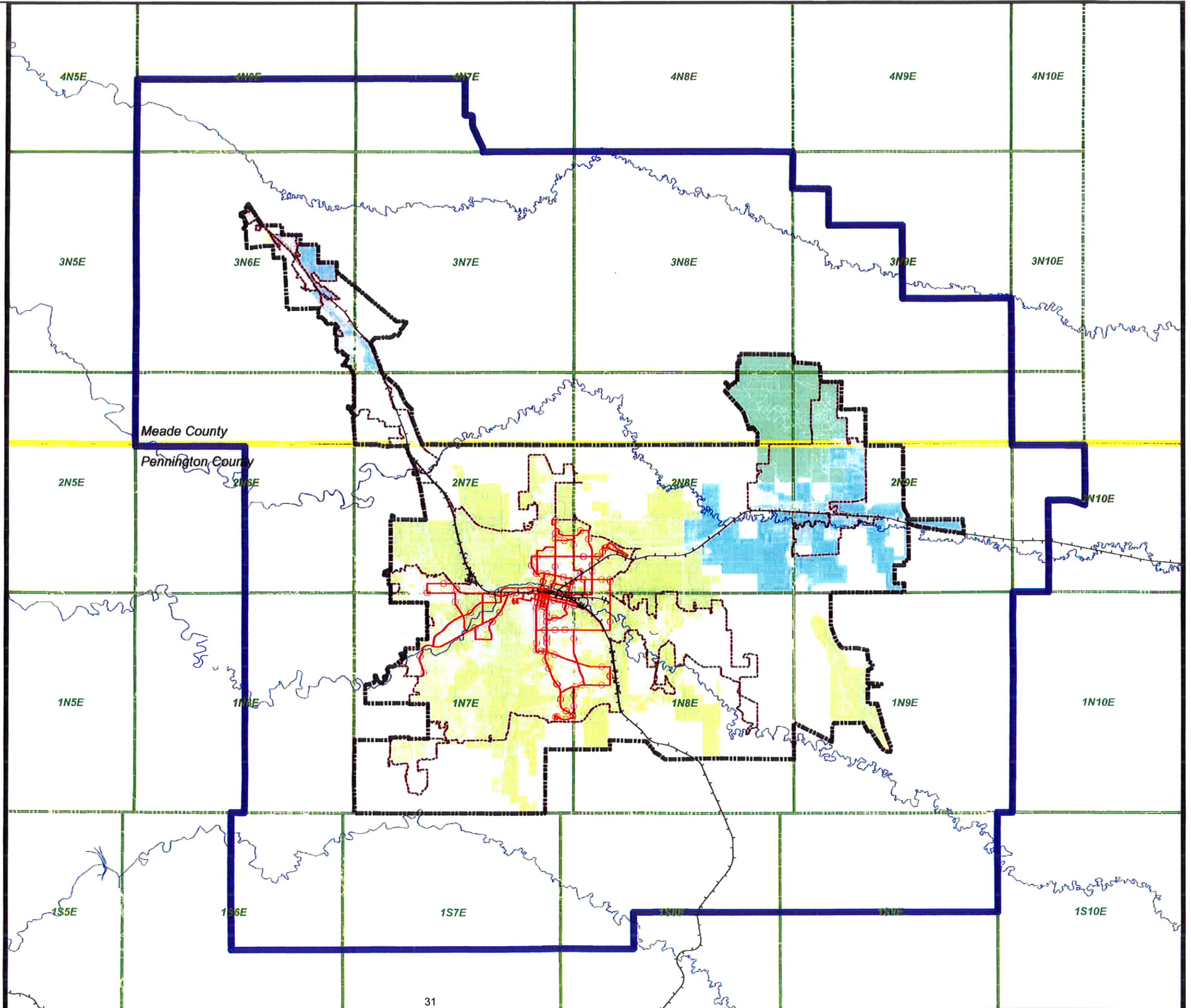
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



June 2013

## Disclaimer

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







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

**Revising an Approved TIP:**

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

A revision to the TIP is:

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

**Administrative Amendments to an Approved TIP:**

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

An Administrative Amendment to the TIP is:

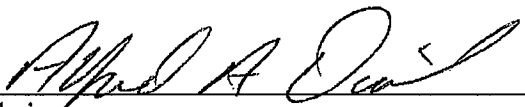
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

## APPENDIX A

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

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

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

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

Date: 7-9-2009

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

Date: 8/7/09

**Appendix B**  
**Metropolitan Transportation Planning Self-Certification**  
**For the Rapid City Area Metropolitan Planning Organization (RCAMPO)**  
**Fiscal Year 2021-2024**

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/Metropolitan Transportation Plan (RapidTRIP2040 adopted September 2015, RapidTRIP 2045 under development for completion in August 2020)
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/Metropolitan Transportation Plan, and Transportation Improvement Program**

1. Rapid City staff currently provides Travel Demand Modeling Services for all Rapid City Area Metropolitan Planning Organization related work.
2. The Rapid City Area Metropolitan Planning Organization leads development and maintenance of the Unified Planning Work Program, 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 FY2020 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/Metropolitan 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 and RapidTRIP2045 Metropolitan Transportation Plan is currently under development for completion in August 2020.

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

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

**6. Planning Emphasis Areas**

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

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

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

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

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

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

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

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

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

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

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

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

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

**G. Promote efficient system management and operations**

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

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

**H. Emphasize the preservation of the existing transportation system**

Preservation of the existing transportation system is a priority in the 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 was recently updated in 2019. The goal of this project was to develop and implement a public transportation plan for the Rapid City Urbanized Area with a particular focus on providing access to critical services for lower income residents, seniors, and other special needs populations. The Rapid City Area Metropolitan Planning Organization has been involved in that effort to ensure the continued availability of federal transportation funds.

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

**Rapid City Area Metropolitan Planning Organization Public Participation Plan**

The Rapid City Area Metropolitan Planning Organization adopted a 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.