

# **Rapid City Area Transportation Improvement Program**

**(Fiscal Years 2022-2025)**

**Draft  
June 2021**

**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 2022 - 2025)

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

**(Fiscal Years 2022 - 2025)**

### **- 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 2022- 2025)**

**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 2022-2025 Rapid City Area TIP represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrians. Projects are prioritized within each program year by funding category. The Rapid City Area TIP is developed cooperatively by the SDDOT, the local participating units of government, agencies, and the MPO committees. The Rapid City Area TIP development is a result of a series of meetings between state and local transportation officials in which the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions have been developed and initiated into the Rapid City Area TIP by the governmental entity having jurisdiction.

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

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

The improvement projects listed in the TIP must conform to the MTP for the MPO. The most recent MTP/LRTP was approved in August 2020. *RapidTRIP 2045* can be found on the MPO website at [http://rapidcityareampo.org/application/files/5115/9665/7703/20TP028 -  
\\_Metropolitan Transportation Plan - Final Report.pdf](http://rapidcityareampo.org/application/files/5115/9665/7703/20TP028_-_Metropolitan_Transportation_Plan_-_Final_Report.pdf). Only major projects identified in the approved MTP are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the MTP.

Consistent with the project prioritization and evaluation criteria noted in the MTP, the TIP projects are prioritized in accordance with the policies and strategies that guide the activities of the Rapid City Area MPO process, including the 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**

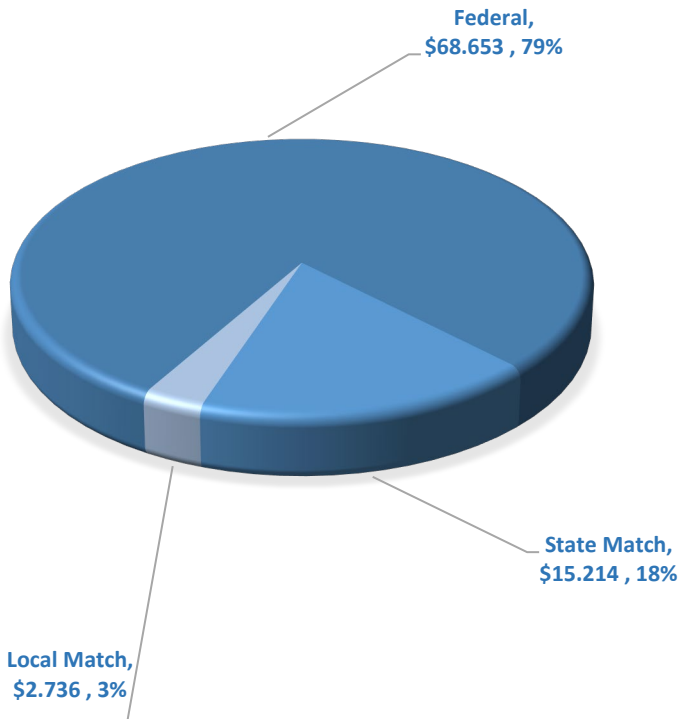
	2022	2023	2024	2025	Total
<b>Interstate Maintenance</b>					
Federal	\$2,690,000	\$6,092,000	\$27,267,000	\$0	\$36,049,000
State Match	\$267,000	\$828,000	\$5,949,000	\$0	\$7,044,000
Interstate Maintenance	\$2,957,000	\$6,920,000	\$33,216,000	\$0	\$43,093,000
<b>Major Arterial Projects</b>					
Federal	\$43,000	\$0	\$0	\$3,410,000	\$3,453,000
State Match	\$9,000	\$0	\$0	\$3,045,000	\$3,054,000
Major Arterial Projects	\$52,000	\$0	\$0	\$6,455,000	\$6,507,000
<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	\$1,330,000	\$2,127,000	\$3,500,000
State Match	\$217,000	\$0	\$294,000	\$470,000	\$981,000
State Highway System Urban Projects	\$260,000	\$0	\$1,624,000	\$2,597,000	\$4,481,000
<b>Bridge Projects</b>					
Federal	\$0	\$134,000	\$0	\$0	\$134,000
State Match	\$0	\$29,000	\$0	\$0	\$29,000
Bridge Projects	\$0	\$163,000	\$0	\$0	\$163,000
<b>Railroad Crossing Improvement Projects</b>					
Federal	\$0	\$585,000	\$0	\$0	\$585,000
State Match	\$0	\$65,000	\$0	\$0	\$65,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$0	\$650,000	\$0	\$0	\$650,000
<b>Roadway Safety Improvements</b>					
Federal	\$1,072,000	\$2,308,000	\$628,000	\$11,054,000	\$15,062,000
State Match	\$52,000	\$106,000	\$21,000	\$1,412,000	\$1,591,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$1,124,000	\$2,414,000	\$649,000	\$12,466,000	\$16,653,000
<b>Pavement Preservation Projects</b>					
Federal	\$1,720,000	\$1,776,000	\$0	\$0	\$3,496,000
State Match	\$377,000	\$391,000	\$0	\$0	\$768,000
Pavement Preservation Projects	\$2,097,000	\$2,167,000	\$0	\$0	\$4,264,000
<b>County Secondary and Off System Projects</b>					
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
<b>Local Bridge Replacement Projects</b>					
Federal	\$0	\$895,000	\$0	\$0	\$895,000
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$197,000	\$0	\$0	\$197,000
County Secondary and Off System Projects	\$0	\$1,092,000	\$0	\$0	\$1,092,000
<b>Transportation Alternative Projects</b>					
Federal	\$4,465,000	\$0	\$0	\$0	\$4,465,000
Local Match	\$1,266,000	\$0	\$0	\$0	\$1,266,000
Transportation Alternative Projects	\$5,731,000	\$0	\$0	\$0	\$5,731,000

Figure 1 – Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2022	2023	2024	2025	Total
<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>					
	\$14,274,000	\$14,032,000	\$36,128,000	\$22,169,000	\$86,603,000
<b>Public Transportation Projects</b>					
Federal	\$1,992,446	\$1,459,461	\$1,491,231	\$1,496,598	\$6,439,736
State Match	\$30,784	\$30,784	\$30,784	\$30,784	\$123,136
Local (Rapid City)	\$1,082,830	\$1,104,992	\$1,127,608	\$1,128,682	\$4,444,112
Public Transportation Projects	\$3,106,160	\$2,595,237	\$2,649,623	\$2,656,064	\$11,006,984
<b>Total FHWA and FTA Funding for Fiscal Year</b>					
	\$17,380,060	\$16,627,237	\$38,777,623	\$24,825,064	\$97,609,984

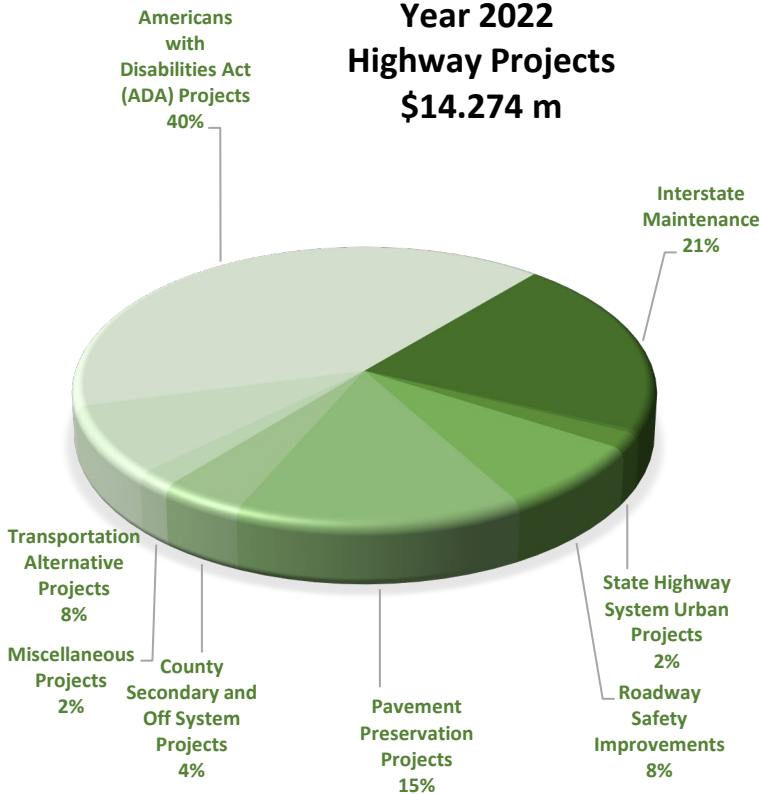
Figure 2 charts the yearly highway funding sources by year and the four year transit funding by funding sources within the Metropolitan Planning Area.

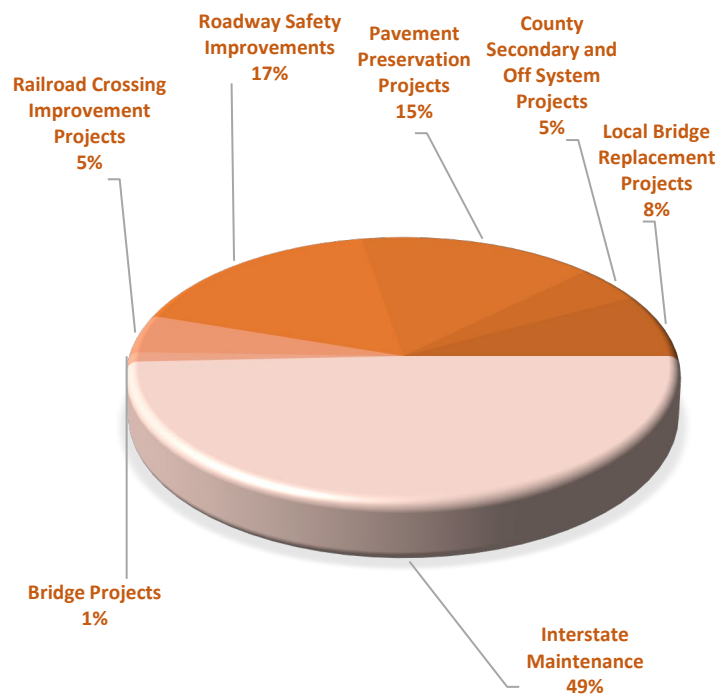
Figure 2 - Federally Funded Programmed Projects  
by Yearly Funding Source within the Metropolitan Planning Area

**Total Highway Funding  
\$86.603 m**



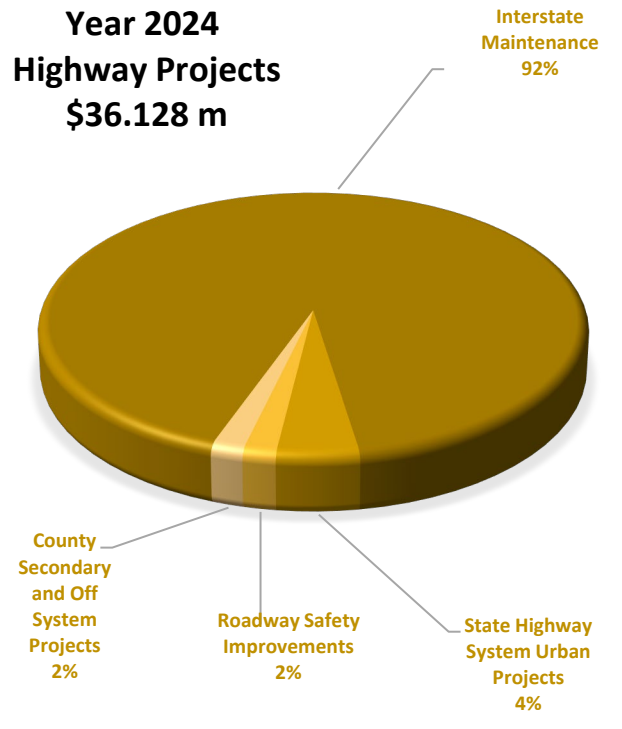
**Year 2022  
Highway Projects  
\$14.274 m**



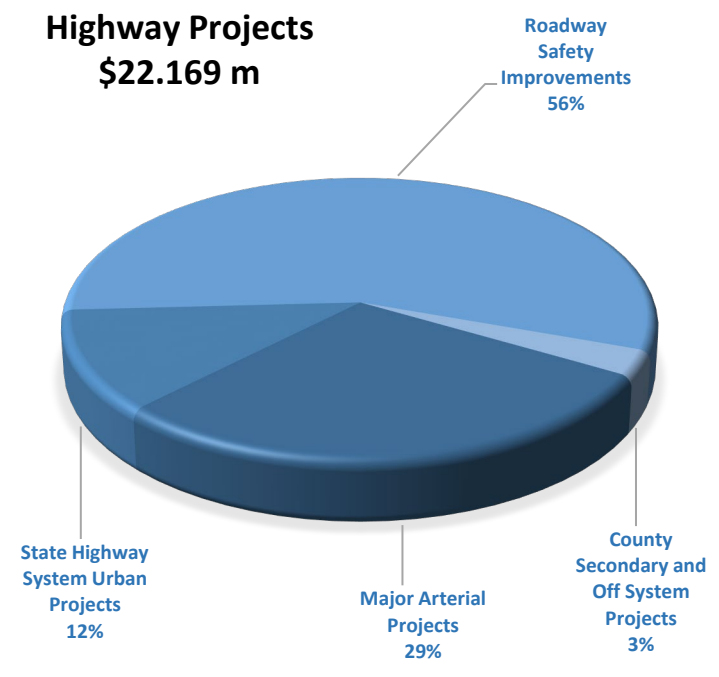


**Year 2023  
Highway Projects  
\$14.032 m**

**Year 2024  
Highway Projects  
\$36.128 m**



**Year 2025  
Highway Projects  
\$22.169 m**



**Public Transit  
Totals  
\$11.007 m**

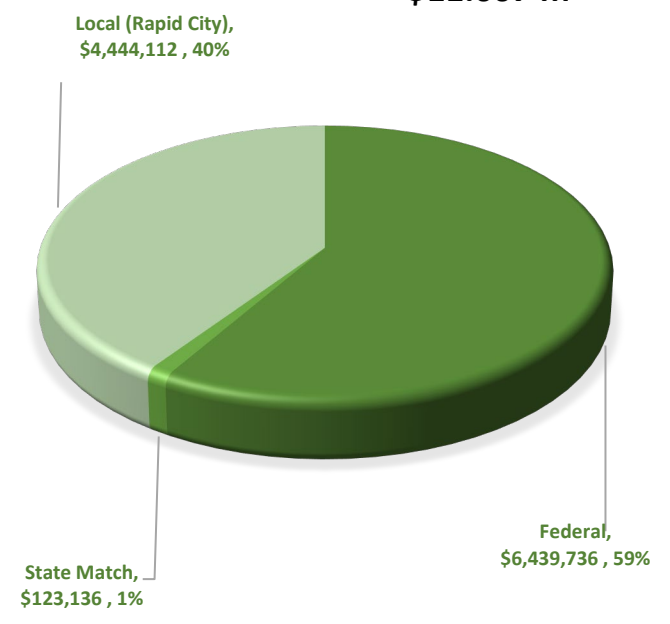


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2022	2023	2024	2025	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	\$750,000	\$0	\$750,000
<b>Rapid City Capital Improvements Program</b>					
Local	\$1,181,770	\$3,510,000	\$4,305,000	\$15,423,500	\$24,420,270
<b>Meade County Road and Bridge Fund</b>					
Local	\$0	\$3,500,000	\$0	\$1,100,000	\$4,600,000
<b>Pennington County Road and Bridge Fund</b>					
Local	\$9,700,000	\$0	\$0	\$0	\$9,700,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2022-2025 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 (2022) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2023-2026) 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 pages 27-28.

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 2022-2025 is included 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 2022-2025 are listed on page 30.



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 2022-2026 is included on page 31.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2022-2025 is included on page 32.

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 2022-2026 is included on pages 33-34.

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	2022	20223	2024	2025	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 2022– 2025 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 2022 - 2025  
Report Date 06/04/2021

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
35.00	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	2.075	2022		2.281	¥
.....												
72.00	IM 0901(194)36	05W7	Meade	6.0	I90E I90W	I90 - Fm Exit 37 to 2 S of Tilford	Dynamic Advisory Speed Signs	0.615	2022		0.676	¥
.....												
				<b>6.0</b>	<b>Miles</b>			<b>2022</b>	<b>2.690</b>	<b>Federal</b>	<b>2.957</b>	<b>Total</b>
87.90	IM 1902(67)0	065K	Pennington	0.0	I190N	I190 - Anamosa St Str over I190	Replace Str Bridge, Approach Grading	4.186	2023		4.825	¥
.....												
912.00	IM 0901(203)45	08LD	Meade	3.8	I90E I90W	I90 EBL & WBL - Fm E of Exit 44 to W of Exit 48	Construct Median & Ramp Crossovers	1.906	2023		2.095	¥
.....												
				<b>3.8</b>	<b>Miles</b>			<b>2023</b>	<b>6.092</b>	<b>Federal</b>	<b>6.920</b>	<b>Total</b>
61.00	*IM 0901(187)44	034J	Meade	2.8	I90E I90W	I90 EBL & WBL - Fm E of Exit 44 to W of Exit 48; Exit 46 (Elk Creek Rd)	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing	27.267	2024		33.216	¥
.....												
Construction planned for 2025 & 2026.												
.....												
				<b>2.8</b>	<b>Miles</b>			<b>2024</b>	<b>27.267</b>	<b>Federal</b>	<b>33.216</b>	<b>Total</b>

¥ 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 \$)	¥	
21.00	NH-HR X006(01)	08AE	Pennington	0.0	SD79N	SD79 - Approximately 2 S of US16B Jct	Port of Entry Tire Anomaly Inspection	0.043	2022		0.052	
Also Funded In:								Total Project Cost				
	Item	Category					0.319					
	13.00	Miscellaneous			0.267							
-----												
				<b>0.0 Miles</b>				<b>2022</b>	<b>0.043 Federal</b>	<b>0.052 Total</b>		
73.00	NH-PH 0016(91)60	06X3	Pennington	1.0	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	3.410	2025		6.455	
Also Funded In:								Total Project Cost				
	Item	Category					12.849					
	144.00	Roadway Safety Improvement			6.394							
-----												
				<b>1.0 Miles</b>				<b>2025</b>	<b>3.410 Federal</b>	<b>6.455 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 \$)	¥
2.00	*NH 0016(93)63	6874	Pennington	1.8	US16E US16EB US16W US16WB US16WF	US16/US16B - Intersection	Preliminary Engineering	0.000	2022		0.208
9.00	*NH 0016(94)65	078D	Pennington	2.2	US16E US16W	US16 E&W - Fm US16B to Tower Rd	Preliminary Engineering	0.043	2022		0.052
				<b>4.0 Miles</b>			<b>2022</b>	<b>0.043 Federal</b>		<b>0.260 Total</b>	
900.00	NH 0044(227)40	08D9	Pennington	0.8	SD44	SD44 - Fm Canyon Rd to Chapel Lane in Rapid City	Rockfall Hazard Mitigation	1.330	2024		1.624
				<b>0.8 Miles</b>			<b>2024</b>	<b>1.330 Federal</b>		<b>1.624 Total</b>	
907.00	NH 0016(99)63	08PG	Pennington	1.3	US16E US16W	US16/US16B - Intersection	Median Crossovers & Traffic Diversions	2.127	2025		2.597
				<b>1.3 Miles</b>			<b>2025</b>	<b>2.127 Federal</b>		<b>2.597 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 \$)	¥	
53.00	NH 0044(221)42	07WN	Butte	0.0	SD20	SD44 - Str 1.9 W of the SD231	Column Repair	0.134	2023		0.163	
	P 0020(219)26	08A0	Harding		SD44	Jct over Rapid Ck; SD20 - 0.9 W						
	NH 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	<b>Miles</b>			2023	0.134	<b>Federal</b>	0.163	<b>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 \$)	¥	
910.00	PP-PS 1669(43)	08GY	Pennington	0.0		5th Street in Rapid City, RCP&E RR, DOT 190268U	Signals, Crossing Surface, Approach work, CE	0.405	2023		0.450	
911.00	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	<b>Miles</b>			2023	0.585	<b>Federal</b>	0.650	<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 \$)	¥
33.00	PH 0079(86)68	07N8	Pennington	0.0	SD79	SD79 - Intersection of Spring Creek Rd	Modify Intersection, Lighting	0.318	2022	0.370	¥
48.00	PH 0040(233)	04RT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.338	2022	0.338	¥
56.00	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	0.416	2022	0.416	¥
				<b>40.0</b>	<b>Miles</b>			<b>1.072</b>	<b>Federal</b>	<b>1.124</b>	<b>Total</b>
77.00	PH 0040(239)	05GA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.292	2023	0.292	¥
78.00	PH 0040(324)	05GC	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.265	2023	0.265	¥
90.00	PH 0040(338)	06U3	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.955	2023	1.061	¥
93.00	PH 0040(342)	07AN	Regionwide	0.0		Rapid City Region	Corridor Signing	0.796	2023	0.796	¥
				<b>1.5</b>	<b>Miles</b>			<b>2.308</b>	<b>Federal</b>	<b>2.414</b>	<b>Total</b>
114.00	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	0.433	2024	0.433	¥
119.00	PH 000S(417)	07A4	Regionwide	0.0		Rapid City & Pierre Region	Modify Intersection	0.195	2024	0.216	¥
				<b>40.0</b>	<b>Miles</b>			<b>0.628</b>	<b>Federal</b>	<b>0.649</b>	<b>Total</b>
134.00	PH 0040(326)	06AQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.552	2025	0.552	¥

¥ 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 \$)	¥
141.00	PH 0040(347)	06U5	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	0.994	2025	1.104	¥
142.00	PH 0040(348)	07AP	Regionwide	0.0		Rapid City Region	Corridor Signing	1.104	2025	1.104	¥
144.00	NH-PH 0016(91)60	06X3	Pennington	1.0	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	5.423	2025	6.394	¥
Also Funded In:								Total Project Cost			
	Item	Category						12.849			
	73.00	Major Arterial Projects	6.455								
234.00	PH 0016(97)57	07Y6	Pennington	0.0	US16E	US16 EBL & WBL - Fm E of Rockerville to S of Reptile Gardens	Modify Intersections	2.981	2025	3.312	¥
				2.5	Miles			2025	11.054	Federal	12.466 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 \$)	¥	
54.00	NH-P 0041(162)	06FJ	Areawide	0.0		Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	0.427	2022		0.520	
68.00	NH-P 0041(176)	0874	Lawrence Pennington	36.6	SD44 US14A US16E US16W	Various Locations in the Rapid City Area	Rout & Seal	0.238	2022		0.290	
90.00	NH-P 0041(175)	087A	Fall River Lawrence Meade Pennington	14.7	SD231 SD231N SD231NF SD231S SD231SF SD44E SD44W SD79N SD79NP SD79S SD79SP US14A US16 US16E US16EB US16W US16WB US18	Various Routes in the Rapid City Area	Pavement Restoration	1.055	2022		1.287	
				<b>51.3</b>	<b>Miles</b>			<b>1.720</b>	<b>Federal</b>		<b>2.097</b>	<b>Total</b>
93.10	NH-P 0041(169)	06UR	Areawide	0.0		Various Locations Throughout the Rapid City Area	2023 Areawide Pipe Work Projects	0.210	2023		0.257	
96.00	NH-P 0041(163)	06FK	Areawide	0.0		Various Locations Throughout the Rapid City Area	Areawide Pipe Work Projects	0.696	2023		0.849	

¥ 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 \$)	¥
99.00	IM-NH-P 0040(341)	07CW	Butte Fall River Meade Pennington	0.0	I90E SD34 SD40 SD445 SD79 US18 US212 US385 US85N	Various Locations Throughout the Rapid City Region	2023 Regionwide Approach Slab Repair	0.870	2023		1.061
				0.0	<b>Miles</b>		2023	1.776	<b>Federal</b>		2.167
											<b>Total</b>

¥ 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 \$)	¥
13.00	NH-HR X006(01)	08AE	Pennington	0.0	SD79N	SD79 - Approximately 2 S of US16B Jct	Port of Entry Tire Anomaly Inspection	0.227	2022		0.267
Also Funded In:										Total Project Cost	
	Item	Category						0.319			
	21.00	Major Arterial Projects			0.052						
.....											
				0.0	<b>Miles</b>			2022	0.227	<b>Federal</b>	0.267 <b>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 \$)	¥
9.00	P 000S(00)234	07DQ	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2022		0.614
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>	0.614 <b>Total</b>
13.00	P 000S(00)243	07DV	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2023		0.626
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>	0.626 <b>Total</b>
17.00	P 000S(00)247	07E0	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2024		0.639
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>	0.639 <b>Total</b>
21.00	P 000S(00)251	07E4	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2025		0.651
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$0.434.											
				0.0	<b>Miles</b>			2025	0.000	<b>Federal</b>	0.651 <b>Total</b>

¥ 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 \$)	¥
109.00	BRO 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	
113.00	BRO 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	
				<b>0.4 Miles</b>				<b>0.895</b>	<b>Federal</b>	<b>1.092</b>	<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 \$)	¥
9.90	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	2022	0.573	
16.00	P TAPU(29)	07RH	Pennington	0.0		Box Elder - along Briggs St fm Patriot Dr to Liberty Blvd, along Liberty Blvd fm Briggs St to N Ellsworth Rd, along N Ellsworth Rd fm Liberty Blvd to Frontage Rd	Construction of a Shared Use Path, CE	0.317	2022	0.599	
				<b>0.9 Miles</b>				<b>0.787</b>	<b>Federal</b>	<b>1.172</b>	<b>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 \$)	¥
2.00	NH 0044(220)46	04PD	Pennington	3.4	SD44	SD44 - Fm LaCrosse St to Covington St in Rapid City	ADA, Modify Intersection, Sidewalk	4.465	2022		5.731
				<b>3.4 Miles</b>			2022	4.465 <b>Federal</b>		5.731 <b>Total</b>	

¥ Costs reflect anticipated inflation

Project Name	CIP #	Construction Year	Estimated Project Costs *includes design, construction and land acquisition
12th Street Reconstruction St. Joseph St to Fulton St.	50927	2021	\$ 4,070,716.00
Alta Vista Drive Storm Sewer Improvement	51300	2021	\$ 105,012.00
Deadwood Ave	50437	2021	\$ 2,539,158.00
E Main Street N Bridge Repair	51247	2021	\$ 156,500.00
East Anamosa Storm Sewer Repair	51153	2021	\$ 400,000.00
High Friction Surface Treatment DOT agreement	51245	2021	\$ 10,000.00
Jackson Blvd DBDP	50349	2021	\$ 60,000.00
Knollwood Drainage Basin Detention Element 303	51303	2021	\$ 133,134.50
La Crosse Street Interchange Utility Imp	51108	2021	\$ 293,144.85
Regency Court Storm Sewer Improvements	51301	2021	\$ 340,827.34
Robbinsdale Phase 6 Design	51232	2021	\$ 169,411.26
Robbinsdale Phase 6 Parkview Drive Reconstruction	51232.B	2021	\$ 2,294,452.25
San Marco Street Bridge Repair	51194	2021	\$ 500,875.00
Sheridan Lake Road Reconst. CLD to W Main	50967	2021	\$ 2,788,000.00
South Street Sewer Expansion	51221	2021	\$ 200,000.00
St. Andrew Street- Street and Utility Project	51260	2021	\$ 223,631.29
St. Patrick Street Reconstruction	50456	2021	\$ 640,000.00
Tower Road Stabilization Project	51254	2021	\$ 585,110.03
Una Del Drive	50914	2021	\$ 671,555.35
Wildwood Area Reconstruction	51004	2021	\$ 14,012.59
Winners/Crown/Squire/Gallery/Hallmark St Repair	51134	2021	\$ 500,000.00
12th Street Reconstruction - Fulton St. to Fairview St.	51324	2022	\$ 850,000.00
Elmhurst Drive Reconstruction	51098	2022	\$ 203,994.00
Robbinsdale - Ivy, Iowa, Tallent	50389.4-1	2022	\$ 1,768,500.00
Robbinsdale - Phase 5	50390.5-1	2022	\$ 1,479,500.00
Robbinsdale Phase 6 Fairlane Drive Reconstruction	51232.C	2022	\$ 1,403,000.00
South Robbinsdale Low Flow Channel	51240	2022	\$ 25,000.00
St Cloud Street Reconsturction West Blvd to 9th St	51174	2022	\$ 266,568.54
St Patrick St Mt Rushmore Rd to 5th	51126	2022	\$ 1,181,770.00
St. Cloud Street Reconstruction - 5th to Highland	51036	2022	\$ 2,125,595.74
Sunburst Drive Reconstruction	51004	2022	\$ 1,250,000.00
Dakota Dr Water Main Reconst	50399	2023	\$ 666,500.00
Dyess Ave Reconstruction Seger Dr to City Limits	51282	2023	\$ 3,510,000.00
Forest Street and Juniper Street Reconstruction	51098	2023	\$ 240,779.00
South Wildwood Reconst - Phase 2	51003	2023	\$ 1,850,000.00
Wonderland Area St & Utilities Ph 1	51070.1	2023	\$ 1,226,000.00
Clark Street and Tompkins Street	50797	2024	\$ 136,000.00
Jackson Blvd & W. Main ST Intersection Reconstruction	50858	2024	\$ 1,375,000.00
Lindbergh Avenue Reconstruction	51088	2024	\$ 652,000.00
North Maple Ave Reconstruction	51113	2024	\$ 2,040,000.00
Robbinsdale Phase 6 Fairmont Utility Reconstruction	51232.D	2024	\$ 167,000.00
Sheffer Street Storm Sewer Improvements	51114	2024	\$ 250,000.00
Skyline - Phase 1	50153	2024	\$ 890,000.00
W. Blvd NE Reconstr North to Anamosa	50879	2024	\$ 820,000.00
Wentworth Drive Reconstruction	51039	2024	\$ 660,000.00
9th Street and Clark Street Reconstruction	51281	2025	\$ 1,582,875.00
Carriage Hills Drive-Corral to Parkridge Recon	51164	2025	\$ 3,350,000.00
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919	2025	\$ 538,000.00
Robbinsdale Reconst Phase 5 - Oakland	50390.5-2	2025	\$ 2,595,000.00
Sheridan Lake Rd - Corral to Catron	51122	2025	\$ 14,433,500.00
Skyline - Phase 2	50153	2025	\$ 990,000.00
St Charles and 11th Street Reconstruction	50926	2025	\$ 1,004,000.00
Wonderland Area St & Utilities Ph 2	51070.2	2025	\$ 947,000.00
Carriage Hills Drive-Corral Dr Canyon Dr	51165	2026	\$ 3,480,000.00
East Boulevard Water Transmission Main	50463	2026	\$ 1,000,000.00
Jane Drive Storm Sewer	51259	2026	\$ 355,000.00
Racine Reconstruction Anamosa to Waterloo		2026	\$ 580,000.00
Robbinsdale - Phase 5	50390.5-5	2026	\$ 1,420,000.00
Silverleaf Reconstruction	50837	2026	\$ 936,000.00
Skyline - Phase 3	50153	2026	\$ 1,440,000.00
Water Main Repl Sitting Bull, Red Cloud, Crazy Horse	51074	2026	\$ 300,000.00
Wonderland Area St & Utilities Ph 3	51070.3	2026	\$ 723,900.00
ADA Compliance Project	50761	Annual	\$ 60,000.00
Arterial Street Oversize	51255	Annual	\$ 50,000.00
Bridge Inspections	50630	Annual	\$ 1,000.00
Bridge Maintenance	50752	Annual	\$ 50,000.00
Collector & Arterial Street Maintenance	50798	Annual	\$ 300,000.00



## Public Transit

Fiscal Year	Funding Category	County	Location	Type	Federal Funds	State Funds	Local Funds	Total
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	\$0.00	\$0.00	\$0.00	\$0.00
2022	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$124,006.00	\$0.00	\$24,801.00	\$148,807.00
2022	American Rescue Plan Act	Pennington	Rapid Transit SYstem	Operating for Fixed Route and ADA paratransit service	\$564,082.00	\$0.00	\$0.00	\$564,082.00

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	\$0.00	\$0.00	\$0.00	\$0.00
2023	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$129,016.00	\$0.00	\$25,803.00	\$154,819.00

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	\$0.00	\$0.00	\$0.00	\$0.00
2024	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$134,177.00	\$0.00	\$26,835.00	\$161,012.00

2025	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
2025	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	\$0.00	\$0.00	\$0.00	\$0.00
2025	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$139,544.00	\$0.00	\$27,909.00	\$167,453.00

# Rapid City Regional Airport Capital Improvement Program (AIP)

## As of May 25, 2021

2021 AIP Entitlement			PROJECT YEAR 2021					
Total Entitlement with Carryover			FAA AIP 56	FAA 100% Match		State 3.5	CARES AIP 54	RAP
		\$ 2,562,529						
		\$ 4,333,678						
RTR Access Road (Construction CA/CO)	5287	\$ 2,425,000	\$ 2,182,500			\$ 84,875		\$ 157,625
GA Access Road (Construction, CA/CO)	5286	\$ 770,000	\$ 693,000			\$ 26,950		\$ 50,050
FAA Closeout Documents	N/A	\$ 10,000	\$ 9,000			\$ 350		\$ 650
Grant Administration, legal, advertise, etc.	NA	\$ 5,268	\$ 4,742			\$ 184		\$ 342
<b>Total Projects</b>		<b>\$ 3,210,268</b>	<b>\$ 2,889,242</b>			<b>\$ 112,359</b>	<b>\$ -</b>	<b>\$ 208,667</b>
<b>Carryover Entitlement</b>		<b>\$ 1,444,436</b>						

2022 AIP Entitlement			PROJECT YEAR 2022					
Total Entitlement with Carryover			FAA AIP 57	FAA Discretionary		State 3.5	CARES AIP 54	RAP
		\$ 2,562,529						
		\$ 4,006,965						
Terminal Design		\$ 3,576,600	\$ 2,197,965	\$ 1,042,035		\$ 126,000		\$ 210,600
Oshkosh Blower/Sweeper Replacement SRE (Unit #15)	TBD	\$ 496,750	\$ 450,000			\$ 17,500		\$ 29,250
Oshkosh Plow/Spreader Replacement SRE (Unit #19)	TBD	\$ 496,750	\$ 450,000			\$ 17,500		\$ 29,250
Oshkosh ARFF Truck Replacement (Unit #8)	TBD	\$ 993,500	\$ 900,000			\$ 35,000		\$ 58,500
Grant Administration, legal, advertise, etc.	NA	\$ 9,935	\$ 9,000			\$ 350		\$ 585
<b>Total Projects</b>		<b>\$ 5,573,535</b>	<b>\$ 4,006,965</b>	<b>\$ 1,042,035</b>		<b>\$ 196,350</b>	<b>\$ -</b>	<b>\$ 328,185</b>
<b>Carryover Entitlement</b>		<b>\$ -</b>						

2023 AIP Entitlement			PROJECT YEAR 2023					
Total Entitlement with Carryover			FAA AIP 58	FAA Discretionary		State 3.5		RAP PFC
		\$ 2,562,529						
		\$ 2,562,529						
Term Rehab Phs 3 Ticket Counter/Queuing Area (Constr/CA/CO)	TBD	\$ 23,000,000	\$ 2,562,529	\$ 18,137,471		\$ 805,000		\$ 1,495,000
<b>Total Projects</b>		<b>\$ 23,000,000</b>	<b>\$ 2,562,529</b>	<b>\$ 18,137,471</b>		<b>\$ 805,000</b>		<b>\$ 1,495,000</b>
<b>Carryover Entitlement</b>		<b>\$ -</b>						

2024 AIP Entitlement			PROJECT YEAR 2024					
Total Entitlement with Carryover			FAA AIP 59	FAA Discretionary		State 3.5		RAP
		\$ 2,562,529						
		\$ 2,562,529						
Terminal Concourse Construction (Constr/CA/CO)	TBD	\$ 29,000,000	\$ 2,562,529	\$ 23,537,471		\$ 1,015,000		\$ 1,885,000
Apron Addition	TBD	\$ 15,000,000	\$ -	\$ 13,500,000		\$ 525,000		\$ 975,000
<b>Total Projects</b>		<b>\$ 44,000,000</b>	<b>\$ 2,562,529</b>	<b>\$ 37,037,471</b>		<b>\$ 1,540,000</b>		<b>\$ 2,860,000</b>
<b>Carryover Entitlement</b>		<b>\$ -</b>						

2025 AIP Entitlement			PROJECT YEAR 2025					
Total Entitlement with Carryover			FAA AIP 60	FAA Discretionary		State 3.5		RAP
		\$ 2,562,529						
		\$ 2,562,529						
Terminal Arrival Corridor (Constr/CA/CO)	TBD	\$ 10,000,000	\$ 2,562,529	\$ 6,437,471		\$ 350,000		\$ 650,000
Terminal Apron Reconstruction Phase I	TBD	\$ 14,000,000	\$ -	\$ 12,600,000		\$ 490,000		\$ 910,000
		\$ 24,000,000	\$ 2,562,529	\$ 19,037,471		\$ 840,000		\$ 1,560,000
<b>Carryover Entitlement</b>		<b>\$ -</b>						

2026 AIP Entitlement			PROJECT YEAR 2026					
Total Entitlement with Carryover			FAA AIP 60	FAA Discretionary		State 3.5		RAP
		\$ 2,562,529						
		\$ 2,562,529						
Terminal Apron Reconstruction Phase II	TBD	\$ 14,000,000	\$ 2,562,529	\$ 10,037,471		\$ 490,000		\$ 910,000
		\$ 14,000,000	\$ 2,562,529	\$ 10,037,471		\$ 490,000		\$ 910,000

**City of Box Elder 2022 - 2027 CIP**

1	PWS-1-2022	Chip Sealing Residential Streets	2022	\$185,000
2	PWS-2-2022	Cracksealing Residential Streets	2022	\$15,000
3	PWS-3-2022	General Street Maintenance	2022	\$200,000
4	PWS-4-2022	Street Pavement Marking	2022	\$40,000
		<b>2022 Budget</b>		<b>\$440,000</b>
5	PWS-1-2023	Chip Sealing Residential Streets	2023	\$185,000
6	PWS-2-2023	Cracksealing Residential Streets	2023	\$15,000
7	PWS-3-2023	General Street Maintenance	2023	\$200,000
8	PWS-4-2023	Street Pavement Marking	2023	\$40,000
9	PWS-5-2023	Residential Street Reconstruction	2023	\$5,030,000
		<b>2023 Budget</b>		<b>\$5,470,000</b>
10	PWS-1-2024	Chip Sealing Residential Streets	2024	\$195,000
11	PWS-2-2024	Cracksealing Residential Streets	2024	\$20,000
12	PWS-3-2024	General Street Maintenance	2024	\$225,000
13	PWS-4-2024	Street Pavement Marking	2024	\$45,000
14	PWS-5-2024	E. Mall / Bennett Connector	2024	\$750,000
15	PWS-6-2024	Bennett Road Bridge Replacement	2024	\$2,000,000
		<b>2024 Budget</b>		<b>\$3,235,000</b>
16	PWS-1-2025	Chip Sealing Residential Streets	2025	\$200,000
17	PWS-2-2025	Cracksealing Residential Streets	2025	\$250,000
18	PWS-3-2025	General Street Maintenance	2025	\$225,000
19	PWS-4-2025	Street Pavement Marking	2025	\$45,000
		<b>2025 Budget</b>		<b>\$720,000</b>
20	PWS-1-2026	Chip Sealing Residential Streets	2026	\$200,000
21	PWS-2-2026	Cracksealing Residential Streets	2026	\$250,000
22	PWS-3-2026	General Street Maintenance	2026	\$225,000
23	PWS-4-2026	Street Pavement Marking	2026	\$45,000
24	PWS-5-2026	Radar Hill Road / HWY 14/16 Reconstruction	2026/2027	\$22,500,000
25	PWS-6-2026	Ellsworth Rd. Reconstruction, Liberty to 225th	2026	\$1,766,000
		<b>2026 Budget</b>		<b>\$24,986,000</b>
26	PWS-1-2027	Chip Sealing Residential Streets	2027	\$200,000
27	PWS-2-2027	Cracksealing Residential Streets	2027	\$250,000
28	PWS-3-2027	General Street Maintenance	2027	\$225,000
29	PWS-4-2027	Street Pavement Marking	2027	\$45,000
30	PWS-5-2027	Radar Hill Road / HWY 14/16 Reconstruction	2026/2027	\$22,500,000
31	PWS-6-2027	Residential Street Reconstruction, Prairie View Sub'd.	2027	\$1,766,000
		<b>2027 Budget</b>		<b>\$24,986,000</b>
		<b>2022 - 2027 Budget Total</b>		<b>\$59,837,000</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
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
Haines Ave.	Full depth reclamation and AS Surfacing	2023	\$ 3,500,000.00					\$ 3,500,000.00	\$ 3,500,000.00
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	2025	\$ 1,100,000.00					\$ 1,100,000.00	\$ 1,100,000.00

<b>TOTALS</b>		\$ 4,958,000.00	\$ -	\$ -	\$ -	\$ -	\$ 4,958,000.00	\$ 4,958,000.00
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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



**2022 - 2026 Pennington County Five-Year Programmed Project Listing**

Segment or Bridge #	Road Name	Project	Year	Proposed Five-Year Project Funding Information						Total	Remarks
				Unfunded	Local Funding	Federal Funding	State Funding	Anticipated Grant	Total Funding		
		<b>Bridge Projects</b>	<b>2022</b>								
52-608-295	161st Avenue	Construction Engineering	2022		\$35,000				\$35,000	\$35,000	
52-305-300	Sonquist Lane	Construction Engineering	2022		\$70,000				\$70,000	\$70,000	
52-316-316	Thunderhead Falls Road	Construction Engineering	2022		\$75,000				\$75,000	\$75,000	
52-317-318	Thunderhead Falls Road	Construction Engineering	2022		\$75,000				\$75,000	\$75,000	
52-457-406	Lower Spring Creek Road	Delamination	2022		\$35,000				\$35,000	\$35,000	
52-472-420	Lower Spring Creek Road	Delamination	2022		\$35,000				\$35,000	\$35,000	
52-460-329	Reservoir Road	Delamination	2022		\$35,000				\$35,000	\$35,000	
52-444-270	Country Road	Design	2022		\$50,000				\$50,000	\$50,000	
52-316-316	Thunderhead Falls Road	Reconstruct	2022		\$294,400		\$470,600		\$765,000	\$765,000 70% BIG	
52-317-318	Thunderhead Falls Road	Reconstruct	2022		\$180,000			\$420,000	\$600,000	\$600,000 70% BIG	
52-246-298	Sherman Street	Reconstruct (design in 2021)	2022		\$120,000			\$480,000	\$600,000	\$600,000 80% BIG	
52-305-300	Sonquist Lane	Reconstruct + Double Tees	2022		\$591,228				\$591,228	\$591,228	
52-608-295	161st Avenue	Replace Double Tees (Contract + Mats)	2022		\$160,000				\$160,000	\$160,000	
		Bridge Inspections	2022		\$20,500	\$82,000			\$102,500	\$102,500	
		<b>Bridge Projects Subtotal</b>	<b>2022</b>	<b>\$0</b>	<b>\$1,776,128</b>	<b>\$82,000</b>	<b>\$470,600</b>	<b>\$900,000</b>	<b>\$3,228,728</b>	<b>\$3,228,728</b>	
		<b>Road Projects</b>	<b>2022</b>								
126001	Deadwood Avenue	Reconstruct	2022		\$1,200,000				\$1,200,000	\$1,200,000	
123405	Nemo Road	Reconstruct Horizontal Curve PH8041(20) 5% Meade Co	2022		\$157,450	\$2,834,100			\$3,149,000	\$3,149,000 157,450	
130602, 3	Rochford Road, South	Reconstruct (SIB Loan) CS 6403 (06) / P 6403(10) PCN 08P3	2022		\$0		\$8,852,000		\$8,852,000	\$8,852,000	
122802, 3, & 4	Sheridan Lake Road	Reconstruct (Federal Funds Depleted) P6480 (04)	2022		\$8,500,000				\$8,500,000	\$8,500,000	
352701	Wilsey Road	Realignment	2022		\$200,000				\$200,000	\$200,000	
		Crack Seals	2022		\$300,000				\$300,000	\$300,000	
		Chip Seals	2022		\$890,000				\$890,000	\$890,000	
		Pavement Marking	2022		\$250,000		\$87,000		\$337,000	\$337,000	
		<b>Road Projects Subtotal</b>	<b>2022</b>	<b>\$0</b>	<b>\$11,497,450</b>	<b>\$2,834,100</b>	<b>\$8,939,000</b>	<b>\$0</b>	<b>\$23,428,000</b>	<b>\$23,428,000</b>	
		<b>Year Totals</b>	<b>2022</b>	<b>\$0</b>	<b>\$13,273,578</b>	<b>\$2,916,100</b>	<b>\$9,409,600</b>	<b>\$900,000</b>	<b>\$26,499,278</b>	<b>\$26,656,728</b>	
							<b>\$10,309,600</b>				
		<b>Bridge Projects</b>	<b>2023</b>								
52-444-270	Country Road	Reconstruct - To apply for BIG	2023		\$141,600			\$330,400	\$472,000	\$472,000 70% BIG	
52-896-490	Huether Road	Reconstruct - State to administer design BRO 8052 (72)	2023		\$116,784	\$530,217			\$647,000	\$647,000	
52-952-341	Paulsen Road	Reconstruct - State to administer design BRO 8052 (73)	2023		\$80,322	\$364,678			\$445,000	\$445,000	
52-953-340	Paulsen Road	Reconstruct - State to administer design BRO 8052 (74)	2023		\$83,391	\$378,609			\$462,000	\$462,000	
		Bridge Inspections	2023		\$22,000	\$88,000			\$110,000	\$110,000	
		<b>Bridge Projects Subtotal</b>	<b>2023</b>	<b>\$0</b>	<b>\$444,097</b>	<b>\$1,361,504</b>	<b>\$0</b>	<b>\$330,400</b>	<b>\$2,136,000</b>	<b>\$2,136,000</b>	
		<b>Road Projects</b>	<b>2023</b>								
122302	Liberty Boulevard	Concrete Panel Replacement	2023		\$50,000				\$50,000	\$50,000	
124101	Universal Drive	Overlay 1.39 miles	2023		\$200,000				\$200,000	\$200,000	
131701	Reno Gulch Road	Overlay 2.07 miles	2023		\$250,000				\$250,000	\$250,000	
122001	Lower Spring Creek Road	Overlay 2.37 miles	2023		\$250,000				\$250,000	\$250,000	
130602, 3	Rochford Road, South	Reconstruct (SIB Loan) CS 6403 (06) / P 6403(10) PCN 08P3	2023		\$2,748,000				\$2,748,000	\$2,748,000	
453201	Paulsen Road	Roadway & Creek Realignment	2023		\$90,000				\$90,000	\$90,000	
		Crack Seals	2023		\$260,000				\$260,000	\$260,000	
		Chip Seals	2023		\$931,000				\$931,000	\$931,000	
		Pavement Marking	2023		\$250,000		\$87,000		\$337,000	\$337,000	
		<b>Road Projects Subtotal</b>	<b>2023</b>	<b>\$0</b>	<b>\$5,029,000</b>	<b>\$0</b>	<b>\$87,000</b>	<b>\$0</b>	<b>\$5,116,000</b>	<b>\$5,116,000</b>	
		<b>Year Totals</b>	<b>2023</b>	<b>\$0</b>	<b>\$5,473,097</b>	<b>\$1,361,504</b>	<b>\$87,000</b>	<b>\$330,400</b>	<b>\$7,252,000</b>	<b>\$7,252,000</b>	
							<b>\$417,400</b>				
		<b>Bridge Projects</b>	<b>2024</b>								
52-590-291	159th Avenue	Design	2024		\$50,000				\$50,000	\$50,000	
52-955-230	222nd Street	Design	2024		\$50,000				\$50,000	\$50,000	
52-575-383	Hammerquist Road	Reconstruct - State to administer design BRO 8052 (77)	2024		\$132,487	\$601,513			\$734,000	\$734,000	
52-317-313	Thunderhead Falls Road	Reconstruct - State to administer design BRO 8052 (76)	2024		\$143,678	\$652,322			\$796,000	\$796,000	
52-261-399	Robins Roost Road	Replace with box culvert	2024		\$69,600			\$162,400	\$232,000	\$232,000 70% BIG	
		Bridge Inspections	2024		\$22,000	\$88,000			\$110,000	\$110,000	

**2022 - 2026 Pennington County Five-Year Programmed Project Listing**

Segment or Bridge #	Road Name	Project	Year	Proposed Five-Year Project Funding Information						Total	Remarks
				Unfunded	Local Funding	Federal Funding	State Funding	Anticipated Grant	Total Funding		
		<b>Bridge Projects Subtotal</b>	<b>2024</b>	<b>\$0</b>	<b>\$467,765</b>	<b>\$1,341,835</b>	<b>\$0</b>	<b>\$162,400</b>	<b>\$1,972,000</b>	<b>\$1,972,000</b>	
		<b>Road Projects</b>	<b>2024</b>								
144501	161st Ave	Reconstruct	2024		\$800,000				\$800,000	\$800,000	
241401	Highway 1416	Reconstruct	2024		\$337,000	\$3,029,000			\$3,366,000	\$3,366,000	
		Crack Seals	2024		\$350,000				\$350,000	\$350,000	
		Chip Seals	2024		\$936,000				\$936,000	\$936,000	
		Pavement Marking	2024		\$250,000		\$87,000		\$337,000	\$337,000	
		<b>Road Projects Subtotal</b>	<b>2024</b>	<b>\$0</b>	<b>\$2,673,000</b>	<b>\$3,029,000</b>	<b>\$87,000</b>	<b>\$0</b>	<b>\$5,789,000</b>	<b>\$5,789,000</b>	
		<b>Year Totals</b>	<b>2024</b>	<b>\$0</b>	<b>\$3,140,765</b>	<b>\$4,370,835</b>	<b>\$87,000</b>	<b>\$162,400</b>	<b>\$7,761,000</b>	<b>\$7,761,000</b>	
							<b>\$249,400</b>				
		<b>Bridge Projects</b>	<b>2025</b>								
52-590-291	159th Avenue	Reconstruct	2025		\$144,300			\$336,700	\$481,000	\$481,000	70% BIG
		Bridge Inspections	2025		\$22,000	\$88,000			\$110,000	\$110,000	
		<b>Bridge Projects Subtotal</b>	<b>2025</b>	<b>\$0</b>	<b>\$166,300</b>	<b>\$88,000</b>	<b>\$0</b>	<b>\$336,700</b>	<b>\$591,000</b>	<b>\$591,000</b>	
		<b>Road Projects</b>	<b>2025</b>								
420401	Albert Lane	Reconstruct from Plateau to County Heights Ditch	2025		\$430,000				\$430,000	\$430,000	
420422	Leroy Street	Reconstruct from Plateau to County Heights Ditch	2025		\$435,000				\$435,000	\$435,000	
		Crack Seals	2025		\$300,000				\$300,000	\$300,000	
		Chip Seals	2025		\$943,000				\$943,000	\$943,000	
		Pavement Marking	2025		\$250,000		\$87,000		\$337,000	\$337,000	
		<b>Road Projects Subtotal</b>	<b>2025</b>	<b>\$0</b>	<b>\$2,358,000</b>	<b>\$0</b>	<b>\$87,000</b>	<b>\$0</b>	<b>\$2,445,000</b>	<b>\$2,445,000</b>	
		<b>Year Totals</b>	<b>2025</b>	<b>\$0</b>	<b>\$2,524,300</b>	<b>\$88,000</b>	<b>\$87,000</b>	<b>\$336,700</b>	<b>\$3,036,000</b>	<b>\$3,036,000</b>	
							<b>\$423,700</b>				
		<b>Bridge Projects</b>	<b>2026</b>								
52-955-230	222nd Street	Replace with box culvert	2026		\$240,000				\$240,000	\$240,000	
52-909-490	Huether Road	Preservation	2026		\$150,000				\$150,000	\$150,000	
		Bridge Inspections	2026		\$22,000	\$88,000			\$110,000	\$110,000	
		<b>Bridge Projects Subtotal</b>	<b>2026</b>	<b>\$0</b>	<b>\$412,000</b>	<b>\$88,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	
		<b>Road Projects</b>	<b>2026</b>								
320701	143rd Avenue	Overlay	2026		\$53,500				\$53,500	\$53,500	
227203	151st Avenue	Overlay	2026		\$245,250				\$245,250	\$245,250	
158901	Bombing Range Road	Reconstruct	2026	\$10,000,000					\$0	\$10,000,000	
		Crack Seals	2026		\$428,000				\$428,000	\$428,000	
		Chip Seals	2026		\$796,000				\$796,000	\$796,000	
		Pavement Marking	2026		\$250,000		\$87,000		\$337,000	\$337,000	
		<b>Road Projects Subtotal</b>	<b>2026</b>	<b>\$10,000,000</b>	<b>\$1,772,750</b>	<b>\$0</b>	<b>\$87,000</b>	<b>\$0</b>	<b>\$1,859,750</b>	<b>\$11,859,750</b>	
		<b>Year Totals</b>	<b>2026</b>	<b>\$10,000,000</b>	<b>\$2,184,750</b>	<b>\$88,000</b>	<b>\$87,000</b>	<b>\$0</b>	<b>\$2,359,750</b>	<b>\$12,359,750</b>	
							<b>\$87,000</b>				
		<b>5-Year Bridge Totals</b>	<b>2022-2026</b>	<b>\$0</b>	<b>\$3,266,290</b>	<b>\$2,961,339</b>	<b>\$470,600</b>	<b>\$1,729,500</b>	<b>\$8,427,728</b>	<b>\$8,427,728</b>	
		<b>5-Year Road Totals</b>	<b>2022-2026</b>	<b>\$10,000,000</b>	<b>\$23,330,200</b>	<b>\$5,863,100</b>	<b>\$9,287,000</b>	<b>\$0</b>	<b>\$48,480,300</b>	<b>\$48,637,750</b>	
		<b>5-Year Totals</b>	<b>2022-2026</b>	<b>\$10,000,000</b>	<b>\$26,596,490</b>	<b>\$8,824,439</b>	<b>\$9,757,600</b>	<b>\$1,729,500</b>	<b>\$56,908,028</b>	<b>\$57,065,478</b>	



### CITY OF RAPID CITY CIP MAP CIP Plan 2021-2026 April 2021

**Anticipated Start of Construction**


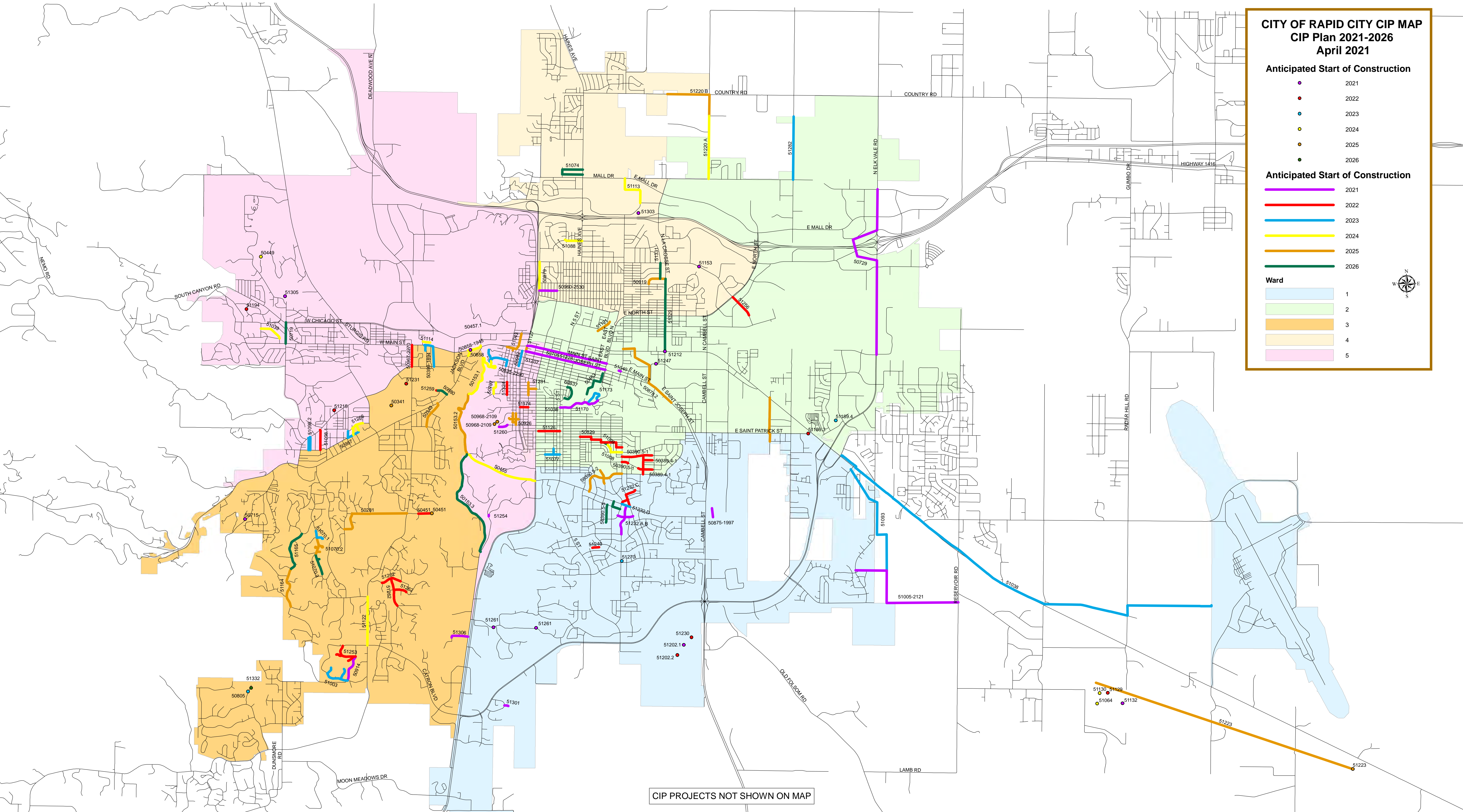
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

**Anticipated Start of Construction**

- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

**Ward**

- 1
- 2
- 3
- 4
- 5

CIP PROJECTS NOT SHOWN ON MAP

Project Name	CIP#	Const. Year	Project Name	CIP#	Const. Year	Project Name	CIP#	Const. Year
Annual Detention Facility Maintenance	50093	Annual	Fire Hydrant Installations	50808	Annual	Guardrail Project	51112	Annual
Roof Replacement	50098	Annual	Trenchless Sanitary Sewer Rehabilitation	50818	Multiple years	Well Electrical Improvements	51163	Annual
Roadway Surfacing Projects, Various Locations	50297	Annual	Manhole Repair project Annual	50846	Annual	Annual Parking Lot Repair	51243	2024
Miscellaneous Improvement Projects (MIP)	50298	Annual	Inflow & Infiltration Projects	50849	Multiple years	Annual Air Handling Replacement	51244	2024
PCC Pavement Maintenance	50445	Annual	Railroad Signal and Track Upgrades	50969	Annual	Water Booster Station Electrical Improvements	51270	Multiple years
Street Rehabilitation, Various Locations	50549	Annual	Traffic Operations Upgrades	51047	Annual	Annual Stormwater Facility Sediment Removal	51276	Annual
Bridge Maintenance	50752	Annual	Annual Miscellaneous Drainage Replace/Improve	51050	Annual	Operations Misc. Projects 2021 Const. Packages	51292	Multiple years
ADA Compliance Project	50761	Annual	Annual Channel Replacement/Improvement	51051	Annual	Operations Misc. Projects 2022 Const. Packages	51923	Multiple years
Collector & Arterial Street Maintenance	50798	Annual						





# 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.

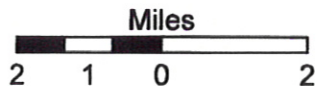
*W. Bryant* 7/10/12  
Secretary SD Department of Transportation Date

## APPROVAL

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

## Legend

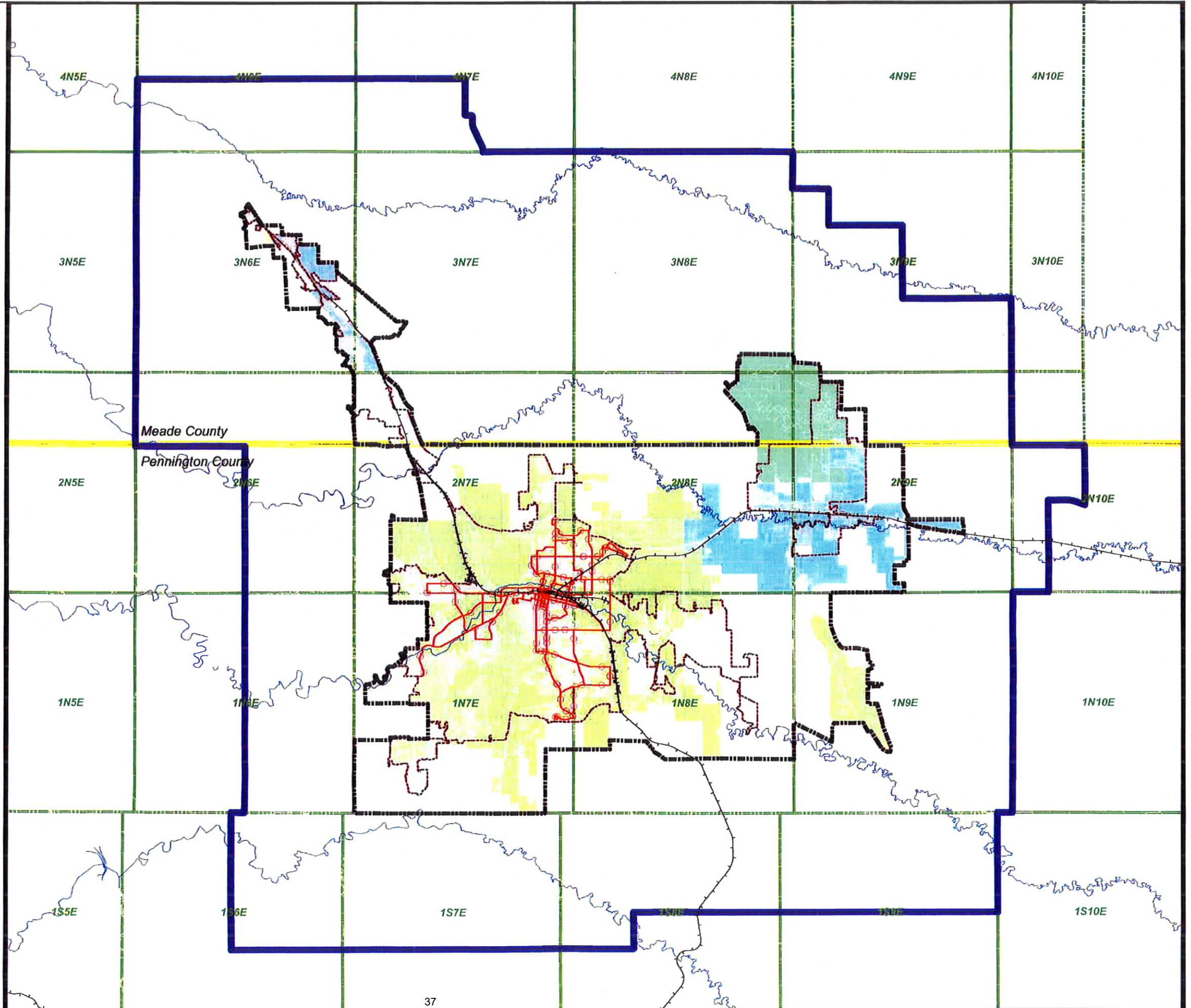
-  MPO Boundary 2013
-  FHWA Urbanized Area 2013
-  Census Urban Boundaries 2010
-  Box Elder City Limits
-  Ellsworth AFB Limits
-  Piedmont City Limits
-  Rapid City Limits
-  Summerset City Limits
-  Townships
-  Roads
-  Transit Routes
-  Railroads
-  Rivers



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:

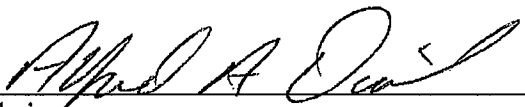
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

## 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



**Appendix B**  
**Metropolitan Transportation Planning Self-Certification**  
**For the Rapid City Area Metropolitan Planning Organization (RCAMPO)**  
**Fiscal Year 2022-2025**

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 Metropolitan Transportation Plan (RapidTRIP 2045 adopted in August 2020)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP2045
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, 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, RapidTRIP2045, 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 FY2021 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. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)**

The federally compliant RapidTRIP2045 Metropolitan Transportation was adopted 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 Metropolitan 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 Metropolitan 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 RapidTRIP2045 Metropolitan 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 FAST Act compliant public participation plan in February 2020. 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.