

Rapid City Area Transportation Improvement Program

(Fiscal Years 2009-2013)

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South Dakota Department of Transportation
Federal Highway Administration
Federal Transit Administration

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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2009 - 2013)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2009 - 2013)

- ABBREVIATIONS USED IN THIS DOCUMENT -

3-R	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.
ADA	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
CAAA	Clean Air Act Amendments of 1990
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DM&E	Dakota Minnesota and Eastern Railroad
DOT	United States Department of Transportation
EPA	United States Environmental Protection Agency
FAUS	Federal-Aid Urban Systems Funds. Designated Federal-Aid routes within urban areas (5,000 or more population). Projects and priorities are established by each urban area. FAUS projects were funded at approximately 78% federal and 22% state. FAUS funds were replaced by STP funds under ISTEA.
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MPO	Metropolitan Planning Organization
NHS	National Highway System
PCCP	Portland Cement Concrete Pavement

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

PL	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
RACT	Reasonable Available Control Technologies which have been established by the EPA.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
ROW	Right-Of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This five year highway bill was approved in August of 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 and represents the largest surface transportation investment in our Nation's history.
SEC 5307	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
SEC 5310	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
SDDOT	South Dakota Department of Transportation
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TIP	Transportation Improvement Program

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.334, 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO
Metropolitan Planning Organization

South Dakota Department of Transportation
State Department of Transportation

Signature

Signature

Title

Title

Date

Date

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2009 - 2013)

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 five (5) year priority list, including a financial plan. The Metropolitan Planning Organization (MPO) and the State Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) must be included in the TIP.

The TIP should contain at least the following basic elements:

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

The TIP is a "living" document. It can be amended with the approval of the Executive Policy Committee. The TIP focuses on projects that will require five (5) 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 projects eligible for placement in the TIP must be selected from an approved Long Range Transportation Plan.

In developing the program, the MPO shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private transportation providers, and other interested parties a reasonable opportunity to comment on the proposed program. Because public involvement is a very important component of the TIP process, the public is given several opportunities to comment. The TIP is brought before the Rapid City Planning Commission, the Rapid City Council, and the Metropolitan Planning Organization committees. Public notices are printed in the local newspaper for all of the above meetings, and special public meeting notices are printed specifically for review of the TIP before the Metropolitan Planning Organization committees. The public is given the opportunity to comment in person at the meetings or submit comments during a specified

comment period. Responses are made in reply to any comment received, and significant comments are discussed between the Staff involved in the TIP process and ultimately the MPO committees for further discussion as identified in 23 CFR 416 (a)(2).

B. The Transportation Improvement Program In Perspective

SAFETEA-LU projects in urbanized areas must be included in a TIP which 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 five (5) years. Emphasis has been on area needs stated in the Long Range Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that: "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible".

II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS

A. Project Selection And Prioritization

Candidate improvement projects were identified by the appropriate local and state staffs with input from elected officials, private transportation carriers, and the Citizen's Advisory Committee. This input was utilized in developing a Long Range Transportation Plan. Only projects identified in the approved Long Range Transportation Plan are selected as potential TIP projects.

The evaluation of candidate improvement projects and the selection of those to be included in the FY 2009-2013 TIP was based on the following considerations:

1. **Prioritization of Projects:** Candidate projects are prioritized to assess the relative importance of the projects, and to determine the appropriate year for project initiation. Consideration was given to compatibility with adopted community goals and objectives. Priority was given to those projects and programs, which have been documented as needs in recently completed transportation plans or studies.

2. **Economic Feasibility of Project:** This phase of the process consisted of an evaluation of the cost of each project relative to the community's "total" transportation needs and resources. The financial plan demonstrates what funding source will be utilized, and ensures adequate fund allocation to secure all selected projects.
3. **Other considerations:** These considerations included a subjective assessment of the potential environmental, social and energy related impacts of the candidate projects. Such concerns or impacts have been documented in the Long Range Transportation Plan. Finally, state projects were examined so that local projects could be coordinated.

In terms of selecting a project for construction, SAFETEA-LU 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.

B. Financial Constraint

SAFETEA-LU requires that Metropolitan Planning Organization (MPO) Transportation Improvement Program be financially constrained and include a financial plan which demonstrates that funding is available for programmed projects. The Rapid City Area Transportation Improvement Program has been developed to meet this requirement, and outlines the available funding in the respective project categories.

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 and a committee develops and administers the plan. The five-year plan is revised and updated annually. Streets and Drainage, Government Buildings and the Parks and Recreation Subcommittees submit their requested five-year plan to the CIP Committee. The Committee reviews the requests 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. The City of Rapid City Capital Improvements Projects as they relate to transportation are found on Pages 7 and 8.

The following funding sources have been identified for funding street projects.

1. **Assessments** – Cost recoveries levied against real property based upon the cost of improvements made by the city.
2. **Bond funds** – Funds derived from the issuance of general obligation or revenue bonds by the City. These bonds constitute an obligation of the city to repay principal and interest over a specified number of years from general or other revenues of the City.
3. **Enterprise Funds** – Cost recoveries from user fees or surcharges against real property based upon the cost of improvement by the City. These costs are charged within a specific enterprise fund (water, wastewater, landfill, etc.).
4. **Federal Funds** – Grants or loans from the federal government which are required to be used for specific purposes or projects.

5. **General Fund** – The fund used to account for all financial resources, except those required to be accounted for in another fund. The City’s general fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.
6. **Other Funds** – Special revenue or trust funds that account for revenues restricted for specific purposes.
7. **State Funds** – Grants or loans from the State of South Dakota for specific purposes or projects.
8. **Sales Tax (2nd Penny)** – An additional one percent tax levied on gross receipts of retail business and service within the City’s jurisdiction that may be used for specific purposes, primarily capital improvement projects and debt retirement.
9. **Tax Increment Financing** – Financing used to fund public investments in an area by capturing, for a time, all of the increased property tax revenue that results when public investment stimulates private investment.
10. **Infrastructure Development Partnership Fund** – Financing used to fund public improvements, including sewer and water system improvements, storm drainage improvements, street construction or street improvements and other public improvements.

Projects programmed for the upcoming year (20) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2010-2013) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review.

Figure 1 – City of Rapid City Projected Funding Sources

Fund	2009	2010	2011	2012	2013	Total
Streets (8910)	\$3,836,766	\$3,978,237	\$4,140,966	\$4,310,205	\$4,486,213	\$26,752,387
Drainage (8911)	\$2,532,844	\$2,652,158	\$2,760,644	\$2,873,470	\$2,990,809	\$13,809,925
Misc Improvements (8913)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
STP (Urban Systems)	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
South Dakota DOT	\$4,816,000	\$14,117,000	\$13,413,000	\$31,244,000	\$6,425,000	\$70,015,000
Total	\$12,835,610	\$22,397,395	\$21,964,610	\$40,077,675	\$15,552,022	\$118,827,312

Local funding will be provided by developer contributions, Tax Increment Financing and other local sources. The projected annual funding sources for the City of Rapid City’s Capital Improvements Plan identified in the 2009-2013 TIP (pages 7 and 8) are listed above. Adequate funds have been committed to fund the City’s local match for transportation projects.

Figure 2 below identifies the transportation expenditures within Rapid City, including both MPO TIP projects and the City’s CIP projects. A comparison between Figure 1 and Figure 2 identifies an adequate funding level for the transportation projects within the City’s total Capital Improvements Program.

Figure 2 – MPO TIP and City of Rapid City CIP
2009-2013 Transportation Expenditures

Year	MPO TIP Projects	City of Rapid City CIP Projects	Proposed Transportation Expenditures
2009	\$4,816,000	\$6,693,500	\$11,509,500
2010	\$14,117,000	\$6,680,000	\$20,797,000
2011	\$13,413,000	\$7,639,800	\$21,052,800
2012	\$31,244,000	\$7,184,800	\$38,428,800
2013	\$6,425,000	\$7,725,250	\$14,150,250

Pennington County presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. 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 2009-2013 was not available at the time of this report.

Meade County presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. The Meade County 2009 Construction Program was not available at the time of this report.

The City of Box Elder presently receives funding from the following sources: Charges for Goods and Services and Miscellaneous Revenue. The City of Box Elder five-Year construction Program for 2009-2013 are include on page 11.

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2009 – 2013 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.

The Rapid City Area Transportation Planning Organization and Rapid City Area Air Quality Board affirm that the projects identified in the Transportation Improvement Program will not cause or contribute to violations, increase the severity and frequency of existing violations, or delay any progress towards improving the air quality.

IV. LIST OF PROJECTS

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RAPID CITY REGIONAL AIRPORT

Airport Name:	Rapid City Regional	NPIAS No.:	46-0048												
Associated City:	Rapid City, SD	Local Ident:	RAP												
County Name:	Pennington														
		CIP											NPIAS		
ODO	Project	2008				2009				2010				3 to 5 years	6 to 10 years
		Total	Entitlement	Disc	PFC	Total	Entitlement	Disc	PFC	Total	Entitlement	Disc	PFC		
General Aviation	Security & Lighting Upgrades														
Terminal Building	Baggage Claim Device														
General Aviation (Old Term. Parking)	Taxilane and Perimeter Fencing														
Commercial Terminal	Schematic Design Services - Concourse Widening														
Security Improvements	Access Control / Security Upgrades	\$150,000.00	\$145,500.00		\$4,500.00										
Equipment	De-icer/SRE (2) Equipment	\$800,000.00	\$776,000.00		\$24,000.00										
ARFF Facility	Design Services	\$250,000.00	\$242,500.00		\$7,500.00										
General Aviation	GA Area/Access Road Pavement Rehabilitation	\$800,000.00	\$776,000.00		\$24,000.00										
Airfield	Design Services - Complete Taxiway A and Midfield Apron Expansion	\$300,000.00	\$291,000.00		\$9,000.00										
Master Plan Update	Phase 2	\$125,000.00			\$125,000.00										
ARFF Facility	Construct Facility					\$2,500,000.00	\$1,330,000.00	\$1,095,000.00	\$75,000.00						
Commercial Terminal	Concourse Expansion					\$3,500,000.00			\$3,500,000.00						
Commercial Terminal	Boarding Bridge					\$350,000.00			\$350,000.00						
Elec. Vault Relocation	Construct Facility					\$1,000,000.00	\$970,000.00		\$30,000.00						
Airfield	Complete Taxiway A Relocation, Old Terminal Demo, Midfield Apron Exp.									\$5,000,000.00	\$2,300,000.00	\$2,000,000.00	\$700,000.00		
Commercial Terminal	EDS Terminal Expansion									\$2,000,000.00			\$2,000,000.00		
Commercial Terminal	Interior Rehabilitation									\$2,000,000.00			\$2,000,000.00		
Commercial Terminal	Covered Walkway to Parking														\$750,000.00
Airfield	Sanitary Sewer Connection to City														\$1,000,000.00
Airfield	I-90 Access Road														\$2,000,000.00
Airfield	Snow Removal Chemical Storage														\$1,500,000.00
Airfield	Relocation of GA Access Road														\$750,000.00
Runway 14-32	Runway 32 Extension														\$5,000,000.00
Runway 14-32	Relocate Glide Slope, PAPI & MALSR														\$500,000.00
RSA Corrections	Relocate Localizer														\$500,000.00
Runway 14-32	Pavement Rehab.														\$3,000,000.00
Runway 5-23 / Taxiway B	Pavement Rehab.														\$1,500,000.00
		\$2,425,000.00	\$2,231,000.00	\$0.00	\$194,000.00	\$7,350,000.00	\$2,300,000.00	\$1,095,000.00	\$3,955,000.00	\$9,000,000.00	\$2,300,000.00	\$2,000,000.00	\$4,700,000.00	\$0.00	\$16,500,000.00

**Capital Plan for
Street, Drainage and MIP Projects
2009 through 2013 Summary
May 2008**

Fund/Project Name	CIP #	2009	2010	2011	2012	2013	Fund Total
8910 - Streets							
44th St. & W. Main Intersection Reconstruction	50365-1435	565,000					565,000
44th Street Phase 2 - W. Main to W. Chicago	50719		50,000	460,000			510,000
Bridge Inspections	50630		2,500		2,500		5,000
Canyon Lake Dr. Watermain Reconstruction	50004-878				365,000		365,000
Centennial St Improvements, Elm to Michigan	50425				35,000		35,000
Centre St. Reconst., LaCross to Cambell	50141-990		600,000				600,000
Chapel Valley Area Street Improvements	50713					425,000	425,000
Contingency/Inflation for 8910 - Streets	8910Inflat	118,500	124,500	130,800	137,300	144,000	655,100
Corral Dr. Reconstruction	50151				150,000		150,000
Creek Drive Bridge Replacement	50309-1241	256,200					256,200
Downtown Alleys Reconstruction	50379	50,000	50,000	50,000	50,000	50,000	250,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	868,000					868,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			1,880,000			1,880,000
Downtown Area Improvement Project - Phase 4 Const.	50019				1,550,000		1,550,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	1,227,000	1,227,000		1,150,000		3,604,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565			25,000	500,000		525,000
Elm Ave. Reconstruction South - Phase 3	50130-1075	1,010,000					1,010,000
Elm Ave. Reconstruction South - Phase 4	50643-1076		700,000				700,000
Geotechnical Investigations Program	50592	10,000	10,000	10,000	10,000	10,000	50,000
Knollwood St Realignment at Haines	50380-1507				355,000		355,000
Materials Investigation/Testing Program	50591	10,000	10,000	10,000	10,000	10,000	50,000
Minnewasta Rd. Drainage Improvements	50707					75,000	75,000
Minnewasta St. Utilities	50383				79,000		79,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	400,000	307,000		317,000	140,000	1,164,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					2,295,000	2,295,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			1,605,000			1,605,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		1,470,000				1,470,000
St. Andrews Reconstruction - Phase 2	50714		50,000	465,000			515,000
Staton Place Street and Utilities Reconstruction	50367				58,000		58,000
Street Rehabilitation	50549-1640	700,000	700,000	700,000	700,000	700,000	3,500,000
W. Omaha Water Transmission Main	50457					400,000	400,000
W. St. Cloud St. & Harmony Ln. Street & Utilities	50712				98,000	581,000	679,000
Woodlawn Drive Sanitary Sewer Replacement	50623			25,000			25,000
Project Total 8910 - Streets		5,214,700	5,301,000	5,360,800	5,566,800	4,830,000	26,273,300
Budget for 8910 - Streets		3,836,766	3,978,237	4,140,966	4,310,205	4,486,213	20,752,387
Budget Minus Project Total		(1,377,934)	(1,322,763)	(1,219,834)	(1,256,595)	(343,787)	(5,520,913)
8911 - Drainage							
44th St. & W. Main Intersection Reconstruction	50365-1435	590,000					590,000
44th Street Phase 2 - W. Main to W. Chicago	50719		30,000	185,000			215,000
Box Culvert @ Cambell (Element 5)	50020			390,000			390,000
Box Culvert @ SD 44 East of Cambell (Element 3)	50021			285,000			285,000
Box Elder Drainage Basin Plan	50360-1451					100,000	100,000
Canyon Lake Dr. Watermain Reconstruction	50004-878				105,000		105,000
Centre St. Reconst., LaCross to Cambell	50141-990		300,000				300,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	65,000	68,000	72,000	75,000	77,250	357,250
Deadwood Ave. Drainage Channel Outlet	50026					520,000	520,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	112,800					112,800

**Capital Plan for
Street, Drainage and MIP Projects
2009 through 2013 Summary
May 2008**

Fund/Project Name	CIP #	2009	2010	2011	2012	2013	Fund Total
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			238,000			238,000
Downtown Area Improvement Project - Phase 4 Const.	50019				270,000		270,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	106,000	106,000		100,000		312,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565			10,000	40,000		50,000
Elm Ave. Reconstruction South - Phase 3	50130-1075	395,000					395,000
Elm Ave. Reconstruction South - Phase 4	50643-1076		205,000				205,000
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000	5,000	25,000
Idelwild Box Culvert	50715				15,000	150,000	165,000
Jackson Blvd Reconstr. Mt. View to Rapid Creek	50351-1509a		35,000	400,000			435,000
Lime Ck. Metering Dam (EI 389)	50010-856					490,000	490,000
Mall Drive Drainage Basin Design Plan	50711					150,000	150,000
Meade Channel, Birch St. Crossing Improvements	50378					165,000	165,000
Metering Dam Expansion, SLR & Minnewasta	50384				325,000		325,000
Midwestern Levee Swale Improvements	50706					25,000	25,000
Mt View Drainage Improvements	50349				385,000		385,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	105,000	80,000		83,000	38,000	306,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					575,000	575,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			510,000			510,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		440,000				440,000
St. Andrews Reconstruction - Phase 2	50714		10,000	75,000			85,000
St. Martin's Detention Pond 305	50311				115,000	500,000	615,000
Project Total 8911 - Drainage		1,378,800	1,279,000	2,170,000	1,518,000	2,795,250	9,141,050
Budget for 8911 - Drainage		2,532,844	2,652,158	2,760,644	2,873,470	2,990,809	13,809,925
Budget Minus Project Total		1,154,044	1,373,158	590,644	1,355,470	195,559	4,668,875
8913 - Misc Improvements							
11th St. Railroad Crossing	50173-1504			9,000			9,000
Miscellaneous Improvement Projects (MIP)	50298	50,000	50,000	50,000	50,000	50,000	250,000
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
Project Total 8913 - Misc. Improvements		100,000	100,000	109,000	100,000	100,000	509,000
Budget for 8913 - Misc. Improvements		150,000	150,000	150,000	150,000	150,000	750,000
Budget Minus Project Total		50,000	50,000	41,000	50,000	50,000	241,000
Budget Totals - Streets, Drainage, MIP							
		6,519,610	6,780,395	7,051,610	7,333,675	7,627,022	35,312,312
Project Totals - Streets, Drainage, MIP							
		6,693,500	6,680,000	7,639,800	7,184,800	7,725,250	35,923,350
Budget Totals Minus Project Totals							
		(173,890)	100,395	(588,190)	148,875	(98,228)	(611,038)
Total Cumulative Balance							
		(173,890)	(73,495)	(661,685)	(512,810)	(611,038)	
Legend		Rescheduled	Revised Cost	Added			

RAPID CITY TRANSIT

Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2009			
Rcpts. 09-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$732,473.00	Federal (Sec 5307)
		\$631,598.00	Local
		<u>\$28,425.00</u>	State
		\$1,392,496.00	TOTAL
Rcpts. 09-2	Capital assistance for purchase of three 25ft. ADA approved paratransit vehicles and one transit veh (Replace 2002 vehicles) 250000	\$348,600.00	Federal (Sec 5307/5309)
		<u>\$71,400.00</u>	Local
		\$420,000.00	TOTAL
CALENDAR YEAR 2010			
Rcpts.10-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$750,062.00	Federal (Sec 5307)
		\$646,704.00	Local
		<u>\$28,425.00</u>	State
		\$1,425,191.00	TOTAL
Rcpts. 10-2	Capital assistance for purchase of two 25ft. ADA approved paratransit vehicles (Replace 2002 vehicles) \$166,000 FTA assistance for ADA service	\$166,000.00	Federal (Sec 5307)
		<u>\$34,000.00</u>	Local
		\$200,000.00	TOTAL
CALENDAR YEAR 2011			
Rcpts. 11-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$772,564.00	Federal (Sec 5307)
		\$666,105.00	Local
		<u>\$28,425.00</u>	State
		\$1,467,094.00	TOTAL
Rcpts. 11-2	Capital assistance for purchase of four 25ft. ADA approved paratransit vehicles (Replace 2003/2004 vehicles) \$340,300 FTA assistance for ADA service	\$340,300.00	Federal (Sec 5307)
		<u>\$69,700.00</u>	Local
		\$410,000.00	TOTAL
CALENDAR YEAR 2012			
Rcpts. 12-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$795,741.00	Federal (Sec 5307)
		\$686,088.00	Local
		<u>\$28,425.00</u>	State
		\$1,510,254.00	TOTAL
Rcpts. 12-2	Capital assistance for purchase of two 25ft. ADA approved paratransit vehicles (Replace 2005 vehicles) \$174,300 FTA assistance for ADA service	\$174,300.00	Federal (Sec 5307)
		<u>\$35,700.00</u>	Local
		\$210,000.00	TOTAL
CALENDAR YEAR 2013			
Rcpts. 13-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$819,612.00	Federal (Sec 5307)
		\$706,671.00	Local
		<u>\$28,425.00</u>	State
		\$1,554,708.00	TOTAL
Rcpts. 13-2	Capital assistance for purchase of four 25ft. ADA approved paratransit vehicles \$304,000 FTA assistance for ADA service	\$365,200.00	Federal (Sec 5307/5309)
		<u>\$74,800.00</u>	Local
		\$440,000.00	TOTAL

Box Elder Planned Roadway Improvement Projects

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2009	Radar Hill Rd	1	re-alignment to new route	\$ 1,200,000
2009	Liberty Blvd/Hwy 1416		intersection improvements	\$ 200,000
2009	151st Avenue truck route		bridge replacement	\$ 250,000
2010	Hwy 1416/Westgate Rd		signals	\$ 150,000
2012	Prairie Rd to Liberty Blvd	0.125	street extension	\$ 150,000
2013	Cheyenne Blvd	2.25	street extension to Radar Hills Rd	\$ 3,500,000
2013	Cimarron Dr	2	rebuild .4 mi & st ext to 151st Ave	\$ 4,000,000
Total				\$ 9,450,000

Meade County

2009

Information was not available for Draft Report.

Pennington County

2009

Information was not available for Draft Report.

Rapid City Area Transportation Improvement Program
2009 - 2013

PUBLIC TRANSPORTATION (PRIVATE NONPROFIT)

Information was not available for Draft Report.

Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
Interstate Maintenance Projects											
34.00	IM 0903(79)68	00GG	Jackson Pennington	0.0	I90E I90W US14E	Over Co Rd, 8.0 E of New Underwood Underwood Intch; Over Co Rd & Co Rd, 8.0 & 6.0 W of Wasta Intch; Over Whitewater Crk, 6.3 NW of SD240S Intch, Over Co Rd, 1.9 E of the Box Elder Interchange; Over RR; Wasta Interchange; US14E Over I90; US14 Interchange; Over Co Rd 4.4 SE of US14 Interchange	Epoxy Deck Seal	0.834	2010	1.000	
46.00	IM 0902(108)60	123	Pennington	0.0	I90E I90W	I90, Exit 60 & 61	Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 60 & 61	2.530	2010	2.842	
								2010	0.0	Miles	3.842
72.00	IM 902()62	01QQ	Pennington	0.0	I90E I90W	EBL & WBL I90 Fm W of Dusters Corner to the Wasta Hill	Mill & Class S Overlay	11.715	2012	12.878	
								2012	0.0	Miles	12.878
Total for Category 02								0.0	Miles	16.720	
State Highway System Urban Projects											
13.00	NH 0016(68)061	01B5	Pennington	5.7	US16 US16E US16W	US 16 - Fm Spring Creek Rd to Cathedral Drive in Rapid City	Mill & AC Overlay	2.209	2010	2.761	
14.00	P 0044(137)046	01BP	Pennington	3.3	SD44	SD44 - Omaha St. from Poplar St. to Longview Dr. in Rapid City	Pavement Restoration	0.910	2010	1.152	

Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
State Highway System Urban Projects (con't)											
15.00	P 0044()47	01QD	Pennington	0.0	SD44	Knollwood Drainage Improvement at the intersection of SD44/Cambell St. in Rapid City	Construct 2 Box Culverts, 1 just North of the intersection on Cambell and one just east of the intersection on SD44	0.455	2010	0.555	
								2010	9.0	Miles	4.468
19.00	P 0044(129)42	00X9	Pennington	1.3	SD44	SD44 (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City	Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Paving	6.535	2011	8.345	
20.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St. Joe St. to North St. & North St. fm East Blvd to Cambell St. in Rapid City	Urban Grading & PCC Paving	2.458	2011	3.000	
								2011	3.0	Miles	11.345
28.00	*NH 2016(17)64	6875	Pennington	3.0	US16B	From US16 to SD79 in Rapid City	Grading, PCC Paving & Signals	12.197	2012	15.628	
								2012	3.0	Miles	15.628
31.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St. Joe St. to North St. & North St. fm East B.vd to Cambell St. in Rapid City	Urban Grading & PCC Paving	2.458	2013	3.000	
								2013	1.7	Miles	3.000
Total for Category 17								16.7	Miles	34.441	
Bridge Replacement Projects											
27.00	BRF 016L()69 BRF 0044()46	00KS 01CZ	Pennington	0.0	SD44 US16EB US16WB	SE Connector - Over SD44/Railroad & Over Rapid Creek, SD44 Over Rapid Creek 0.8 W of the US16B Jct	Epoxy Deck Seal	0.431	2012	0.538	
								2012	0.0	Miles	0.538
Total for Category 22								0.0	Miles	0.538	

Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
State Trunk 3R Structure Projects											
42.00	P 0016()67	6492	Pennington	0.0	US16E	Tower Road, Non Federal-Aid Co Rd over US16 1.9 S of SD44 in Rapid City	Epoxy Deck Seal & Modify Joints	0.246	2013	0.301	
50.00	P 0044()39	01RC	Pennington	0.0	SD44 SD44E SD44W	1.9 & 4.2 SW of Jct of SD79 over Rapid Crk; 3.6 SW of Jct SD79 over Cleghorn Canyon	Deck Overlay, Rail & Approaches	0.000	2013	0.824	
								2013	0.0	Miles	1.125
Total for Category 30								0.0	Miles	1.125	
Railroad Crossing Improvement Projects											
6.00	PP 8052(41)	1432	Pennington	0.0		11th St W of West Blvd in Rapid City DM&E #190-273R	Railroad Crossing Flashing Light Signals	0.081	2011	0.090	
								2011	0.0	Miles	0.090
Total for Category 60								0.0	Miles	0.090	
Local Urban Systems Projects											
1.00	P 1648(03)	H021	Pennington	0.3		Anamosa St fm Haines Ave to Midway St in Rapid City	Grading, Widening, Storm Sewer, C&G & PCC Paving, Intersection Impr, Traffic Signslas, Lighting Sidewalks, ROW	1.659	2009	2.025	
								2009	0.3	Miles	2.025
11.00	P 1648()	005V	Pennington	0.2		Anamosa St fm Midway Street to Holcomb Street in Rapid City	Grading, Widening, C&G, PCCP Surfacing, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	0.918	2010	1.120	
								2010	0.2	Miles	1.120

Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
Local Urban Systems Projects (con't)										
14.00	P 1648()		Pennington	0.3		Anamosa St. from Holcomb to Milwaukee in Rapid City	Grading, Widening, C&G, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	1.418	2011	1.730
								2011	0.3 Miles	1.730
21.00	P 1608()	01FP	Pennington	0.6		Mall Drive Fm Disk (Maple) to LaCrosse Street in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.885	2013	2.300
								2013	0.6 Miles	2.300
Total for Category 71								1.4	Miles	7.175
Roadway Safety Improvement										
31.00	PH 3269()	01DE	Pennington	1.0		Radar Hill Rd - From 228th St South to 229th St	Reconstruction for Vertical & Horizontal Realignment	1.44	2010	1.687
								2010	1.0 Miles	1.687
Total for Category 75								1.0	Miles	1.687
County Secondary and Off System Projects										
28.00	P 6480(04)	5777	Pennington	9.6		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, C&G, SS & AC Surfacing	2.459	2010	3.000
								2010	9.6 Miles	3.000
51.00	P 6491() P 6446()	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mil to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W4 mi. to N. Haines Avenue	Grading & Gravel Surfacing	1.803	2012	2.200
								2012	10.0 Miles	2.200
Total for Category 92								19.6	Miles	5.200

Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
Local Bridge Replacement Projects										
7.00	BRO 8052(56)	H100	Pennington	0.0		Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City	Structure & Approach Grading	0.448	2009	0.560
								2009	0.0 Miles	0.560
68.00	BRO 8052(58)	H081	Pennington	0.2		Str on Spruce Street Over a Creek in Box Elder	Structure & Approach Grading	0.198	2011	0.248
								2011	0.2 Miles	0.248
Total for Category 93								0.2	Miles	0.808
Special Projects										
4.00	EM 8052(59)	010E	Pennington	0.0		Greenway Pedestrian & Bike Path Extension in Rapid City	Bike Path	1.684	2009	2.055
								2009	0.0 Miles	2.055
Total for Category 94								0.0	Miles	2.055
Transportation Enhancement Projects										
1.00	P OENH(171)	0114	Pennington	0.0		Fairgrounds Bike Path in Rapid City	Bike Path	0.144	2009	0.176
								2009	0.0 Miles	0.176
Total for Category 96								0.0	Miles	0.176