

Rapid City Area Transportation Improvement Program

(Fiscal Years 2014-2017)

**Draft
June 2013**

Prepared By:

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

In Cooperation With:

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

Adopted by:

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

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 2014 - 2017)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2014 - 2017)

- ABBREVIATIONS USED IN THIS DOCUMENT -

IM	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
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
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
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.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

Fiscal Years 2014 – 2017
RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

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 major projects eligible for placement in the TIP must be selected from an approved Long Range Transportation Plan.

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

A public hearing is scheduled for July 24, 2013 in Rapid City.

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 RapidTRIP 2035, the Long Range Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that: "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible".

II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS

A. Project Selection And Prioritization

The 2014-2017 Rapid City Area Transportation Improvement Program (TIP) represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrian. Projects are prioritized within each program year by funding category. The Rapid City Area Transportation Improvement Program is developed cooperatively by the South Dakota Department of Transportation (SDDOT), the local participating units of government, agencies, and the committees of the Metropolitan Planning Organization (MPO). The development of the Rapid City Area Transportation Improvement Program is a result of a series of meetings between state and local transportation officials in which the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions have been developed and initiated into the Rapid City Area Transportation Improvement Program by the governmental entity having jurisdiction.

State projects included within the TIP are also found in SDDOT's Statewide Transportation Improvement Program (STIP). The projects identified in the Statewide Transportation Improvement Program have been prioritized based on overall needs at the State level and the availability of funds for each the regions in South Dakota. The South Dakota Transportation Commission approves the Statewide Transportation Improvement Program after the Metropolitan Planning Organization acts on the Transportation Improvement Program. Projects located within the cities are drawn from either the city's Capital Improvements Program (CIP),

as in the case of Rapid City, or developed internally through other planning and budgeting processes. County projects are developed internally and funding sources are included in the annual provisional budget for the Highway Departments.

The improvement projects listed in the Transportation Improvement Program must conform to the Long Range Transportation Plan (LRTP) for the Rapid City Area Metropolitan Planning Organization. The most recent Long Range Transportation Plan was approved in September 2010. RapidTRIP 2035, the Long-Range Transportation Plan, can be found on the Rapid City website at <http://www.rcgov.org/Transportation-Planning/special-planning-studies.html>. Only major projects identified in the approved Long Range Transportation Plan are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the LRTP.

Consistent with the project prioritization and evaluation criteria noted in the Long-Range Transportation Plan, the TIP projects are prioritized in accordance with the policies and strategies that guide the activities of the Rapid City Area Metropolitan Planning Organization process, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Planning Factors. The Planning Factors found in SAFETEA-LU 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; and
- Emphasize the preservation of the existing transportation system.

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. See Appendix A.

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

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

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

Figure 1 below depicts the project annual construction totals for the federally funded projects, and the entity responsible for paying the match. The South Dakota Department of Transportation has committed the State and Federal funds for the expenditures in Figure 1. State match is funded from the State Highway Trust Fund. The State Highway Trust fund generates most of its revenue from the state gas tax. City and County governments have committed funding for required local match.

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2014-2017 is included on pages 8 – 20.

Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area					
	2014	2015	2016	2017	Total
Interstate Maintenance					
Federal	\$17,126,000	\$14,249,000	\$28,503,000	\$0	\$59,878,000

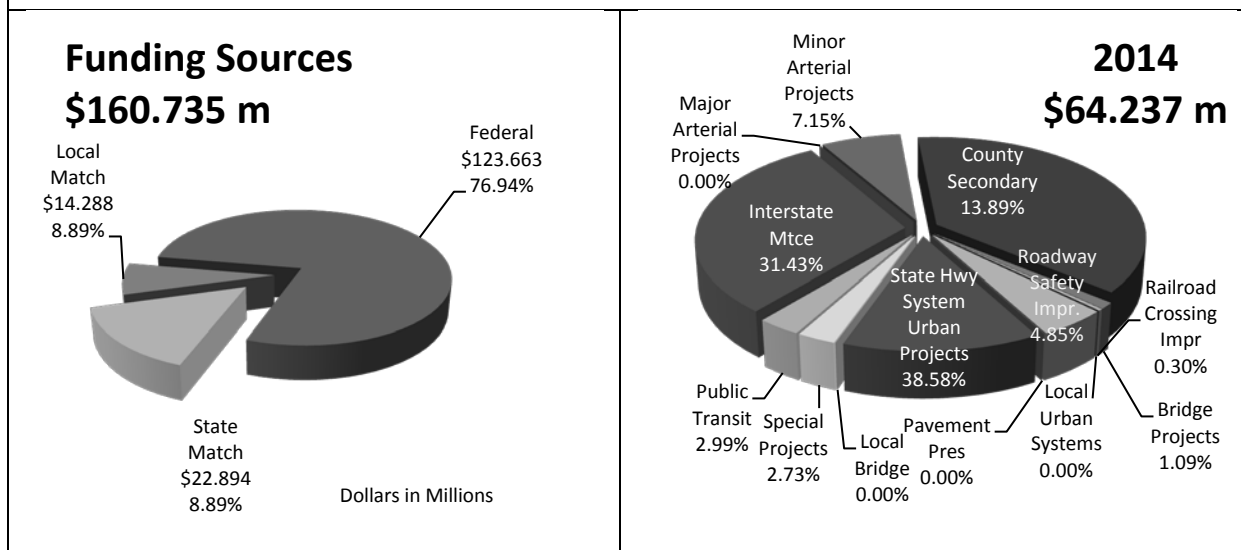
State Match	\$2,457,000	\$1,944,000	\$4,347,000	\$0	\$8,748,000
Interstate Maintenance	\$19,583,000	\$16,193,000	\$32,850,000	\$0	\$68,626,000
Major Arterial Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Major Arterial Projects	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects					
Federal	\$3,470,000	\$0	\$0	\$0	\$3,470,000
State Match	\$983,000	\$0	\$0	\$0	\$983,000
Minor Arterial Projects	\$4,453,000	\$0	\$0	\$0	\$4,453,000
State Highway System Urban Projects					
Federal	\$18,537,000	\$4,016,000	\$10,994,000	\$0	\$33,547,000
State Match	\$5,503,000	\$1,227,000	\$3,188,000	\$0	\$9,918,000
State Highway System Urban Projects	\$24,040,000	\$5,243,000	\$14,182,000	\$0	\$43,465,000
Bridge Projects					
Federal	\$554,000	\$0	\$0	\$0	\$554,000
State Match	\$123,000	\$0	\$0	\$0	\$123,000
Bridge Projects	\$677,000	\$0	\$0	\$0	\$677,000
Railroad Crossing Improvement Projects					
Federal	\$171,000	\$0	\$0	\$0	\$171,000
Local Match (Rapid City)	\$19,000	\$0	\$0	\$0	\$19,000
Railroad Crossing Improvement Projects	\$190,000	\$0	\$0	\$0	\$190,000
Local Urban System Projects					
Federal	\$0	\$5,298,000	\$639,000	\$2,459,000	\$8,396,000
State Match	\$0	\$1,167,000	\$141,000	\$541,000	\$1,849,000
Local (Rapid City)	\$0	\$2,512,000	\$0	\$0	\$2,512,000
Local Urban System Projects	\$0	\$8,977,000	\$780,000	\$3,000,000	\$12,757,000
Roadway Safety Improvements					
Federal	\$2,951,000	\$525,000	\$3,029,000	\$0	\$6,505,000
State Match	\$69,000	\$0	\$0	\$0	\$69,000
Local (Penn Co)	\$0	\$0	\$337,000	\$0	\$337,000
Roadway Safety Improvements	\$3,020,000	\$525,000	\$3,366,000	\$0	\$6,911,000
Pavement Preservation Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Pavement Preservation Projects	\$0	\$0	\$0	\$0	\$0
County Secondary and Off System Projects					
Federal	\$2,458,000	\$1,475,000	\$723,000	\$0	\$4,656,000
Local (Penn Co)	\$5,562,000	\$387,000	\$1,290,000	\$0	\$7,239,000
State Match	\$633,000	\$94,000	\$253,000	\$0	\$980,000
County Secondary and Off System Projects	\$8,653,000	\$1,956,000	\$2,266,000	\$0	\$12,875,000
Local Bridge Replacement Projects					
Federal	\$0	\$401,000	\$0	\$0	\$401,000
Local Match	\$0	\$99,000	\$0	\$0	\$99,000
Local Bridge Replacement Projects	\$0	\$500,000	\$0	\$0	\$500,000
Special Projects					
Federal	\$877,000	\$0	\$0	\$0	\$877,000
Local Match	\$823,000	\$0	\$0	\$0	\$823,000
Special Projects	\$1,700,000	\$0	\$0	\$0	\$1,700,000
Highway Total for Fiscal Year					
	\$62,316,000	\$33,394,000	\$53,444,000	\$3,000,000	\$152,154,000

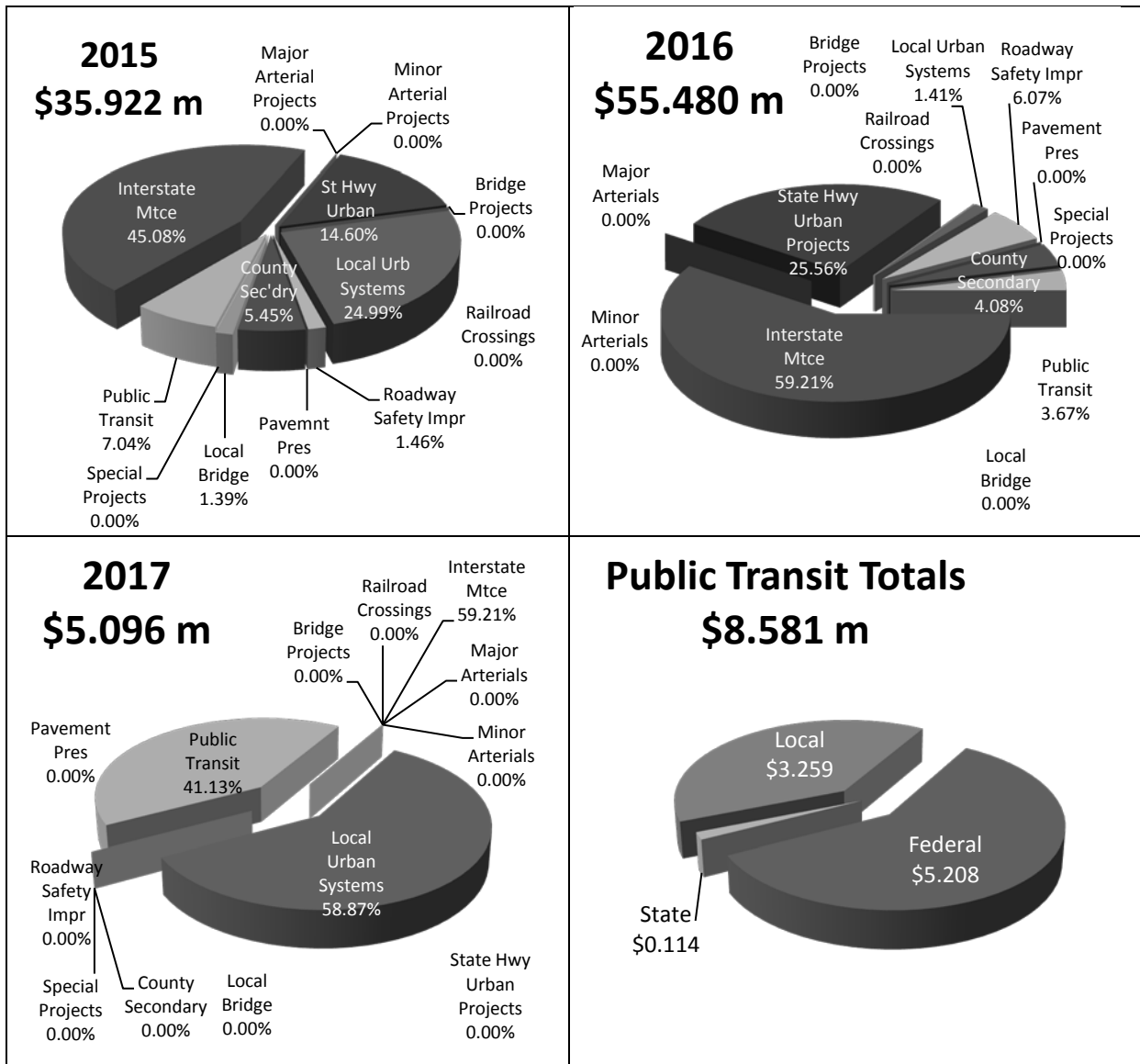
Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area (con't)

	2014	2015	2016	2017	Total
Public Transportation Projects					
Federal	\$1,135,658	\$1,626,228	\$1,204,820	\$1,240,965	\$5,207,671
State Match	\$28,425	\$28,425	\$28,425	\$28,425	\$28,425
Local (Rapid City)	\$756,676	\$872,876	\$802,757	\$826,839	\$812,352
Public Transportation Projects	\$1,920,759	\$2,527,529	\$2,036,002	\$2,096,229	\$2,092,443
Total Funding for Fiscal Year	\$64,236,759	\$35,921,529	\$55,480,002	\$5,096,229	\$154,246,443

Figure 2 below provides a graphical representation of the fund source percentages, with nearly 77 percent from federal sources, 14 percent from state sources and 9 percent from local funds.

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





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 2013 will be adopted as a part of the City budget. Projects scheduled for subsequent years (2014-2018) 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 begin on page 22 and consolidated in the map on page 30.

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 2014-2018 is included on page 31. Rapid City Public Transit also

receives funds to assist with programming expenditures from fare box and bus advertising revenues.

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

FISCAL YEAR	2014	2015	2016	2017	Total
Rapid City Regional Airport Improvements Program					
Local	\$4,213,000	\$3,688,200	\$2,443,500	\$7,435,565	\$17,780,265
Box Elder Capital Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Rapid City Capital Improvements Program					
Local	\$6,223,820	\$6,717,773	\$6,025,599	\$7,588,097	\$33,455,789
Meade County Road and Bridge Fund					
Local	\$1,500,000	\$0	\$0	\$0	\$1,630,000
Pennington County Road and Bridge Fund					
Local	\$0	\$0	\$0	\$0	\$3,900,000

The Rapid City Regional Airport presently receives funding from the Federal Aviation Administration as well as funding from the State Department of Transportation through the Air, Rail and Transit Program. The Rapid City Regional Airport Improvements Program for 2013-2026 is included on page 32.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2013-2018 is included on page 33.

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 2014-2018 is included on page 35.

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2014 – 2017 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.

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South Dakota Transportation Improvement Program
Tentative 2014 - 2017 STIP
Report Date 6/12/2013

By Category								Interstate Maintenance Projects			
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
7.00	IM-EM 0902(156)61	01XA	Pennington	0.3	I90E I90W	I90 - Exit 61 (Elk Vale Road) in Rapid City	Approach Slabs, landscaping & Adjacent Surfacing of Ramps for Exit 61	1.697	2014	1.906	
8.00	IM 0901(163)9	0223	Lawrence Meade Pennington	0.0	I90E I90WF	I90 - Wells Road Over I90, Jenson Road Over I90, 154th Ave Over I90, A County Road Over I90, SD445 Over I90, Stage Stop Road Over I90, I90 West Frontage Road Over Spearfish Creek & Duncan Rd over I90, 6.0 E of New Underwood Intch	Epoxy Chip Seal, Joint Modification, Deck Overlay, Bearing Retrofit, Fatigue Retrofit, Abut Repair, Berm Repair Over Highway	1.151	2014	1.265	
12.00	*IM 0901(148)40	01KK	Meade	4.5	I90EF	I90 - South I90 Service Road fm Exit 40 to Exit 44 including structure crossing for Elk Creek, Little Elk Creek & Unknown Creeks, Interstate Crossover & Clover Place Service Road on the N Side of Exit 40	Rural Grading, AC Surfacing, New Bridge, New Culvert & Crossover	11.941	2014	13.729	
16.00	*IM 0901(108)40	3465	Meade	1.5	I90WF	I90 - Reconstruct Service Road fm Exit 44 to Exit 46 W of I90	Rural Grading, AC Surfacing, New Culvert	2.337	2014	2.683	
								2014	6.3 Miles	19.583	
28.00	*IM 1902(61)0	1162	Pennington	1.1	I190N I190S	I190 - Exit 1 in Rapid City (Silver Street), & fm the Jct of US16/SD44 (Omaha) N 1.1 Mi	Interchange Replacement - Grading, PCCP & Str, Remove & Replace PCCP, AC Surfacing	14.249	2015	16.193	
								2015	1.1 Miles	16.193	
35.00	*IM 0901(38)40	5580	Meade	4.7	I90E I90W	I90 - EBL & WBL between Exits 40 and 44 & Reconstruct Exit 44 Interchange	Reconstruct With PCCP Surf & Str.s & Exit 44 Interchange	27.155	2016	31.364	

By Category								Interstate Maintenance Projects				
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
43.00	IM 0040(18)	035F	Pennington	0.0	I190N I190S I90E I90W	Rapid City Region on I190 & I90	Scour Protection	0.404	2016	0.445		
45.00	IM 0901(175)58	035J	Pennington	0.0	I90E I90W	I90 - Haines Ave Interchange: I90 WB On Ramp, 2.0 E of US16B Intch: I90 WB On Ramp, 2.9 W of Box Elder: Liberty Blvd, Exit 67; Over County Rd/Draw; 1.0 East of Exit 67; 2.1 E of Elk Vale Rd Exit Over a Creek	Diaphragm, Bent Cap, Approach Slab Repair, Epoxy Chip Seals & Joints	0.687	2016	0.755		
47.00	IM 0901(182)23 IM 0902(160)67	02Q0 034L	Law rence Pennington	1.3	I90E	I90 - Exit 67; I90 - Exit 23	Partial Interchange Lighting	0.257	2016	0.286		
								2016	6.0	Miles	32.850	
Total for Category							02	13.4	Miles	68.626		

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Minor Arterial Projects			¥	
								Federal Funds	Fiscal Year	Total Cost(Mil \$)		
18.00	NH-P 0044(172)26	038C	Pennington	14.0	SD44 SD44E SD44W	SD44 - Fm US385 to Chapel Lane in Rapid City	Mill & AC Resurfacing & Slope Flattening	3.470	2014	4.453		
							2014	14.0	Miles	4.453		
Total for Category							10	14.0	Miles	4.453		

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
2.00	*NH 0016(78)67	01TH	Pennington	0.4	US16 US16E US16W	US16 - Fm End of the Divided Segment on the S Side of Rapid City to Flormann St in Rapid City; Str on Tower Road	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCCP Surfacing; Deck Overlay, Joint Modification, Bent Cap Repair, Reset Bearings, Rail Replacement, Painting & Special Surface Finish	3.318	2014	4.392	
Also Funded In:											
	Item Category							Total Project Cost			
	4.00 Bridge Projects							4.839			
3.00	P 0044(149)40	6925	Pennington	1.2	SD44	SD44 - Jackson Blvd, fm Chapel Lane to Rapid Creek in Rapid City	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCCP Surfacing	6.927	2014	9.040	
4.00	P 0231(12)80	02R5	Pennington	1.1	SD231 SD231N SD231S	SD231, SD231 N&S - Fm Sheffer St. to Sturgis Road in Rapid City	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing	8.292	2014	10.608	
								2014	2.7 Miles	24.040	
11.00	*NH 0016(84)67	049F	Pennington	0.6	US16	US16 - Fm Flormann St to St James St. in Rapid City	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCC Surfacing	4.016	2015	5.243	
								2015	0.6 Miles	5.243	
14.00	*NH 0016(79)68	027C	Pennington	0.8	US16	US16 - Fm St James St to Omaha St in Rapid City	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCC Surfacing Fm St James St. to Kansas City St; Minor Joint & Spall Repair Fm Kansas City St. to Omaha St.	2.955	2016	3.906	
15.00	P 0044(167)44 P 0231(13)79	027K 03CP	Pennington	1.3	SD231 SD231N SD231S SD44	SD44 - Omaha St. from Mt. View Road to the divided lanes east of Mt. View Road & SD231; SD231 N&S - Fm SD44 to Sheffer Street in Rapid City;	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, PCC Surfacing, Str Repair & Widening Over Rapid Creek, Lighting	8.039	2016	10.276	

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
							2016	2.1 Miles		14.182	
Total for Category							17	5.4 Miles		43.465	

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥																																		
4.00	*NH 0016(78)67	01TH	Pennington	0.4	US16 US16E US16W	US16 - Fm End of the Divided Segment on the S Side of Rapid City to Flormann St in Rapid City; Str on Tower Road	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCCP Surfacing; Deck Overlay, Joint Modification, Bent Cap Repair, Reset Bearings, Rail Replacement, Painting & Special Surface Finish	0.366	2014	0.447																																			
<p>Also Funded In:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">Item</td> <td style="width: 35%;">Category</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>2.00</td> <td>State Highway System Urban Projects</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4.392</td> <td></td> </tr> <tr> <td colspan="8"></td> <td colspan="2" style="text-align: right;">Total Project Cost</td> <td>4.839</td> <td></td> </tr> </table>											Item	Category										2.00	State Highway System Urban Projects									4.392										Total Project Cost		4.839	
Item	Category																																												
2.00	State Highway System Urban Projects									4.392																																			
								Total Project Cost		4.839																																			
10.00	P 016A(07)25 P 0044(171)51	02A5 039W	Custer Pennington	0.0	SD44E SD44W US16A	US16A - 1.8 E & 2.0 E of SD89N; SD44 - 2.2 E of the Jct of US16B Over a Creek	Scour Protection	0.188	2014	0.230																																			
							2014	0.4	Miles	0.677																																			
Total for Category							22	0.4	Miles	0.677																																			

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
25.00	PS 0044(179)45	04CP	Pennington	0.0	SD44E SD44W	SD44 E&W- Omaha St by 3rd St. in Rapid City, crossing 190148D, DM&E	Rehabilitation of crossing surface	0.090	2016	0.100		
26.00	PS 0044(180)43	04CQ	Pennington	0.0	SD44	SD44 - Mt. View Rd in Rapid City, crossing 190277T, DM&E	Rehabilitation of crossing surface	0.081	2016	0.090		
							2016	0.0 Miles	0.190			
							Total for Category	60	0.0 Miles	0.190		

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Local Urban System Projects			¥	
								Federal Funds	Fiscal Year	Total Cost(Mil \$)		
8.00	P 1648(04)	005V	Pennington	0.5		Anamosa St. from Midway St. to Milwaukee St. in Rapid City	Grading, Widening, Curb & Gutter, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	2.110	2015	3.075		
13.00	P 1774(06) P 1774(07)	02SF 03QK	Pennington	0.6		East Boulevard from St. Joseph St. to Rapid Creek in Rapid City; East Blvd & East North St. from Rapid Creek to Herman St. in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	3.188	2015	5.902		
PCN 02SF Total = \$4.2 (STP w /Match = \$3.000; Local Funds = \$1.100)												
								2015	1.1	Miles	8.977	
26.00	P 1771(14)	04G8	Pennington	0.8		Sheridan Lake Road from June Ct. 0.35 mi. N to Rapid Creek in Rapid City	Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	0.639	2016	0.780		
								2016	0.8	Miles	0.780	
28.00	P 1771(15)	04G9	Pennington	0.8		Sheridan Lake Road from Canyon Lake Drive, 0.3 mi. N to W. Main St. in Rapid City	Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	2.459	2017	3.000		
								2017	0.8	Miles	3.000	
Total for Category							71	2.7	Miles	12.757		

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Roadway Safety Improvement			¥	
								Federal Funds	Fiscal Year	Total Cost(Mil \$)		
9.00	PH 0040(256)	02B1	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.275	2014	0.275		
12.00	PH 8047(25)	02CX	Meade	0.0		Various County & Township Roads in Meade County,	Signing & Delineation	1.800	2014	1.800		
14.00	PH 0040(14)	02MN	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2014	0.250		
16.00	PH 1902(65)0	03AZ	Pennington	0.0	I190N I190S	Intersection of US16 & I190 & West Blvd	Intersection Improvement	0.626	2014	0.695		
								2014	0.0	Miles	3.020	
32.00	PH 0040(17)	02MS	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.275	2015	0.275		
33.00	PH 0040(15)	02MT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2015	0.250		
								2015	0.0	Miles	0.525	
82.00	PH 6730(01)	01DJ	Pennington	2.7		Box Elder - Pennington Co Rd 14-16 - From Exit 63 East to the End of the Divided Section East of Ellsworth Road	Reconstruction - Convert divided section to a 3-lane section; PE	3.029	2017	3.366		
								2017	2.7	Miles	3.366	
Total for Category							75	2.7	Miles	6.911		

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
2.00	*P 6480(04)	5777	Pennington	9.7		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, Curb & Gutter, AC Surfacing	2.458	2014	8.497		
Total Project Cost = \$8.5 mill.; Available STP funds and State Match = \$3.0 mill.; Local Funds = \$5.5 mill.												
8.00	P 000S(00)020	02DT	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2014	0.156		
State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156												
								2014	9.7	Miles	8.653	
12.00	P 6491(06) P 6446(04)	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4 mi. to N. Haines Ave	Grading, Interim Surfacing	1.475	2015	1.800		
19.00	P 000S(00)021	02ST	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2015	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2015	10.0	Miles	1.956	
31.00	P 000S(00)010	03DG	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2016	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
34.00	P 6491(07) P 6446(05)	0437 042V	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4mi. To N Haines Ave.	AC Surfacing	0.723	2016	2.110		
Total = \$2.11; STP/Match = \$0.882; \$1.228 Local Funds												
								2016	10.0	Miles	2.266	
Total for Category							92	29.7	Miles	12.875		

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Local Bridge Replacement Projects			¥	
								Federal Funds	Fiscal Year	Total Cost(Mil \$)		
31.00	BRO 8052(61)	033L	Pennington	0.0		Structure 3.5W & 1.3N of Caputa over Rapid Creek (Bradsky Road) SN 52-500-347	Structure & Approach Grading	0.401	2015	0.500		
								2015	0.0	Miles	0.500	
Total for Category							93	0.0	Miles	0.500		

By Category

Special Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Special Projects			¥
								Federal Funds	Fiscal Year	Total Cost(Mil \$)	
1.00	EM 8052(65)	03KG	Pennington	0.0		SDSM&T Connector Road	PE, Grading, Curb & Gutter, Storm Sewer, Asphalt Concrete	0.381	2014	1.095	
5.00	EM 1648(06)	04P6	Pennington	0.0		East Anamosa Street Extension from LaCrosse Street to Century Road	PE, ROW, Landscaping, Midblock Ped. Crossing with Signals and Push Buttons, Median Island and ADA Ramps, Reconnection of Century Road to include Grading, C&G, PCCP, Asphalt Approach, Sidewalk	0.496	2014	0.605	
								2014	0.0	Miles	1.700
Total for Category							94	0.0	Miles	1.700	

**2013 Capital Plan for
Street, Drainage and MIP Projects
June 21, 2013**

Fund/Project Name	CIP #	Total Budget	2013	Total Spent 2013*	Remaining 2013	Status
8910 - Streets						
9th Street Reconstruction, Fulton to Columbus St.	50435	235,000	15,000	0.00	15,000.00	RFP summer 2013, construction in 2014
Anamosa St Reconstruction, Haines to Midway	50519-1472	59,995	3,748	0.00	3,748.37	Const. complete, pending final pmt to engineer
Anamosa St Reconstruction, Midway to Milwaukee	50559-1473	20,255	1,527	0.00	1,526.97	In design, construction in 2015
Bridge Inspections	50630	1,000	1,000	0.00	1,000.00	Annual project
Collector & Arterial Street Maintenance	50798-2021	198,550	198,550	0.00	198,550.00	Annual project
Contingency/Inflation for 8910 - Streets	8910Inflat	137,000	117,000	0.00	117,000.00	Contingency funds
Creek Drive Bridge Replacement	50309-1241	290,506	259,345	3,145.00	256,200.00	Expected construction late 2013
DCA Charges	8910DCA	765,312	765,312	318,880.00	446,432.00	Amount Per Finance
Downtown Area Improve Kansas City-5thToEastBlvd	50119-2005	2,425,190	2,293,314	58,618.86	2,234,695.14	Under construction, exp. completion 4/2014
East Anamosa Extension Lacrosse to Century	50316-1397	1,876,047	424,251	1,090.49	423,160.72	Const. complete, pending pmt to DOT & Final CA
East Anamosa Pedestrian Crossing	50946	100,000	100,000	0.00	100,000.00	Expected construction fall 2013
East North Street Engineering	50764-1511	1,300,000	197,355	77,994.36	119,360.73	In design, multi-phase project
East North St Reconstruction, Pine to Cambell	50142-1511	373,967	22,499	5,708.07	16,790.53	Const. complete, pending final pmt to DOT
East North St Reconstruction, Maple to Lacrosse	50865	322,365	322,365	0.00	322,365.00	Under construction
East North Street/Cambell Street Landscaping	50857-1939	165,609	155,132	0.00	155,131.50	Under review
E Signal Drive Reconstruction	50949	800,000	50,000	0.00	50,000.00	Design spring 2013, construction in 2014
Elm Ave. Reconstruction South - Phase 4	50643-1777	1,247,737	41,552	38,551.25	3,000.75	Under const., expected completion spring 2013
Geotechnical/Infrastructure QA Program	50637-1998	25,000	25,000	10,227.47	14,772.53	Annual project
Harmony Lane Street & Utilities	50712-2047	156,148	61,148	9,049.80	52,098.20	In design, construction in 2014
Jackson Blvd Utilities Rapid Creek Bridge to Mt View	50351-1509a	125,247	43,067	6,717.84	36,349.10	Under construction, exp. completion summer 2014
Jackson Blvd Utilities Chapel Ln to Rapid Creek Br	50177-1837	210,000	5,000	75.66	4,924.34	In design, construction in 2014
Knollwood Haines Intersection Imp.	50965	105,000	105,000	0.00	105,000.00	In-house design, construction fall 2013
Minnekahta Dr Area Water Main & San. Sewer	50826-1980	183,694	182,169	14,429.67	167,738.84	In design, construction summer 2013
Minnewasta Street Utilities	50383-2060	203,323	203,323	0.00	203,323.00	In design, construction early fall 2013
Mt. Rushmore Road Reconstr, Tower Rd - Flormann St	50840-1926	120,000	11,130	1,576.89	9,553.56	In design, construction in 2014
Mt. Rushmore Road Reconstr, Flormann St - St James	50867-2051	100,000	25,000	1,552.11	23,447.89	In design, construction in 2015
Mt. Rushmore Road Reconstr, St James - Kansas City St	50950	125,000	25,000	0.00	25,000.00	In design, construction in 2016
Promise Road Extension to Golden Eagle Dr.	50905	100,000	100,000	100,000.00	0.00	Project Complete
Red Dale Traffic Calming	50956	75,000	75,000	0.00	75,000.00	In-house design, construction late 2013
Robbinsdale-E St. Charles, Belleview	50389.4-2	740,030	57,030	0.00	57,030.00	Design spring 2013; construction 2014
Robbinsdale Reconstruction Engineering Ph 1 & 2	50134-1494	112,438	539	538.52	0.48	Project Complete
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	667,500	159,590	1,651.05	157,938.95	In design, construction in 2014
Seger Drive Reconst Phase 1A and 1B*	50277.1-2	80,000	80,000	12,467.57	67,532.43	In design, construction in 2013
Seger Drive Reconst Phase 1A*	50277.1-3	1,625,000	1,625,000	0.00	1,625,000.00	In design, construction in fall 2013
Seger Drive Reconst Phase 1B*	50277.1-4	1,625,000	1,625,000	0.00	1,625,000.00	RFP summer 2013, construction in 2014
Seger Drive Phase 3*	50433.0	75,000	75,000	0.00	75,000.00	In design, construction in 2014
Silver St. Area Utility Improvements - Phase 2 Gold St.	50828-2020	409,043	352,494	19,398.79	333,095.21	Under construction, exp. completion 10/2013
Silver Street Interchange Utility Reconstruction	50940	130,000	10,000	588.26	9,411.74	In design, construction 2015
South Valley Drive Extension	50886-1960	368,588	46,703	46,702.84	0.00	Project Complete

**2013 Capital Plan for
Street, Drainage and MIP Projects
June 21, 2013**

Fund/Project Name	CIP #	Total Budget	2013	Total Spent 2013*	Remaining 2013	Status
Street Rehabilitation - .16	50844	1,500,000	1,500,000	0.00	1,500,000.00	Annual projects, under construction
Street Rehabilitation	50549	550,000	550,000	0.00	550,000.00	Annual projects, under construction
W. Chicago Street and Staton Place Reconstruction	50364-1187	738,954	738,954	0.00	738,954.00	Under construction, exp. completion 6/2014
Woodlawn Dr. Sanitary Sewer Replacement	50623	30,500	2,500	0.00	2,500.00	RFP summer 2013, construction in 2014
5th Street and Texas Street Traffic Signal	50897-1996			13,797.77	(13,797.77)	
Projects Total 8910 - Streets		20,498,998	\$ 12,651,596			
Budget for 8910 - Streets			\$ 7,820,532			
Budget minus Projects Total			(\$4,831,065)	742,762.27	11,908,834.21	
8911 - Drainage						
9th Street Reconstruction, Fulton to Columbus	50435	65,000	5,000	0.00	5,000.00	RFP summer 2013, construction in 2014
Anamosa St Reconstruction, Haines to Midway	50519-1472	700,000	700,000	0.00	700,000.00	Construction complete, pending pmt to DOT
Arrowhead Drainage Basin Det Cell 201 Main	50786-2037	69,983	69,983	69,982.40	0.60	Project complete
County Heights Drainage Basin Plan Update	50757-1870	65,350	3,268	0.00	3,267.67	Expected completion fall 2013
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	74,250	54,250	0.00	54,250.00	Contingency funds
DCA Charges	8911DCA	202,920	202,920	84,550.00	118,370.00	Amount per Finance
Downtown Area Improve Kansas City-5thToEastBlvd	50119-1170	380,000	324,050	10,555.96	313,494.04	Under construction, exp. completion 4/2014
Drainage Structure Repairs/Improvements 2013	50907	40,000	40,000	0.00	40,000.00	In design, construction in late 2013
Dyess Avenue Drainage and Channel Improvements	50934-2032	2,000,000	1,911,628	9,103.00	1,902,525.41	In design, construction in late 2013
East North Street Engineering	50764-1511	224,246	34,042	0.00	34,042.00	In design, multi-phase project
East North St Reconstruction, Pine to Cambell	50142-1511	464,060	30,417	10,025.23	20,391.77	Const. complete, pending final pmt to DOT
East North St Reconstruction, Maple to Lacrosse	50865	62,061	62,061	0.00	62,061.00	Under construction
E Signal Drive Reconstruction	50949	95,000	10,000	0.00	10,000.00	Design spring 2013, construction in 2014
Elm Ave. Reconstruction South - Phase 4	50643-1777	230,084	7,675	5,975.69	1,699.31	Under const., expected completion spring 2013
Enchantment Road Sanitary Sewer Ext.	50882-1977	12,000	11,473	108.83	11,364.27	Under construction, expected completion 8/2013
Erosion & Sediment Control Device Removal	50695	5,000	5,000	0.00	5,000.00	Annual project
Good Samaritan Detention Facility Oversize	50009	291,194	257,153	257,194.40	(41.40)	Project complete
Heidiway Lane Sewer Extension, Phase 2	50524	35,000	35,000	0.00	35,000.00	In design, construction summer 2013
Jackson Blvd Utilities Chapel Ln to Rapid Creek Br	50177-1837	1,477,084	68,409	5,104.57	63,303.96	In design, construction in 2014
Jackson Blvd Utilities Rapid Creek Bridge to Mt View	50351-1509a	1,325,921	270,012	66,396.42	203,615.72	Under construction, exp. completion summer 2014
Jackson Blvd & W. Main St Intersection Reconstr	50858-1945	85,000	4,080	2,117.23	1,963.11	In design, construction in 2015
Leland Lane/Rushmore St Sewer Water Main Reconstr	50802-1951	247,558	355,867	524.26	355,342.55	Under construction, exp. completion 10/2013
Minnekahta Dr Area Water Main & San. Sewer	50826-1980	28,922	28,703	1,524.42	27,178.58	In design, construction summer 2013
Minnewasta Street Utilities	50383-2060	40,000	40,000	0.00	40,000.00	In design, construction early fall 2013
Mt. Rushmore Road Reconstr, Tower Rd - Flormann St	50840-1926	180,132	12,393	2,439.44	9,953.46	In design, construction in 2014
Mt. Rushmore Road Reconstr, Flormann St - St James	50867-2051	100,000	25,000	1,613.17	23,386.83	In design, construction in 2015
Mt. Rushmore Road Reconstr, St James - Kansas City St	50950	100,000	25,000	0.00	25,000.00	In design, construction in 2016
Omaha Street Utilities - Sheffer St to 12th St.	50904	200,000	20,000	0.00	20,000.00	In design, construction in 2016
Perrine Drainage Outfall Element 8	50836-1963	202,337	132,260	132,259.69	0.00	Project complete
Promise Road Extension to Golden Eagle Drive	50905	19,585	19,585	19,584.70	0.30	Project complete
Robbinsdale Reconstruction Engineering Ph 1 & 2	50134-1494	89,950	431	0.00	431.00	Project complete
Robbinsdale - E St Charles, Belleview	50389.4-2	202,915	15,915	0.00	15,915.00	Design spring 2013; construction 2014
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	190,000	19,950	637.18	19,312.82	In design, construction in 2014

**2013 Capital Plan for
Street, Drainage and MIP Projects
June 21, 2013**

Fund/Project Name	CIP #	Total Budget	2013	Total Spent 2013*	Remaining 2013	Status
Seger Drive Reconst Phase 1A and 1B*	50277.1-2	80,000	80,000	12,467.57	67,532.43	In design, construction in 2013
Seger Drive Reconst Phase 1A*	50277.1-3	660,000	660,000	0.00	660,000.00	In design, construction in fall 2013
Seger Drive Reconst Phase 1B*	50277.1-4	660,000	660,000	0.00	660,000.00	RFP summer 2013, construction in 2014
Seger Drive Phase 3*	50433.0	20,000	20,000	0.00	20,000.00	In design, construction in 2014
Silver St. Area Utility Improvements - Phase 2 Gold St.	50828-2020	150,186	147,097	6,689.25	140,407.75	In design, construction in 2013
Silver St. Interchange Utility Reconstruction	50940-2053	470,000	20,000	1,176.54	18,823.46	Under construction, exp. completion 10/2013
Stormwater Quality Review for Det. Cells	50788.0	25,000	25,000	0.00	25,000.00	In design, construction in late 2013
W. Chicago Street and Staton Place Reconstruction	50364-1187	1,283,867	1,283,867	20,782.32	1,263,084.68	Under construction, exp. completion 6/2014
Projects Total 8911 - Drainage		12,789,604	\$7,697,489			
Budget for 8911 - Drainage			\$ 5,213,688			
Budget minus Projects Total			(\$2,483,801)	720,812.27	6,976,676.32	
8913 - Misc Improvements						
ADA Compliance Project	50761	65,145	65,145	0.00	65,145.00	Annual project
DCA Charges	8913DCA	14,496	14,496	6,040.00	8,456.00	Amount Per Finance
Miscellaneous Improvement Projects (MIP)	50298-2004	100,000	100,000	0.00	100,000.00	Annual project
Railroad Signals - 11th, Maple	50969	40,400	40,400	0.00	40,400.00	DOT project: will invoice City
Out-of-the-Dust, Various Locations	50297-2003	60,000	60,000	0.00	60,000.00	Annual project
Projects Total 8913 - Misc. Improvements			\$280,041	6,040.00	274,001.00	
Budget for 8913 - Misc. Improvements			\$260,000			
Budget minus Projects Total			(\$20,041)			
Budget Totals - Streets, Drainage & MIP						
DCA Charges			\$ 982,728			
.16 Funds (Street Rehab, 50119)			\$ 1,586,528			
.16 Funds (Pending Supplements)*			\$ 4,825,000			
DOT Reimbursement			\$ 6,426,082			
Subtotal Budget			\$ 27,114,558			
Project Totals - Streets, Drainage & MIP			\$ 20,629,126	Total Spent 2013*	Remaining 2013	
Budget Totals minus Project Totals			\$6,485,432	1,469,614.54	19,159,511.53	
				*as of 5/31/13		
			Revised	Rescheduled	Added	

**Capital Plan for
Street, Drainage and MIP Projects
2014 through 2018 Summary
June 21, 2013**

Fund/Project Name	CIP #	2014	2015	2016	2017	2018	Fund Total
8910 - Streets							
44th Street Phase 2 - W. Main to W. Chicago	50719				50,000	460,000	510,000
38th Street Reconstruction - Clifton to Range	50716		70,000	1,030,000			1,100,000
9th Street Reconstruction, Fulton to Columbus	50435	220,000					220,000
Anamosa St Reconstruction, Midway to Milwaukee	50559-1473		3,000,000				
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1		99,000	1,075,000			1,174,000
Baldwin Street Reconstruction, Wedgewood to S Berry	50822.1-2			110,000	1,273,000		1,383,000
Bridge Inspections	50630	2,500	1,000	2,500	1,000	2,500	9,500
Bridge Maintenance	50752	100,000		100,000		100,000	300,000
Centennial St Improvements, Elm to Michigan	50425	100,000					100,000
Collector & Arterial Street Maintenance	50798	200,000	200,000	200,000	200,000	200,000	1,000,000
Contingency/Inflation for 8910 - Streets	8910Inflat	155,986	160,798	165,754	170,859	177,870	831,267
Dakota Dr Water Main Reconst	50399			250,000			250,000
Downtown Area Improvement Project - 7th Street	50799		232,500	0			232,500
Dyess Ave. - Mall Dr to Seger Dr*	50915	75,000	1,650,000				1,725,000
East Boulevard Water Transmission Main	50463				60,000	980,000	1,040,000
E College Ave Reconst - Milwaukee to Racine	50918		25,000	350,000			375,000
E Custer Street Reconstruction - Milwaukee to Racine	50916		25,000	340,000			365,000
East North St. Reconstruction, St. Joe to Rapid Creek	50906		50,000				50,000
East North St. Reconstruction, Rapid Creek to Herman	50866		5,500,000				5,500,000
East Signal Drive Reconstruction	50949	750,000					750,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919				25,000	320,000	345,000
Fulton St Sewer Reconst, 12th to Tompkins	50377				21,389	253,611	275,000
Fulton Street Sewer Reconstruction, 8th to 12th	50872				50,000	450,000	500,000
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Harmony Lane Street & Utilities	50712	95,000					95,000
Jackson Blvd & W. Main St Intersection Reconst	50858		650,000				650,000
Jackson Blvd Utilities - Chapel Ln to Rapid Creek	50177	205,000					205,000
Mt. Rushmore Road Reconst, Tower Rd-Flormann St	50840	100,000					100,000
Mt. Rushmore Road Reconst, Flormann - St James	50867		75,000				75,000
Mt. Rushmore Road Reconst, St James - Kansas City	50950			100,000			100,000
Nordby Lane Reconstruction	50803	20,000	262,500				282,500
Robbinsdale-E.St.Charles, Belleview	50389.4-2	683,000					683,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1			150,500	1,754,500		1,905,000
Robbinsdale-Grandview, Nevada	50421.3-4	600,000					600,000

**Capital Plan for
Street, Drainage and MIP Projects
2014 through 2018 Summary
June 21, 2013**

Fund/Project Name	CIP #	2014	2015	2016	2017	2018	Fund Total
Robbinsdale - Maple, Nevada	50421.3-2				450,000		450,000
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	630,000					630,000
Robbinsdale - Oakland	50390.5-2			75,000	1,545,000		1,620,000
Seger Drive Phase 3*	50433	1,400,000					1,400,000
Sheridan Lake Rd Reconst - CLD to West Main	50967	175,000					175,000
Sheridan Lake Rd Reconst - June Ct to Rapid Creek	50933	30,000					30,000
Silverleaf Reconstruction	50837					680,000	680,000
Silver St. Interchange Utility Reconstruction	50940.0		120,000				120,000
St. Cloud Street Reconstruction	50796		20,000	217,000			237,000
St. Patrick Street Reconstruction	50456				60,000	590,000	650,000
Street Rehabilitation - .16*	50844	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Street Rehabilitation	50549	600,000	625,000	875,000	900,000	925,000	3,925,000
Unadel Dr. & S Wildwood Watermain Extension	50453				70,000	1,155,000	1,225,000
W. Blvd NE Reconstr North to Anamosa	50879					35,000	35,000
W. Chicago / Cement Plant Watermain Loop	50448	50,000					50,000
W St Cloud Street and Utilities	50939		346,000				346,000
Woodlawn Drive Sanitary Sewer Replacement	50623	28,000					28,000
Project Total 8910 - Streets		7,744,486	14,636,798	6,565,754	8,155,748	7,853,981	41,956,767
Budget for 8910 - Streets		4,456,744	4,594,226	4,735,832	4,881,688	5,081,995	23,750,485
Budget Minus Project Total		(3,287,742)	(10,042,572)	(1,829,922)	(3,274,060)	(2,771,986)	(18,206,282)
8911 - Drainage							
44th Street Phase 2 - W. Main to W. Chicago	50719				30,000	185,000	215,000
38th Street Reconstruction - Clifton to Range	50716		10,000	140,000			150,000
9th Street Reconstruction, Fulton to Columbus	50435	60,000					60,000
Arrowhead DBDP Element 251 Detention Cell	50384			0			0
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1		7,000	155,000			162,000
Baldwin Street Reconstruction, Wedgewood to S Berry	50822.1-2			20,000	212,000		232,000
Box Elder Drainage Basin Plan	50360-1451			250,000			250,000
Centennial Street Improvements Elm to Michigan	50425	25,000					25,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	103,991	107,199	110,503	113,906	118,580	554,178
Deadwood Ave. Drainage Channel Outlet	50026			520,000			520,000
Downtown Area Improvement Project - 7th Street	50799		0	0			0
Dyess Ave. - Mall Drive to Seger Dr.*	50915	25,000	875,000				900,000

**Capital Plan for
Street, Drainage and MIP Projects
2014 through 2018 Summary
June 21, 2013**

Fund/Project Name	CIP #	2014	2015	2016	2017	2018	Fund Total
East Boulevard Water Transmission Main	50463				30,000	490,000	520,000
E College Ave Reconst - Milwaukee to Racine	50918		2,500	22,500			25,000
E Custer Street Reconstruction - Milwaukee to Racine	50916		2,500	22,500			25,000
East North St. Reconstruction, St. Joe to Rapid Creek	50906		250,000				250,000
East North St. Reconstruction, Rapid Creek to Herman	50866		750,000				750,000
East Signal Drive Reconstruction	50949	85,000					85,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919				2,500	42,500	45,000
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000	5,000	25,000
Fulton St Sewer Reconst, 12th to Tompkins	50377				5,000	80,000	85,000
Fulton Street Sewer Reconstruction, 8th to 12th	50872				17,000	150,000	167,000
Idlewild Box Culvert	50715					15,000	15,000
Jackson Blvd & West Main Intersection	50858		250,000				250,000
Jackson Blvd DBDP Element 306-Jackson-Rapid Creek	50962	45,000	495,000				540,000
Jackson Blvd Utilities Chapel Ln to Rapid Creek Br	50177	1,350,000					1,350,000
Meade Channel, Birch St. Crossing Improvements	50378			15,000	150,000		165,000
Meade-Hawthorne Det Cell 380	50763	140,000					140,000
Meade-Hawthorne Elements 47 and 240	50758	75,000		750,000			825,000
Midwestern Levee Swale Improvements	50706	25,000					25,000
Mt. Rushmore Road Reconst, Tower Rd-Flormann St	50840	150,000					150,000
Mt. Rushmore Road Reconst, Flormann - St James	50867		75,000				75,000
Mt. Rushmore Road Reconst, St James - Kansas City	50950			75,000			75,000
Nordby Lane Reconstruction	50803	10,000	47,500				57,500
Omaha St Utilities - Sheffer St. to 12th St.	50904			180,000			180,000
Robbinsdale-E.St.Charles, Belleview	50389.4-2	187,000					187,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1			56,000	639,000		695,000
Robbinsdale-Grandview, Nevada	50421.3-4	200,000					200,000
Robbinsdale - Maple, Nevada	50421.3-2				200,000		200,000
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	185,000					185,000
Robbinsdale - Oakland	50390.5-2			15,000	110,000		125,000
Seger Drive Phase 3*	50433	480,000					480,000
Sheridan Lake Rd Reconst - CLD to West Main	50967	25,000					25,000
Sheridan Lake Rd Reconst - June Ct to Rapid Creek	50933	20,000					20,000
Silverleaf Reconstruction	50837					130,000	130,000
Silver St. Interchange Utility Reconstruction	50940.0		450,000				450,000

**Capital Plan for
Street, Drainage and MIP Projects
2014 through 2018 Summary
June 21, 2013**

Fund/Project Name	CIP #	2014	2015	2016	2017	2018	Fund Total
St. Cloud Street Reconstruction	50796			35,000			35,000
St. Patrick Street Reconstruction	50456				20,000	195,000	215,000
Unadel Dr. & S Wildwood Watermain Extension	50453				10,000	190,000	200,000
Viewfield Detention Dam Outlet Structure	50412			100,000	140,000		240,000
W. Blvd NE Reconstr North to Anamosa	50879					25,000	25,000
W. Chicago / Cement Plant Watermain Loop	50448	50,000					50,000
Project Total 8911 - Drainage		3,245,991	3,326,699	2,471,503	1,684,406	1,626,080	12,354,678
Budget for 8911 - Drainage		2,971,162	3,062,817	3,157,222	3,254,458	3,387,997	15,833,656
Budget Minus Project Total		(274,828)	(263,881)	685,719	1,570,052	1,761,917	3,478,978
8913 - Misc Improvements							
ADA Compliance Project	50761	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	150,000	160,000	170,000	180,000	190,000	850,000
Out-of-the-Dust, Various Locations	50297	60,000	60,000	60,000	60,000	60,000	300,000
Project Total 8913 - Misc. Improvements		260,000	270,000	280,000	290,000	300,000	1,400,000
Budget for 8913 - Misc. Improvements		210,000	210,000	210,000	210,000	210,000	1,050,000
Budget Minus Project Total		(50,000)	(60,000)	(70,000)	(80,000)	(90,000)	(350,000)
Budget Totals - Streets, Drainage, MIP		7,637,906	7,867,043	8,103,054	8,346,146	8,679,992	40,634,141
Budget Totals - Streets & Drainage .16 Funds		3,480,000	4,025,000	1,500,000	1,500,000	1,500,000	12,005,000
Project Totals - Streets, Drainage, MIP		11,250,477	18,233,497	9,317,257	10,130,154	9,780,061	55,711,445
Budget Totals Minus Project Totals		(132,571)	(6,341,454)	285,797	(284,008)	399,931	(3,072,304)
Total Cumulative Balance		6,352,861	11,408	297,205	13,197	413,128	413,128
Legend	Rescheduled	Revised	Added				

Capital Plan Summary
Project Totals vs. Budgets
2013 to 2018
June 21, 2013

Fund	2013	2014	2015	2016	2017	2018	Totals
8910 - Streets							
Budget	7,820,532	4,456,744	4,594,226	4,735,832	4,881,688	5,081,995	31,571,016
Projects Totals	12,651,596	7,744,486	14,636,798	6,565,754	8,155,748	7,853,981	57,608,363
Difference	(4,831,065)	(3,287,742)	(10,042,572)	(1,829,922)	(3,274,060)	(2,771,986)	(26,037,347)
8911 - Drainage							
Budget	5,213,688	2,971,162	3,062,817	3,157,222	3,254,458	3,387,997	21,047,344
Projects Totals	7,697,489	3,245,991	3,326,699	2,471,503	1,684,406	1,626,080	20,052,167
Difference	(2,483,801)	(274,828)	(263,881)	685,719	1,570,052	1,761,917	995,178
8913 - MIP/OTD/RR							
Budget	260,000	210,000	210,000	210,000	210,000	210,000	1,310,000
Projects Totals	280,041	260,000	270,000	280,000	290,000	300,000	1,680,041
Difference	(20,041)	(50,000)	(60,000)	(70,000)	(80,000)	(90,000)	(370,041)
Budget Subtotal	13,294,220	7,637,906	7,867,043	8,103,054	8,346,146	8,679,992	53,928,361
DCA Charges	982,728						982,728
Supplement.16 Reimburse	6,411,528	3,480,000	4,025,000	1,500,000	1,500,000	1,500,000	18,416,528
Supplement SDDOT Reimburse	6,426,082						6,426,082
Budget Total	27,114,558	11,117,906	11,892,043	9,603,054	9,846,146	10,179,992	79,753,699
Projects Total	20,629,126	11,250,477	18,233,497	9,317,257	10,130,154	9,780,061	79,340,571
Total Difference	6,485,432	(132,571)	(6,341,454)	285,797	(284,008)	399,931	413,128
Total Cumulative Balance	6,485,432	6,352,861	11,408	297,205	13,197	413,128	

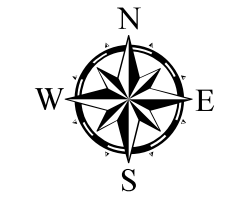
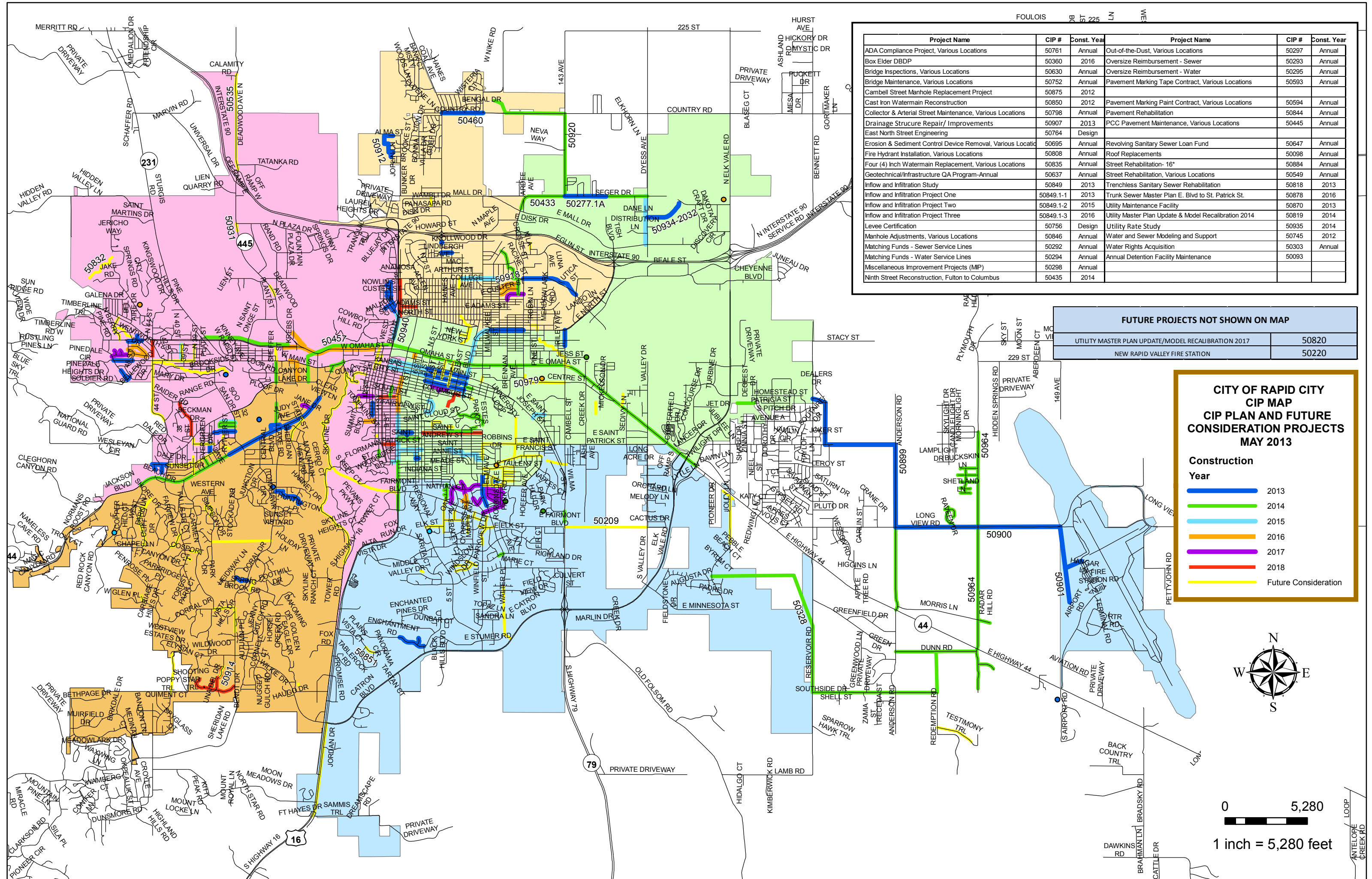
Project Name	CIP #	Const. Year	Project Name	CIP #	Const. Year
ADA Compliance Project, Various Locations	50761	Annual	Out-of-the-Dust, Various Locations	50297	Annual
Box Elder DBDP	50360	2016	Oversize Reimbursement - Sewer	50293	Annual
Bridge Inspections, Various Locations	50630	Annual	Oversize Reimbursement - Water	50295	Annual
Bridge Maintenance, Various Locations	50752	Annual	Pavement Marking Tape Contract, Various Locations	50593	Annual
Cambell Street Manhole Replacement Project	50875	2012			
Cast Iron Watermain Reconstruction	50850	2012	Pavement Marking Paint Contract, Various Locations	50594	Annual
Collector & Arterial Street Maintenance, Various Locations	50798	Annual	Pavement Rehabilitation	50844	Annual
Drainage Structure Repair/ Improvements	50907	2013	PCC Pavement Maintenance, Various Locations	50445	Annual
East North Street Engineering	50764	Design			
Erosion & Sediment Control Device Removal, Various Locations	50695	Annual	Revolving Sanitary Sewer Loan Fund	50647	Annual
Fire Hydrant Installation, Various Locations	50808	Annual	Roof Replacements	50098	Annual
Four (4) Inch Watermain Replacement, Various Locations	50835	Annual	Street Rehabilitation - 16"	50884	Annual
Geotechnical/Infrastructure QA Program-Annual	50637	Annual	Street Rehabilitation, Various Locations	50549	Annual
Inflow and Infiltration Study	50849	2013	Trenchless Sanitary Sewer Rehabilitation	50818	2013
Inflow and Infiltration Project One	50849.1-1	2013	Trunk Sewer Master Plan E. Blvd to St. Patrick St.	50878	2016
Inflow and Infiltration Project Two	50849.1-2	2015	Utility Maintenance Facility	50870	2013
Inflow and Infiltration Project Three	50849.1-3	2016	Utility Master Plan Update & Model Recalibration 2014	50819	2014
Levee Certification	50756	Design	Utility Rate Study	50935	2014
Manhole Adjustments, Various Locations	50846	Annual	Water and Sewer Modeling and Support	50745	2012
Matching Funds - Sewer Service Lines	50292	Annual	Water Rights Acquisition	50303	Annual
Matching Funds - Water Service Lines	50294	Annual	Annual Detention Facility Maintenance	50093	
Miscellaneous Improvement Projects (MIP)	50298	Annual			
Ninth Street Reconstruction, Fulton to Columbus	50435	2014			

FUTURE PROJECTS NOT SHOWN ON MAP	
UTILITY MASTER PLAN UPDATE/MODEL RECALIBRATION 2017	50820
NEW RAPID VALLEY FIRE STATION	50220

**CITY OF RAPID CITY
CIP MAP
CIP PLAN AND FUTURE
CONSIDERATION PROJECTS
MAY 2013**

Construction Year

- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- Future Consideration



0 5,280
1 inch = 5,280 feet

RAPID CITY TRANSIT

2014-2018 TIP

Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2014			
Rcpts. 14-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenanc	\$803,658.00	Federal (Sec 5307)
		\$688,676.00	Local
		<u>\$28,425.00</u>	State
		\$1,520,759.00	TOTAL
Rcpts. 14-2	Capital assistance for purchase of four ADA approved paratransit vehicles	\$332,000.00	Federal (Sec 5307)
		<u>\$68,000.00</u>	Local
		\$400,000.00	TOTAL
CALENDAR YEAR 2015			
Rcpts. 15 -1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenanc	\$827,768.00	Federal (Sec 5307)
		\$709,336.00	Local
		<u>\$28,425.00</u>	State
		\$1,565,529.00	TOTAL
Rcpts. 15 -2	Capital assistance for purchase of two 30ft. ADA approved transit vehicles	\$456,500.00	Federal (Sec 5339)
		<u>\$93,500.00</u>	Local
		\$550,000.00	TOTAL
Rcpts. 15 -3	Capital assistance for purchase of four ADA approved paratransit vehicles	\$341,960.00	Federal (Sec 5307)
		<u>\$70,040.00</u>	Local
		\$412,000.00	TOTAL
CALENDAR YEAR 2016			
Rcpts. 16 -1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenanc	\$852,601.00	Federal (Sec 5307)
		\$730,616.00	Local
		<u>\$28,425.00</u>	State
		\$1,611,642.00	TOTAL
Rcpts. 16 -2	Capital assistance for purchase of four ADA approved paratransit vehicles	\$352,219.00	Federal (Sec 5307)
		<u>\$72,141.00</u>	Local
		\$424,360.00	TOTAL
CALENDAR YEAR 2017			
Rcpts. 17 -1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenanc	\$878,179.00	Federal (Sec 5307)
		\$752,534.00	Local
		<u>\$28,425.00</u>	State
		\$1,659,138.00	TOTAL
Rcpts. 17 -2	Capital assistance for purchase of four ADA approved paratransit vehicles	\$362,786.00	Federal (Sec 5307)
		<u>\$74,305.00</u>	Local
		\$437,091.00	TOTAL
CALENDAR YEAR 2018			
Rcpts. 18 -1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenanc	\$852,601.00	Federal (Sec 5307)
		\$730,616.00	Local
		<u>\$28,425.00</u>	State
		\$1,611,642.00	TOTAL
Rcpts. 18 -2	Capital assistance for purchase of four ADA approved paratransit vehicles	\$399,065.00	Federal (Sec 5307)
		<u>\$81,736.00</u>	Local
		\$480,801.00	TOTAL

FAA AIP - 90%

4/5/2013

			2013 Projects - AIP 44					
			AIP ENTITLE	AIP DISCRET	STATE AIP 5%	AIRPORT 5%	PFC Debt	CFC Debt
2013		\$ 4,554,000	\$ 2,102,318	\$ 2,451,682	\$ 253,000	\$ 253,000	\$ 966,183	\$ 388,200
Runway 14/32 & 5/23 Rehab - Design	5235	\$ 103,594	\$ 93,234		\$ 5,180	\$ 5,180		
Runway 14/32 & 5/23 Rehab - Construction	5235	\$ 4,596,406	\$ 1,739,084	\$ 2,397,682	\$ 244,820	\$ 214,820		
Runway 14/32 & 5/23 Rehab - CA/CO	5235	\$ 300,000	\$ 270,000			\$ 30,000		
Wildlife Assessment	5238	\$ 60,000		\$ 54,000	\$ 3,000	\$ 3,000		
Total Projects (not including debt)		\$ 5,060,000	\$ 2,102,318	\$ 2,451,682	\$ 253,000	\$ 253,000	\$ 966,183	\$ 388,200

			2014- 2015 Projects - AIP 45 & 46					
			AIP 45 ENTITLE	AIP 46 ENTITLE	STATE AIP 5%	AIRPORT 5%	PFC Debt	CFC Debt
2014-2015		\$ 4,327,377	\$ 2,105,604	\$ 2,221,773	\$ 240,410	\$ 240,410	\$ 1,928,140	\$ 778,300
2014 - Master Plan Update	5230	\$ 350,000	\$ 315,000		\$ 17,500	\$ 17,500		
2014 - Old Term Demo/Apron Paving - Design	5232	\$ 150,000	\$ 135,000		\$ 7,500	\$ 7,500		
2014-15 Old Term Demo/Apron Paving - Const	5232	\$ 2,500,000	\$ 907,455	\$ 1,342,545	\$ 125,000	\$ 125,000		
2014-15 Old Term Demo/Apron Paving - CA/CO	5232	\$ 200,000	\$ 28,149	\$ 151,851	\$ 10,000	\$ 10,000		
2014-15 Bidding Services for New Equipment	TBD	\$ 20,000		\$ 18,000	\$ 1,000	\$ 1,000		
2014 - Replace Mack w Dump/Plow Truck (#38 & 13)	TBD	\$ 225,000	\$ 202,500		\$ 11,250	\$ 11,250		
2014 - Replace Snow Hauler (#38)	TBD	\$ 125,000	\$ 112,500		\$ 6,250	\$ 6,250		
2014 - Purchase Paint Truck (new)	TBD	\$ 140,000	\$ 126,000		\$ 7,000	\$ 7,000		
2014 - Purchase Pickup (replace #8) - Non AIP Eligible	TBD	\$ 35,000				\$ 35,000		
2014 - Computer Replacement	TBD	\$ 5,000				\$ 5,000		
2015 - Replace Plow w High Speed Plow (#14)	TBD	\$ 225,000	\$ 202,500		\$ 11,250	\$ 11,250		
2015 - Replace Schwartz w Sweeper Vac Truck (#39)	TBD	\$ 85,000	\$ 76,500		\$ 4,250	\$ 4,250		
2015 - Replace Walker Mower (#31)	TBD	\$ 5,000		\$ 4,500	\$ 250	\$ 250		
2015 - Michigan Loader (#9)	TBD	\$ 73,000		\$ 65,700	\$ 3,650	\$ 3,650		
2015 - Purchase Tahoe (replace #3) - Non AIP Eligible	TBD	\$ 46,000				\$ 46,000		
2015 - Purchase Durango (replace #7) - Non AIP Eligible	TBD	\$ 29,000				\$ 29,000		
2015 - Computer Replacement	TBD	\$ 5,000				\$ 5,000		
Total Projects (not including debt)		\$ 4,213,000	\$ 2,105,604	\$ 1,582,596	\$ 204,900	\$ 319,900	\$ 1,928,140	\$ 778,300
Carryover Entitlement:		\$ -	\$ -	\$ 639,177	\$ 35,510	\$ (79,490)		

			2016 Projects - AIP 47 plus AIP 46 Carryover					
			AIP 47 ENTITLE	AIP 46 CARRY	STATE AIP 5%	AIRPORT 5%	PFC Debt	CFC Debt
2016		\$ 2,860,950	\$ 2,221,773	\$ 639,177	\$ 160,924	\$ 45,924	\$ 963,645	\$ 384,200
North GA Ramp - Design	5231	\$ 100,000		\$ 90,000	\$ 5,000	\$ 5,000		
North GA Ramp - Construction	5231	\$ 2,415,000	\$ 1,348,590	\$ 824,910	\$ 120,750	\$ 120,750		
North GA Ramp - CA/CO	5231	\$ 200,000	\$ 180,000		\$ 10,000	\$ 10,000		
2016 - Computer Replacement	TBD	\$ 5,000				\$ 5,000		
Total Projects (not including debt)		\$ 2,715,000	\$ 1,528,590	\$ 914,910	\$ 135,750	\$ 135,750	\$ 963,645	\$ 384,200
Carryover Entitlement:		\$ 693,183	\$ -	\$ -	\$ 25,174	\$ (89,826)		

2017 - 2021 (to be revised after updated Master Plan)

Cargo Apron (Phase 1)	\$ 2,250,000
Deicing Pad/Vacuum Truck/Containment	\$ 285,000
Pave Fuel Farm Road	\$ 400,000
Relocate Hangar Road	\$ 1,200,000
Conventional Hangars	\$ 1,100,000
SMS	\$ 100,000
Terminal Parking	\$ 1,200,000
Equipment & Light Vehicles	\$ 900,565
Total Projects (not including debt or computers)	\$ 7,435,565

2021 - 2026 (to be revised after updated Master Plan)

Master Plan Update and e-ALP	\$ 600,000
Replace Air Traffic Control Tower	\$ 15,000,000
Cargo Apron (Phase 2)	\$ 7,200,000
Conventional Hangars (Phase 2)	\$ 2,500,000
General Aviation Expansion and Rehabilitation	\$ 2,000,000
Runway 14/32 & 5/23 Rehabilitation	\$ 7,500,000
Commercial Apron Expansion and Rehabilitation	\$ 3,500,000
Total Projects (not including debt or computers)	\$ 38,300,000

**2012
MEADE COUNTY HIGHWAY
ASPHALT PRESERVATION and CONSTRUCTION PLAN**

The scope of work and timing are subject to changes in road conditions and budget amounts available. This proposal is intended as a tool for discussion and decision making. Precise estimates are not possible due to volatile oil prices.

ROAD	LENGTH in MILES	REPAIRS 2012	ESTIMATE 2012	CHIP SEAL COMPLETED	FUTURE CHIP SEAL	OVERLAY	CONDITION -- NOTES
Alkali Road	5.2		\$	2010	2014		Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Avalanche Road	1.7	Patch as needed to delay needed repairs.	\$ 3,000	2006			Poor condition -- Repair as the road continues to fail. This road will need reconstruction in the very near future.
Whitewood Service Road	.4			2008	2013		Good condition
Blucksberg	.5			2008	2013		Good condition
Pleasant Valley	1.7		\$	2010	2014		Good condition. Overlay completed in 2006
Tilford Road	.3		\$		N.A.		Poor condition -- Failed asphalt millings. Decision needed on the future of this road.
Piedmont Streets	2	Possible construction/repair	\$ 100,000		N.A.		Poor condition -- Patch and wait for Piedmont plan. Asphalt millings surface.
Stage Stop Road	.4		\$	2008	2013		Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Anderson Road	.8		\$		2014		Good condition -- Asphalt overlay completed 2010
Peaceful Pines W.	2.1		\$	2008	2014		Good condition
Deadwood Ave/ Peaceful Pines E.	2.1	Reconstruction	\$ 1,650,000				Failed condition
Erickson Ranch Road	7		\$	2010	2014		Fair condition -- This road needs an overlay in the near future.

Elk Creek Road	7		\$	2008	2013		Fair/Good condition -- 4.5 miles need an overlay in the near future. 2.5 miles overlaid in 2005
Haines Ave.	6	Chip Seal	\$ 150,000		2012		Good condition
New Underwood (north)	8.5	Asphalt surface	\$ 3,800,000		2014		Asphalt surface 2012
New Underwood (center)	14	Repair failures Chip Seal	\$ 300,000		2012		Failed surface areas. Substantial cracks w/aggressive repair.
New Underwood (south)	7.5	Repair area at bridge ends	\$ 20,000		2014		Repaired in 2010 (short term). Rough area by bridge.
Bixby Road	1			2009	2014		Fair condition -- Follow Perkins County program.
Sidney Stage Road	1.5	Patch	\$ 4,000				Fair/Poor condition -- This road needs a plan to preserve or allow it to fail.
Nemo Road	.6	Chip seal Bridge surface	\$ 30,000 30,000		2012		Good condition -- Overlay completed in 2008.
Vanocker Canyon	11		\$	2008	2014		Good condition -- Monitor slide areas and work with U.S. Forrest Service on slide mitigation plan.
Black Hawk (West Elm/Sierra)	1.5		\$	2010	2014		Fair condition -- Older asphalt surface
Total			\$6,087,000				

**TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2014 - 2018**

Year	Project	PCEMS	Length	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Federal Bridge Funds	Federal Priority Funds	STP Funds	Rd & Brdg	Total Funding
2014	P 6480(4)	5777	9.7	Sheridan Lake Road from Jct US385 to Alberta Drive	PE, Grading, Base Course, C&G, AC Surfacing (Total = \$8.5; STP/State = \$3.0; Local Funds = \$5.5)	\$8,500,000		\$5,500,000			\$3,000,000		\$8,500,000
2014	P6403(08)	02DP	14.5	Deerfield Road from 1.5 mi. NE of Deerfield, SW, SE, and E 14.5 mi. to the intersection of FR 304	Asphalt Concrete Surfacing (Total = \$3.1; STP/State Match = \$1.57; Local Funds = \$1.53)	\$3,100,000					\$1,570,000	\$1,530,000	\$3,100,000
2015	EM-BRF 6403(6)	00CL	9.5	South Rochford Road from Rochford south to end of Deerfield Road asphalt and Bridge 162-272	PE, Grading, Base Course, & Asphalt Concrete, & Structure Replacement, (Total = \$10.4; EM 85% = 7.65 Local Funds = \$2.75)	\$10,400,000		\$2,750,000		\$7,650,000			\$10,400,000
2015	BRF 6403(09) SN 52-162-272	02JT	0.2	Structure 0.6W & 0.1S of Rochford over Rapid Creek SN 52-162-272	30' 1-Span Timber Bridge, 32' Deck (30' clear), 20° RHF Skew, Concrete Abuments, New Alignment	\$400,000			\$320,000			\$80,000	\$400,000
2015	BRO 8052(61) SN 52-500-347	033L	0.2	3.5 W & 1.3 N of Caputa on Bradsky Rd SN 52-500-347	PE, Structure & Approach Grading	\$330,000			\$264,000			\$66,000	\$330,000
2016	PH 0385(50)96	03BD	5.7	Box Elder-Pennington Co Rd 14-16, from exit 63 East to end of the divided section East of Ellsworth Rd	Reconstruct-convert divided section to a 3-lane section; PE	\$3,366,000							\$3,366,000
2017	P 6121	02DU	11.0	Fm 228 St. at New Underwood, S 7 mi. on 161 Ave., W 1.5 mi. and S 2.5 mi. on Base Line Road to SD 44	Asphalt Concrete Surfacing (Total = \$2.04; STP/State Match = \$1.569; Local Funds = \$0.4)	\$1,569,000					\$1,569,000		\$1,569,000
2018	BRO 8052 SN 52-316-316	03YD	0.1	Structure 0.8E & 1.6S of Johnson Siding over Rapid Creek SN 52-316-316	PE, Structure Rehabilitation	\$188,000	\$37,600		\$150,400				\$188,000
2018	BRO 8052(27) SN 52-312-433	H099	0.1	0.8 W of Keystone over Battle Creek SN 52-312-433	PE, Structure Rehabilitation	\$188,000			\$150,400			\$37,600	\$188,000
2019	P 6404	02DW	6.1	Nemo Road from the North County Line, E, SE 6.1 mi. (to between Palmer Road and Schmitz Trail)	Asphalt Concrete Surfacing	\$1,135,000		\$135,000			\$1,000,000		\$1,135,000
2020	BRF 6181 SN 52-199-315	02EU	0.2	Structure 0.8W & 1.3S of Mystic over Castle Creek SN 52-199-315	PE, Structure & Approach Grading 2015	\$346,000			\$276,800			\$69,200	\$346,000

TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2014 - 2018

Year	Project	PCEMS	Length	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Federal Bridge Funds	Federal Priority Funds	STP Funds	Rd & Brdg	Total Funding
2021	BRO 8052 SN 52-970-374 SN 52-970-376	02F0	0.4	Structure 0.2E & 0.7S of Quinn over a Creek (SN 52-970-374) and Structure 0.2E & 0.8S (SN 52-970-376) over Cottonwood Creek	PE, Structures & Approach Grading	\$692,000	\$138,400		\$553,600				\$692,000
2022	BRO 8052 SN 52-317-317	02F3	0.1	Structure 0.9E & 1.6S of Johnson Siding over Rapid Creek SN 52-317-317	PE, Structure Rehabilitation	\$305,000	\$61,000		\$244,000				\$305,000
2022	BRO 8052	02F3	0.2	Structure 0.8E & 1.8S of Johnson Siding over Rapid Creek SN 52-316-316	Structure & Approach Grading 2017	\$188,000			\$150,400			\$37,600	\$188,000
2023	BRO 8052 SN 52-355-324	02F4	0.2	Structure 2.1W & 0.7S of the Fish Hatchery over Rapid Creek SN 52-355-324	Structure & Approach Grading 2017	\$671,000			\$536,800			\$134,200	\$671,000
					Totals:	\$31,378,000	\$237,000	\$8,385,000	\$2,646,400	\$7,650,000	\$7,139,000	\$1,954,600	\$31,378,000

Rapid City Area Transportation Improvement Program 2014 - 2017

PUBLIC TRANSPORTATION (PRIVATE NONPROFIT)

The Rapid City Area Metropolitan Planning Organization anticipates the following requests for vehicles from the local private nonprofit groups for Section 5310 funding. Applications will be forwarded directly to the Office of Local Transportation Programs South Dakota Department of Transportation, for consideration against the applications received Statewide. This list does not imply that any of the following vehicle requests will be funded within the Rapid City Area Metropolitan Planning Organization. A locally developed community coordination transportation plan must accompany the grant application or vehicle request for Section 5310 vehicles. For more information, please contact the Office of Local Transportation programs at 605-773-7038 or 605-773-4169.

VEHICLE TYPES	FY 2014	FY2015	FY 2016
30 Passenger Bus w/ lift	0	2	1
9/2 Mini-busses w/lift (11 passenger)	3	4	3
8 Passenger Vans			
19 Passenger Mini-busses	1	2	
6 Passenger Station Wagon			
15 Passenger Vans			2
Wheel chair lift assembly	1	2	1
Total vehicles requested	5	10	7
Total funds requested	\$240,000	\$550,000	\$350,000

Attachment 2 Rapid City Area Metropolitan Planning Organization

CERTIFICATION














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

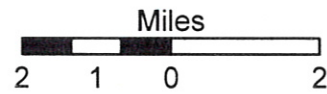
Secretary _____ Date _____
SD Department of Transportation

APPROVAL

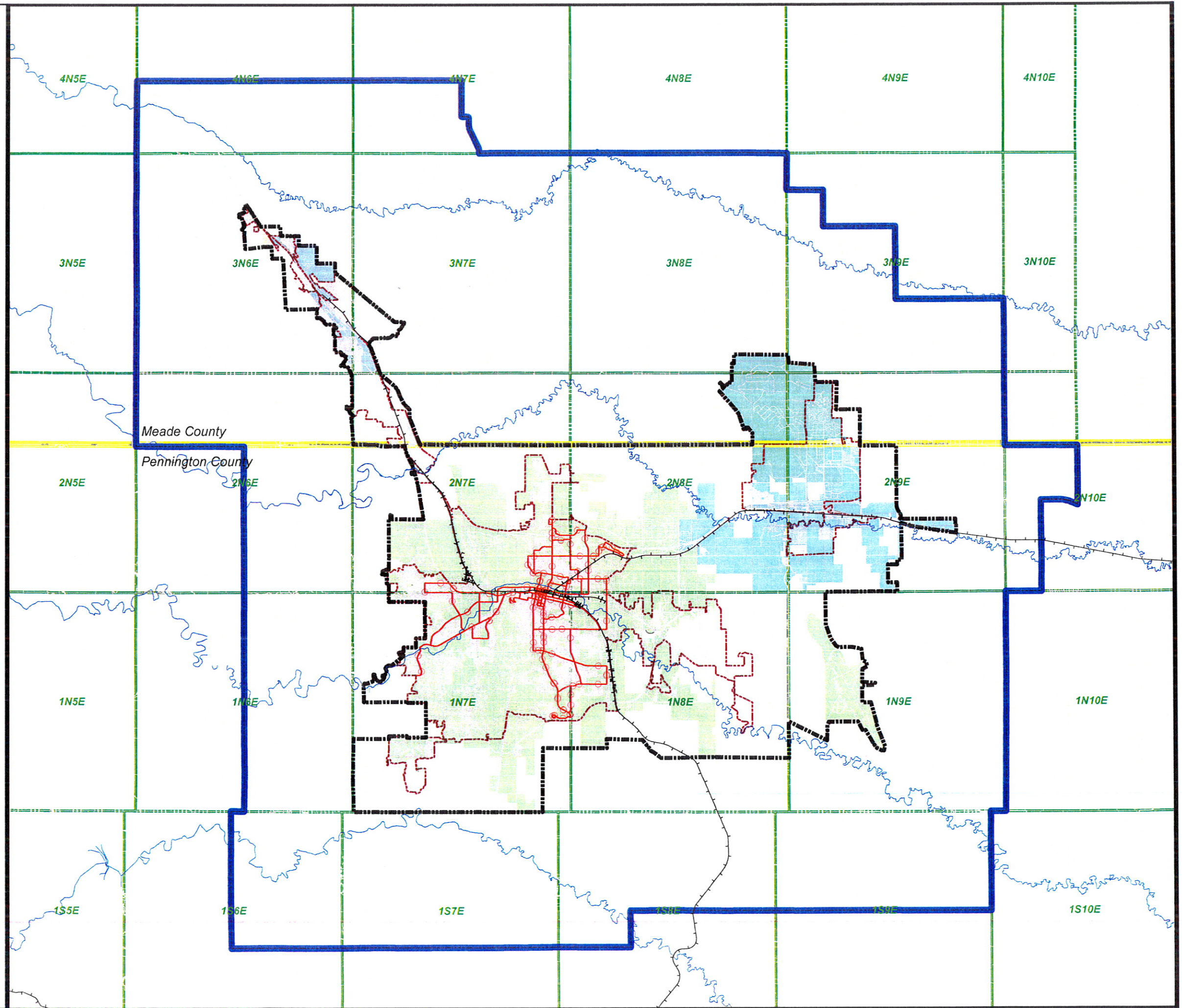
Nancy J. Troutman 6/13/13
Executive Policy Committee Chair Date _____
Rapid City Area Metropolitan Planning Organization

Legend

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



June 2013



Disclaimer

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

Appendix A

Rapid City Metropolitan Planning Organization

Guidelines for 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 or FTA 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 or FTA 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 or FTA 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 or FTA by e-mail showing the change made.

An Administrative Amendment to the TIP is:

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

- b. Increases in the Federal funds less than \$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.

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2013-2014

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, page 38 herein.

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 August 2009. The Operations Plan outlines the procedures and requirements for adopting transportation products and plans for the Metropolitan Planning Organization.

B. Agreements between the State and the MPO include:

1. Annual FHWA and FTA planning funds agreement between SDDOT and City of Rapid City acting as the Rapid City Area Metropolitan Planning Organization;

C. Agreements between the MPO and other entities include:

1. Intergovernmental/Interagency Agreement between the Rapid City Area Metropolitan Planning Organization and the City of Box Elder.
2. Intergovernmental/Interagency Agreement between the Rapid City Area Metropolitan Planning Organization and Meade County.

4. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.312)

A. Cooperative Metropolitan Planning Process

The Rapid City Area Metropolitan Planning Organization member entities, including SDDOT, collaborate in carrying out the requirements of the Metropolitan Transportation Planning Process. The Rapid Transit system is owned by the City of Rapid City, a member of the Rapid City Area Metropolitan Planning Organization. This cooperative process includes city and state participation in the decision-making processes of the Rapid City Area Metropolitan Planning Organization Executive Policy Board, Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). Rapid Transit is represented on the TCC. SDDOT, FHWA and FTA designate staff to serve on the TCC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a Long Range Transportation Plan (RapidTRIP2035)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP2035
4. Coordination of transportation decisions among local jurisdictions and state agencies
5. Development of an annual work program

B. Agreed Responsibilities for Development of UPWP, Long Range Transportation Plan, and Transportation Improvement Program

1. Rapid City staff currently provides Travel Demand Modeling Services for all Rapid City Area Metropolitan Planning Organization related work.
2. The Rapid City Area Metropolitan Planning Organization leads development and maintenance of the Unified Planning Work Program, RapidTRIP2035, 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 FY2013 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

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

The federally compliant RapidTRIP2035 Long Range Transportation Plan was adopted in September 2010.

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 is also in the process of developing an Arterial Street Safety Study, which includes 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.

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

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

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

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

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

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

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

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

G. Promote efficient system management and operations

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

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

H. Emphasize the preservation of the existing transportation system

Preservation of the existing transportation system is a priority in the Long Range Transportation Plan. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken "off the top" of the overall funding forecasts. The remaining funds were then allocated to capacity improvements and other non-preservation projects. The Long Range Transportation Plan devotes a large portion of available funds to the maintenance and preservation of existing transportation system.

I. Coordinate with State DOT consultation efforts with non-metropolitan local officials

The adopted Rapid City Area Metropolitan Planning Organization Unified Planning Work Program contains tasks to coordinate transportation issues and activities with SDDOT.

J. Enhance the technical capability of the transportation planning processes

The Rapid City Area Metropolitan Planning Organization programs funds in the Unified Planning Work Program and Transportation Improvement Program to upgrade the travel demand model, update the underlying travel data by participating in joint surveys, and provide training opportunities for staff.

K. *Linking the NEPA and planning processes*

The RapidTRIP 2035 Long Range Transportation Plan was amended in September 2010 to include 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. The Metropolitan Planning Organization staff is currently updating the Coordinated Plan and anticipate its adoption by the Metropolitan Planning Organization at the August 2013 Metropolitan Planning Organization meeting. 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 SAFETEA-LU compliant public participation plan in November 2011. 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 is developing a Title VI Policy 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.