

Rapid City Area Transportation Improvement Program

(Fiscal Years 2015-2018)

**Draft
June 2014**

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,
the Rapid City Long Range Planning Division, and the
South Dakota Department of Transportation

In Cooperation With:

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

Adopted by:

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

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

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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2015 - 2018)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2015 - 2018)

- 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
MAP-21	Moving Ahead for Progress in the 21 st Century Act
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.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.334, the **South Dakota Department of Transportation** and the **Rapid City Area Metropolitan Planning Organization** for the **Rapid City, South Dakota urbanized area** hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO
Metropolitan Planning Organization

South Dakota Department of Transportation
State Department of Transportation

Signature

Signature

Title

Title

Date

Date

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2015 - 2018)**

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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 four (4) or less years to implement. Within the first four (4) years of the TIP, projects may be delayed or accelerated according to present needs, without requiring an amendment. This flexibility provides coordination among local and state agencies, saves money and decreases disruptions to the transportation system. The TIP is evaluated at year-end, and an annual increment of improvements is added to maintain a full multi-year program.

The TIP does not constitute an appropriation of funds, nor does it replace the normal funding program. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching needs with resources. All major projects eligible for placement in the TIP must be selected from an approved 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 in Rapid City on July 29, 2014.

B. The Transportation Improvement Program In Perspective

MAP-21 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 four (4) 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 2015-2018 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) Planning Factors. The Planning Factors found in MAP-21 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, MAP-21 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

MAP-21 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 2015-2018 is included on pages 11 – 22.

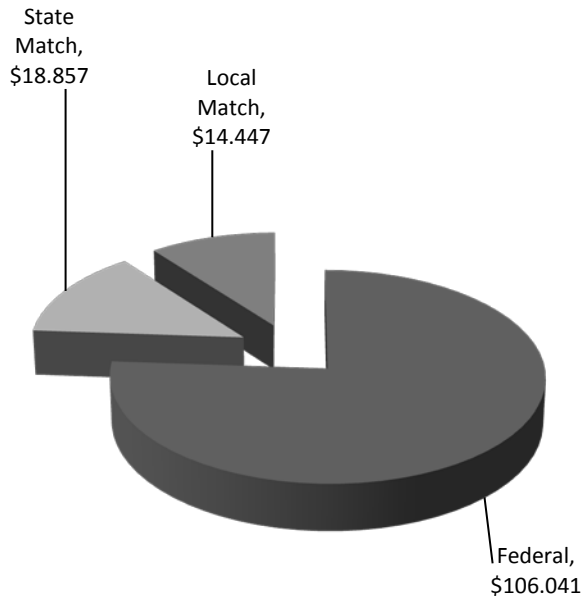
Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area

	2015	2016	2017	2018	Total
Interstate Maintenance					
Federal	\$17,805,000	\$27,830,000	\$0	\$1,181,000	\$46,816,000
State Match	\$2,501,000	\$4,240,000	\$0	\$117,000	\$6,858,000
Interstate Maintenance	\$20,306,000	\$32,070,000	\$0	\$1,298,000	\$53,674,000
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		\$0	\$0	\$0	\$0
State Match		\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
State Highway System Urban Projects					
Federal		\$12,451,000	\$3,230,000	\$9,980,000	\$25,661,000
State Match		\$3,604,000	\$1,031,000	\$2,768,000	\$7,403,000
State Highway System Urban Projects	\$0	\$16,055,000	\$4,261,000	\$12,748,000	\$33,064,000
Bridge Projects					
Federal			\$261,000	\$178,000	\$439,000
State Match			\$57,000	\$38,000	\$95,000
Bridge Projects	\$0	\$0	\$318,000	\$216,000	\$534,000
Railroad Crossing Improvement Projects					
Federal	\$256,000	\$171,000			\$427,000
Local Match (Rapid City)	\$28,000	\$19,000			\$47,000
Railroad Crossing Improvement Projects	\$284,000	\$190,000	\$0	\$0	\$474,000
Local Urban System Projects					
Federal	\$2,332,000	\$639,000	\$4,655,000		\$7,626,000
State Match	\$514,000	\$141,000	\$1,025,000		\$1,680,000
Local (Rapid City)	\$2,500,000		\$520,000		\$3,020,000
Local Urban System Projects	\$5,346,000	\$780,000	\$6,200,000	\$0	\$12,326,000
Roadway Safety Improvements					
Federal	\$1,087,000	\$1,295,000	\$999,000	\$7,612,000	\$10,993,000
State Match	\$61,000	\$83,000	\$110,000	\$417,000	\$671,000
Local (Penn Co)				\$364,000	\$364,000
Roadway Safety Improvements	\$1,148,000	\$1,378,000	\$1,109,000	\$8,393,000	\$12,028,000

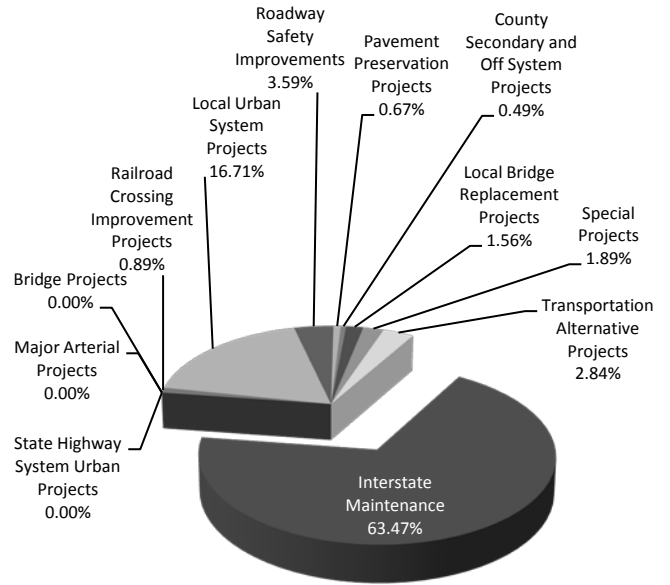
**Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area
(continued)**

	2015	2016	2017	2018	Total
Pavement Preservation Projects					
Federal	\$174,000	\$0	\$0	\$0	\$174,000
State Match	\$39,000	\$0	\$0	\$0	\$39,000
Pavement Preservation Projects	\$213,000	\$0	\$0	\$0	\$213,000
County Secondary and Off System Projects					
Federal		\$6,469,000		\$732,000	\$7,201,000
Local	\$62,000	\$5,562,000	\$62,000	\$1,380,000	\$7,066,000
State Match	\$94,000	\$1,521,000	\$94,000	\$288,000	\$1,997,000
County Secondary and Off System Projects	\$156,000	\$13,552,000	\$156,000	\$2,400,000	\$16,264,000
Local Bridge Replacement Projects					
Federal	\$401,000				\$401,000
Local Match	\$99,000				\$99,000
Local Bridge Replacement Projects	\$500,000	\$0	\$0	\$0	\$500,000
Special Projects					
Federal	\$496,000				\$496,000
Local Match	\$109,000				\$109,000
Special Projects	\$605,000	\$0	\$0	\$0	\$605,000
Transportation Alternative Projects					
Federal	\$483,000				\$483,000
Local Match	\$427,000				\$427,000
Transportation Alternative Projects	\$910,000	\$0	\$0	\$0	\$910,000
Highway Total for Fiscal Year					
	\$29,468,000	\$64,025,000	\$12,044,000	\$25,055,000	\$130,592,000
Public Transportation Projects					
Federal	\$1,626,228	\$1,204,820	\$1,240,965	\$1,251,666	\$5,323,679
State Match	\$28,425	\$28,425	\$28,425	\$28,425	\$113,700
Local (Rapid City)	\$872,876	\$802,757	\$826,839	\$812,352	\$3,314,824
Public Transportation Projects	\$2,527,529	\$2,036,002	\$2,096,229	\$2,092,443	\$8,752,203
Total Funding for Fiscal Year					
	\$31,995,529	\$66,061,002	\$14,140,229	\$27,147,443	\$139,344,203

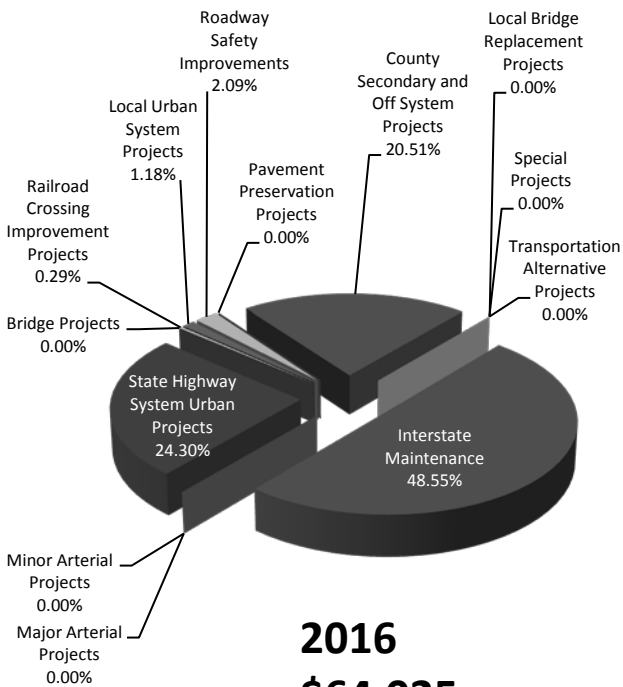
Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)



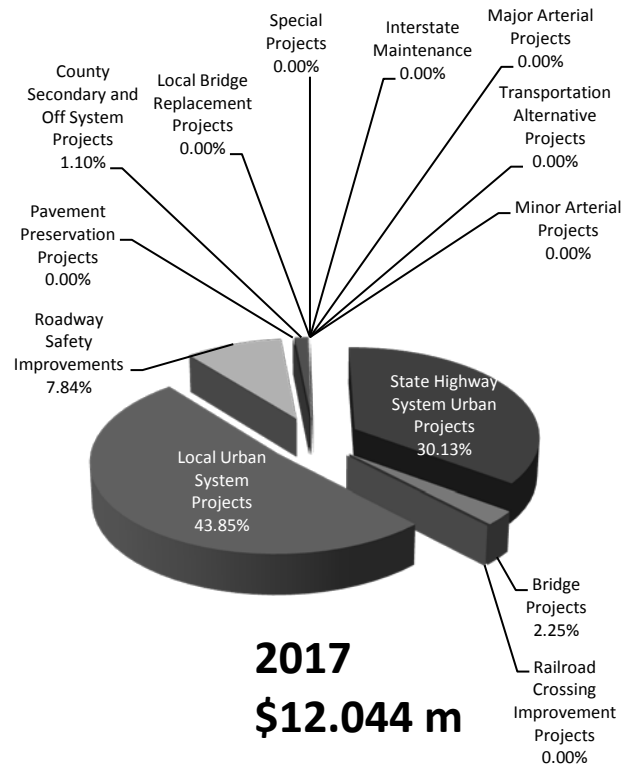
Funding Sources
Dollars in Millions



2015
\$29.468 m



2016
\$64.025 m



2017
\$12.044 m

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

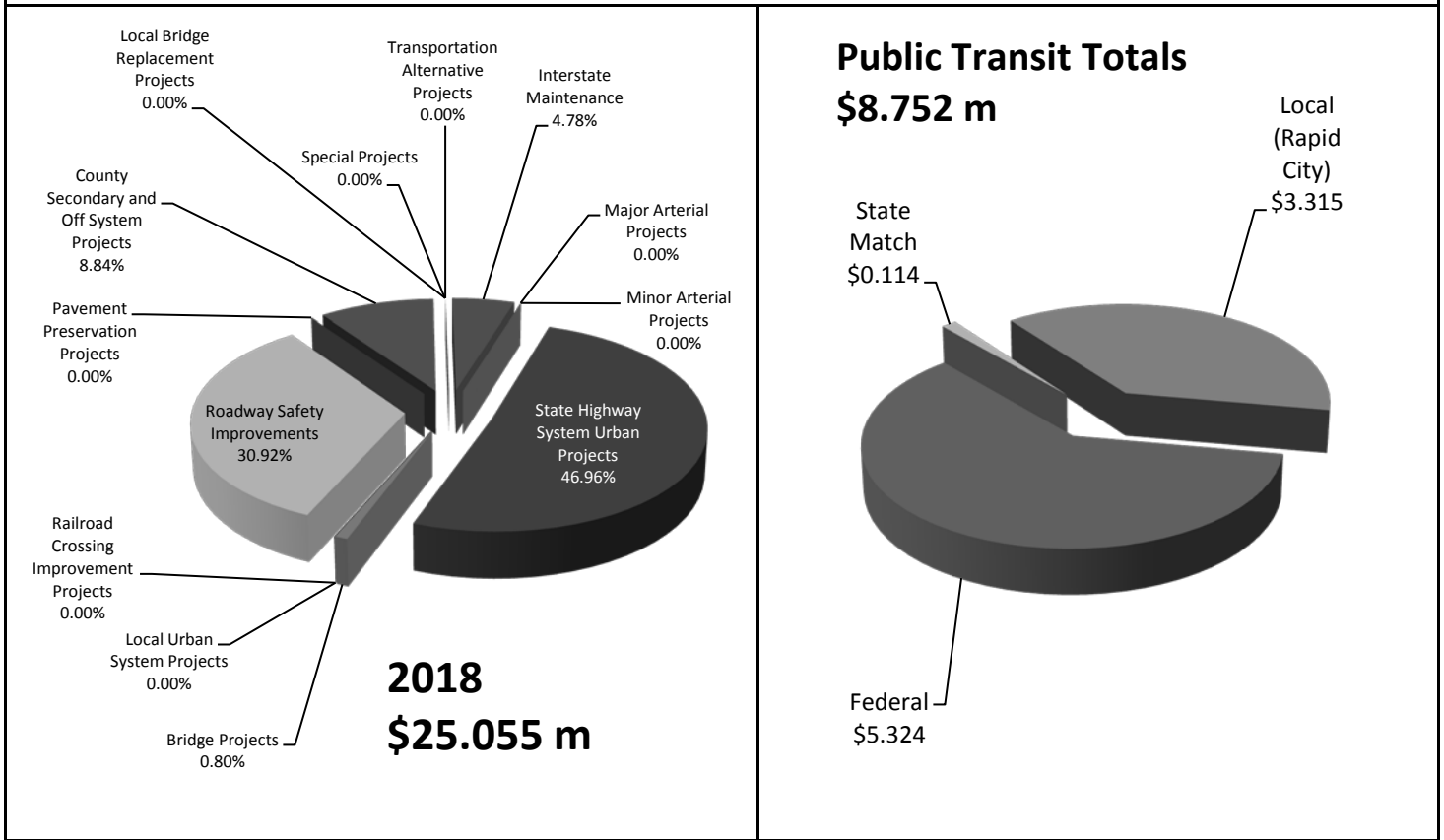


Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

FISCAL YEAR	2015	2016	2017	2018	Total
Rapid City Regional Airport Improvements Program					
Local	\$468,000	\$2,715,000	\$1,487,113	\$1,487,113	\$6,157,226
Box Elder Capital Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Rapid City Capital Improvements Program					
Local	\$2,704,000	\$2,525,000	\$0	\$1,060,000	\$6,289,000
Meade County Road and Bridge Fund					
Local	\$690,000	\$0	\$0	\$0	\$690,000
Pennington County Road and Bridge Fund					
Local	\$0	\$0	\$0	\$0	\$0

The South Dakota Department of Transportation will provide the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2015-2018 is included on pages 11 - 22.

All projects sponsored by the City of Rapid City are excerpts from the City's Capital Improvement Program (CIP). The CIP is a five-year plan for construction and infrastructure improvements. The five-year plan is revised and updated annually. The CIP Committee reviews the proposed projects and formulates the five-year plan based on available funding and priority. The plan is then presented to the Mayor, Planning Commission and City Council for approval. Projects programmed for the upcoming year (2015) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2016-2019) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City's local match for transportation projects. The City of Rapid City's Capital Improvements Projects are found on pages 23 - 25.

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 2015-2018 is included on page 26. Rapid City Public Transit also receives funds to assist with programming expenditures from fare box and bus advertising revenues.

Rapid City Regional Airport receives funding from the Federal Aviation Administration, the State of South Dakota, and the Airport Enterprise Fund. The Airport Improvement Projects for 2013-2026 are listed on page 27.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder Five-Year Construction Program for 2015-2019 is included on page 28.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2015-2019 is included on pages 29 - 30.

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 2015-2019 is included on pages 31 - 32.

MAP-21 directs MPOs to consider operation and maintenance (O&M) of the system as part of fiscal constraint, in addition to capital projects. O&M costs represent what is required to operate and maintain existing transportation facilities. To support this assessment, MPOs are charged with providing credible cost estimates in the TIP. The table below was developed in consultation with SDDOT and the local governments. The total O&M costs for the MPO area are greater than \$21 million per year. The O&M costs are included in each entity's budget and are fiscally constrained.

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

Entity	2015	2016	2017	2018	Total
SDDOT	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,00
Box Elder	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Rapid City	\$5,298,105	\$5,298,105	\$5,298,105	\$5,298,105	\$21,192,420
Summerset	\$80,000	\$75,000	\$75,000	\$75,000	\$380,000
Meade County	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
Pennington County	\$8,673,603	\$8,673,603	\$8,673,603	\$8,673,603	\$34,694,412
Total Projected O&M Costs					\$87,012,296

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2015 – 2018 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 2015-2018
Report Date 6/9/2014

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 \$)	¥
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	17.805	2015	20.306	
							2015	1.1	Miles	20.306	
35.00	*IM 0901(38)40	5580	Meade	4.7	I90E I90W	I90 - EBL & WBL between Exits 40 (Tilford) and 44 (Piedmont) & Reconstruct Exit 44 (Piedmont) Interchange	Reconstruct With PCCP Surf & Str.s & Exit 44 Interchange	26.400	2016	30.492	
43.00	IM 0040(18)	035F	Pennington	0.0	I190N I190S I90E I90W	Rapid City Region on I190 & I90	Scour Protection	0.396	2016	0.436	
45.00	IM 0901(175)58	035J	Pennington	0.0	I90E I90W	I90 - Strs, 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	0.783	2016	0.861	
47.00	IM 0901(182)23 IM 0902(160)67	02Q0 034L	Lawrence Pennington	1.3	I90E	I90 - Exit 67 (Liberty Blvd.); I90 - Exit 23 (Whitewood)	Partial Interchange Lighting	0.251	2016	0.281	
							2016	6.0	Miles	32.070	
74.00	IM 0902(165)53	04DL	Pennington	0.0	I90E I90W	I90 - Strs, Over Box Elder Crk, 0.6 SE of Meade Co Line; I90WF over I90, 2.3 E of Exit 61 (US16B), Over Bull Crk, 3.3 E of Wasta Intch; Exit 112 (US14)	Deck Overlay, Epoxy Deck Seal, Abutment Backwall Repair and Approach Slab Repair	1.181	2018	1.298	
							2018	0.0	Miles	1.298	
						Total for Category	02	7.1	Miles	53.674	

¥ Costs reflect anticipated inflation

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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 \$)	¥	
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	3.994	2016	5.235		
999.00	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	8.457	2016	10.820		
								2016	1.7	Miles	16.055	
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.	3.230	2017	4.261		
								2017	0.8	Miles	4.261	
15.00	P 0044(167)44 P 0231(13)79	027K 03CP	Pennington	1.3	SD231 SD231N SD231S SD44	SD231 (W Chicago/W Omaha) - Fm Sheffer St to Mt View Rd (SD44) in Rapid City; SD44 (W Omaha St) - Fm Mt. View Rd to the start of the divided lanes Near 12th St	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, PCC Surfacing, Str Repair & Widening Over Rapid Creek, Lighting	9.980	2018	12.748		
								2018	1.3	Miles	12.748	
Total for Category							17	3.8	Miles	33.064		

¥ Costs reflect anticipated inflation

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By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Bridge Projects		
								Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)
921.00	P 0040(227)	04UU	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.261	2017	0.318
								2017	0.0 Miles	0.318
925.00	P 0040(228)	04UY	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.178	2018	0.216
								2018	0.0 Miles	0.216
Total for Category							22	0.0 Miles	0.534	

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 \$)	¥	
23.00	PP 8047(26)	04C6	Meade	0.0		Deerview Road (218th Street) north of Piedmont, crossing 199675D, DM&E	Install Railroad Signals & Crossing Surface Improvements	0.256	2015	0.284		
							2015	0.0	Miles	0.284		
33.00	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		
34.00	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	0.474		

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 \$)	
15.00	P 1774(06)	02SF	Pennington	0.9		East Boulevard and East North St. from St. Joseph St. N and E to Herman St. in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	2.332	2015	5.346	
								2015	0.9	Miles	5.346
28.00	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	0.640	2016	0.780	
								2016	0.8	Miles	0.780
10.00	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	2.196	2017	3.200	
31.00	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, ROW	2.459	2017	3.000	
								2017	1.3	Miles	6.200
						Total for Category	71	3.0	Miles	12.326	

¥ Costs reflect anticipated inflation

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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 \$)	
34.00	PH 0040(17)	02MS	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.281	2015	0.281	
35.00	PH 0040(15)	02MT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.255	2015	0.255	
999.00	PH 0040(226)	04YW	Regionwide			Rapid City Region	Traffic Signal Improvements	0.092	2015	0.102	
999.00	PH 0040(225)	04YX	Regionwide			Rapid City Region	Intersection Improvements	0.459	2015	0.510	
								2015	0.0	Miles	1.148
70.00	PH 0040(19)	03B6	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.286	2016	0.286	
71.00	PH 0040(20)	03B7	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.260	2016	0.260	
82.00	PH 0040(216)	04H1	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.749	2016	0.832	
								2016	0.0	Miles	1.378
95.00	PH 0040(25)	03UV	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.191	2017	0.212	
96.00	PH 0040(24)	03UW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.311	2017	0.345	
108.00	PH 0040(217)	04H2	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.497	2017	0.552	
								2017	0.0	Miles	1.109
87.00	PH 3230(05)	01DJ	Pennington	3.0		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, ROW	3.279	2018	3.643	
121.00	PH 0040(218)	04H9	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.216	2018	0.216	

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By Category								Roadway Safety Improvement		
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
122.00	PH 0040(219)	04HA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.352	2018	0.352
128.10	PH 0044(187)44	04TG	Pennington	2.2	SD44 SD44E SD44W	SD44 (Omaha Street), From 12th Street to Cambell Street in Rapid City	Traffic Adaptive Signal System, Traffic Signal Upgrades, ADA Upgrades	2.864	2018	3.182
993.00	PH 0040(229)	04Y1	Regionwide			Rapid City Region	Corridor Signing, PE	0.901	2018	1.000
								2018	5.2 Miles	8.393
Total for Category							75	5.2 Miles	12.028	

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Pavement Preservation Projects			¥	
								Federal Funds	Fiscal Year	Total Cost(Mil \$)		
53.00	NH-P 0041(150)	048L	Lawrence Meade Pennington	30.4	SD231 SD231N SD231S SD34 US16E US16W US385	Various Routes in the Rapid City Area	Rout & Seal	0.174	2015	0.213		
							2015	30.4	Miles	0.213		
							Total for Category	81	30.4	Miles	0.213	

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 \$)	
22.00	P 000S(00)021	02ST	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2015	0.156	
<p>\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)</p>											
								2015	0.0	Miles	0.153
14.00	*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	2016	8.500	
<p>Total Project Cost = \$8.5 mill.; Available STP funds and State Match = \$3.0 mill.; Local Funds = \$5.5 mill.</p>											
15.00	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	4.011	2016	4.896	
34.00	P 000S(00)010	03DG	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2016	0.156	
<p>\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)</p>											
								2016	19.7	Miles	13.549
43.00	P 000S(00)013	043A	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2017	0.156	
<p>\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)</p>											
								2017	0.0	Miles	0.153
37.00	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	0.732	2018	2.244	
<p>Total = \$2.2; STP/Match = \$0.882; \$1.318 Local Funds</p>											
53.00	P 0040(00)215	04LM	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2018	0.156	
								2018	10.0	Miles	2.397
Total for Category							92	29.7	Miles	16.264	

¥ Costs reflect anticipated inflation

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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 \$)		
45.00	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	0.400	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	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
5.00	EM 1648(06)	04P6	Pennington	0.7		East Anamosa Street Extension from LaCrosse Street to Century Road	PE, ROW, 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	2015	0.605	
								2015	0.7 Miles	0.605	
Total for Category							94	0.7 Miles	0.605		

By Category

By Category							Transportation Alternative Projects				
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
19.11	P TAPU(09)	04UA	Pennington	0.9		Rapid City - On the east side of Cambell St. from the end of the side path south of Rocker Dr., north to the rail banked line south of Centre St., southeast on the rail bed to Kennel Dr., north on the west side of Kennel Dr. to Centre St., east on the north side of Centre St. to a private property connection to the intersection of E. Omaha St./Hwy. 44 and Mickelson Dr.	Shared Use Path Construction	0.207	2015	0.573	
19.12	P TAPU(05)	04U6	Meade	0.8		Black Hawk - On the south side of W. Elm St. from Sturgis Rd. to Seeaire St., on the east side of Seeaire St. from W. Elm St. to Oak Ct. and a portion along Peaceful Pines Road from Seeaire St. west approximately 783 feet.	Sidewalk Construction	0.276	2015	0.337	
							2015	1.7 Miles	0.910		
Total for Category							96	1.7 Miles	0.910		

¥ Costs reflect anticipated inflation

**Capital Plan for
Street, Drainage and MIP Projects
2015 through 2019 Summary
May 31, 2014**

Fund/Project Name	CIP #	2015	2016	2017	2018	2019	Fund Total
44th Street Phase 2 - W. Main to W. Chicago	50719			80,000		500,000	580,000
38th Street Reconstruction - Clifton to Range	50716	80,000	1,170,000				1,250,000
9th Street Reconstruction, Fulton to Columbus St.	50435	377,000					377,000
12th and Quincy	50927			45,000		751,000	796,000
ADA Compliance Project	50761	50,000	55,000	60,000	65,000	70,000	300,000
Anamosa St Reconstruction, Midway to Milwaukee	50559-1473	500,000					500,000
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1		1,230,000				1,230,000
Baldwin Street Reconstruction, Wedgewood to S Berry	50822.1-2	130,000		1,485,000			1,615,000
Bridge Inspections	50630	1,000	2,500	1,000	2,500	1,000	8,000
Bridge Maintenance	50752	150,000		170,000		190,000	510,000
Carriage Hills Place	51029	20,000					20,000
Collector & Arterial Street Maintenance	50798	250,000	260,000	270,000	280,000	290,000	1,350,000
Contingency	8910cont	393,352	405,303	417,307	429,826	442,721	2,088,510
Dakota Dr Water Main Reconst	50399			250,000			250,000
Downtown Area Improvement Project - 7th Street	50799			232,500			232,500
Dyess Ave. - Mall Dr to Seger Dr*	50915		2,525,000				2,525,000
East Boulevard Water Transmission Main	50463		180,000		1,370,000		1,550,000
E College Ave Reconst - Milwaukee to Racine	50918	27,500	372,500				400,000
E Custer Street Reconstruction - Milwaukee to Racine	50916	27,500	362,500				390,000
East North Street/Cambell Street Landscaping	50857	155,132					155,132
East North St. Reconstruction, St. Joe to Rapid Creek	50906	-					0
East North St. Reconstruction, Rapid Creek to Herman	50866	6,100,000					6,100,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919			50,000		362,500	412,500
Extension of 11th and 12th St Drainage Outfall	51043		50,000		500,000		550,000
Fulton St Sewer Reconst, 12th to Tompkins	50377	76,389	333,611				410,000
Fulton Street Sewer Reconstruction, 8th to 12th	50872	67,000		600,000			667,000
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Harmony Lane Street & Utilities	50712	492,000					492,000
Idlewild Box Culvert	50715				15,000	150,000	165,000
Jackson Blvd & W. Main St Intersection Reconst	50858	725,000					725,000
Jackson Blvd DBDP Element 306-Jackson-Rapid Creek	50962		495,000				495,000
Jackson Blvd Utilities Chapel Ln to Rapid Creek Br	50177	400,000					400,000
Meade Channel, Birch St. Crossing Improvements	50378		15,000	150,000			165,000
Miscellaneous Improvement Projects (MIP)	50298	160,000	170,000	180,000	190,000	200,000	900,000

**Capital Plan for
Street, Drainage and MIP Projects
2015 through 2019 Summary
May 31, 2014**

Fund/Project Name	CIP #	2015	2016	2017	2018	2019	Fund Total
Mt. Rushmore Road Reconstr,Flormann - St James	50867	150,000					150,000
Mt. Rushmore Road Reconstr,St James - Kansas City	50950		175,000				175,000
Nordby Lane Reconstruction	50803	627,000					627,000
Omaha St Utilities - Sheffer St. to 12th St.	50904		180,000				180,000
Out-of-the-Dust, Various Locations	50297	60,000	60,000	60,000	60,000	60,000	300,000
Robin Patterson Road	51046	150,000					150,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1	160,500		926,750	926,750		2,014,000
Robbinsdale - Maple, Nevada	50421.3-2			650,000			650,000
Robbinsdale - Oakland	50390.5-2		90,000			1,655,000	1,745,000
Seger Drive Reconst - 143rd Ave to LaCrosse*	50277.1-4	95,000		1,880,000			1,975,000
Silverleaf Reconstruction	50837	96,000		840,000			936,000
Silver St. Interchange Utility Reconstruction	50940.0	270,000					270,000
St Andrew & St Charles SS & Water Ext. & Reconstruction	50959		305,250				305,250
St. Cloud Street Reconstruction	50796		312,480				312,480
St. Cloud Street Reconstruction - 5th to Highland	51036		45,000		550,000		595,000
St. Patrick Street Reconstruction	50456		80,000		785,000		865,000
Street Rehabilitation - Utility Support Fund	50844	1,500,000	1,200,000	1,500,000	1,500,000	1,500,000	7,200,000
Street Rehabilitation	50549	850,000	875,000	900,000	900,000	900,000	4,425,000
S Wildwood Reconstruction - Phase 2	51003		80,000		400,000		480,000
Sunburst Drive Reconstruction	51004			45,000	405,000		450,000
Traffic Operations Upgrades	51047	150,000	160,000	170,000	180,000	190,000	850,000
Una Del Drive	50914			10,000	100,000		110,000
Woodlawn Dr. Sanitary Sewer Replacement	50623	2,500		28,000			30,500
W St Cloud Street and Utilities	50939		346,000				346,000
W. Blvd NE Reconstr North to Anamosa	50879			60,000		1,060,000	1,120,000
Project Total		14,317,873	11,560,144	11,085,557	8,684,076	8,347,221	53,994,872
Inflation 4%		572,715	943,308	1,365,741	1,431,136	1,722,866	6,035,766
Budget		7,867,042	8,106,053	8,346,145	8,596,529	8,854,425	41,770,194
Budget Minus Project Total		(7,023,546)	(4,397,398)	(4,105,153)	(292,245)	(1,215,663)	(18,260,443)
Budget Totals - Streets, Drainage, MIP		7,867,042	8,106,053	8,346,145	8,596,529	8,854,425	41,770,194
Budget Totals - Streets & Drainage .16 Funds		1,595,000	4,025,000	3,380,000	1,500,000	1,500,000	12,000,000
Project Totals - Streets, Drainage, MIP		14,890,588	12,503,451	12,451,298	10,115,212	10,070,088	60,030,637
Budget Totals Minus Project Totals		(5,428,546)	(372,398)	(725,153)	(18,683)	284,337	(6,260,443)
Total Cumulative Balance		848,299	475,901	(249,252)	(267,935)	16,402	16,402
Legend	Rescheduled	Revised	Added				

**Capital Plan Summary
Streets, Drainage, MIP
Project Totals vs. Budgets
2014 to 2019
May 31, 2014**

Fund	2014	2015	2016	2017	2018	2019	Totals
<u>Revenue</u>							
Budget	14,714,436	7,867,042	8,106,053	8,346,145	8,596,529	8,854,425	56,484,630
Utility Support Fund	6,194,000	1,595,000	4,025,000	3,380,000	1,500,000	1,500,000	18,194,000
DOT Reimbursement	6,000,000						6,000,000
Total	26,908,436	9,462,042	12,131,053	11,726,145	10,096,529	10,354,425	80,678,630
<u>Expenses</u>							
Projects Totals	20,631,591	14,317,873	11,560,144	11,085,557	8,684,076	8,347,221	74,626,462
Inflation		572,715	943,308	1,365,741	1,431,136	1,722,866	6,035,766
Difference	6,276,845	(5,428,546)	(372,398)	(725,153)	(18,683)	284,337	16,402
Total Cumulative Balance	5,774,844	848,299	475,901	(249,252)	(267,935)	16,402	

Rapid City
Capital Improvements Program
Map To Be Inserted

RAPID CITY TRANSIT

2015-2018 TIP

Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2015			
Rcpts. 15 -1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenance	\$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 maintenance	\$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 maintenance	\$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 maintenance	\$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 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 & 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 46 & 47						
		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

**City of Box Elder Planned Roadway Improvements
2015 - 2019 Project List**

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2015-2019	None		None	\$0
Total				\$0

**2015
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 2015	ESTIMATE 2015	PRIOR CHIP SEAL COMPLETED	FUTURE CHIP SEAL	OVERLAY	CONDITION -- NOTES
Alkali Road	5.2	Chip Seal	\$ 156,000	2010	2020		Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Avalanche Road	1.7	Grind asphalt surface and replace w/new	\$ 360,000	2006	2018		Poor condition – 2015 budget represents reconstruction of asphalt surface
Whitewood Service Road	.4	Chip Seal	\$ 12,000	2008	2020		Good condition
Blucksberg	.5	Chip Seal	\$ 15,000	2008	2020		Good condition
Pleasant Valley	1.7	Chip Seal	\$ 51,000	2010	2020		Good condition. Overlay completed in 2006
Tilford Road	.3		\$		N.A.		Poor condition -- Failed asphalt millings. Decision needed on the future of this road. Repair as needed.
Piedmont Streets	2		\$		N.A.		Rebuilt Streets with Piedmont taking over maintenance after surfacing.
Stage Stop Road	.4	Chip Seal	\$ 12,000	2008	2020		Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Anderson Road	.8	Chip Seal	\$ 24,000		2015		Good condition – Asphalt overlay completed 2010
Peaceful Pines W.	2.1	Chip Sea;	\$ 63.000	2008	2015		Good condition

Deadwood Ave/ Peaceful Pines E.	2.1		\$		2016		Flush seal may delay Chip seal need for two years additional (2018)
Erickson Ranch Road	7		\$	2010	2018		Fair condition – Three miles will need an overlay in the near future.
Elk Creek Road	7		\$	2008	2016		Good condition – 2.5 miles received an overlay in 2005. 4.5 miles will receive an overlay in 2014
Haines Ave.	6		\$		2018		Good condition
New Underwood (north)	8.5		\$		2016		Asphalt surface 2012
New Underwood (center)	14		\$		2018		Monitor and repair as needed. Overlay north half of this section soon
New Underwood (south)	7.5	Repair as needed	\$ 3,000				Repaired in 2010 (short term). Plan for rebuild within the next five years.
Bixby Road	1			2009			Fair condition – Follow Perkins County program.
Sidney Stage Road	1.5		\$				Repair failing areas. Decide on future for this asphalt section of road.
Nemo Road	.6		\$		2020		Good condition – Follow Lawrence County plan
Vanocker Canyon	11	Chip Seal	\$ 330,000	2008	2020		Good condition -- Monitor slide areas and work with U.S. Forrest Service on slide mitigation plan.
Black Hawk (West Elm/Sierra)	1.5	Chip Seal	\$ 45,000	2010	2020		Fair condition -- Older asphalt surface with drainage issues
Total			\$1,071,000				

**TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2015 - 2019**

Year	Project	PCEMS	Length	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Federal Bridge Funds	Federal Priority or Safety Funds	STP Funds	Rd & Brdg	Total Funding
2015	PH 0041(148)	049T		Norris Peak Rd (from Hwy 44 to Nemo Rd), and Nemo Rd (from Norris Peak Rd to Pennington/Meade Co. line)	PE, Grading, Base Course, & Asphalt Concrete, & Structure Replacement, (Total = \$10.4; EM 85% = 7.65 Local Funds = \$2.75	\$432,000				\$345,600		\$86,000	\$431,600
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	\$500,000			\$400,000			\$100,000	\$500,000
2016	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		\$6,419,236			\$2,080,764		\$8,500,000
2017	PH 6730(01)	01DJ	2.7	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		\$337,000		\$3,029,000			\$3,366,000
2017	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	\$10,000,000		\$2,350,000		\$7,650,000			\$10,000,000
2017	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
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	\$170,000	\$34,000		\$136,000				\$170,000
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	\$1,143,000		\$400,000			\$743,000		\$1,143,000

**TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2015 - 2019**

Year	Project	PCEMS	Length	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Federal Bridge Funds	Federal Priority or Safety 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	\$746,000	\$149,200		\$596,800				\$746,000
2022	BRO 8052 SN 52-317-314	02F3	0.1	Structure 0.9E & 1.6S of Johnson Siding over Rapid Creek SN 52-317-314	PE, Structure Rehabilitation	\$325,000	\$65,000		\$260,000				\$325,000
2022	BRO 8052	02F3	0.2	Structure 0.8E & 1.8S of Johnson Siding over Rapid Creek SN 52-316-317	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	\$715,000	\$143,000		\$572,000				\$715,000
					Totals:	\$26,673,000	\$391,200	\$9,506,236	\$2,585,600	\$11,024,600	\$2,823,764	\$341,200	\$26,672,600

Attachment 2 Rapid City Area Metropolitan Planning Organization

CERTIFICATION

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

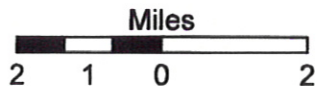
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

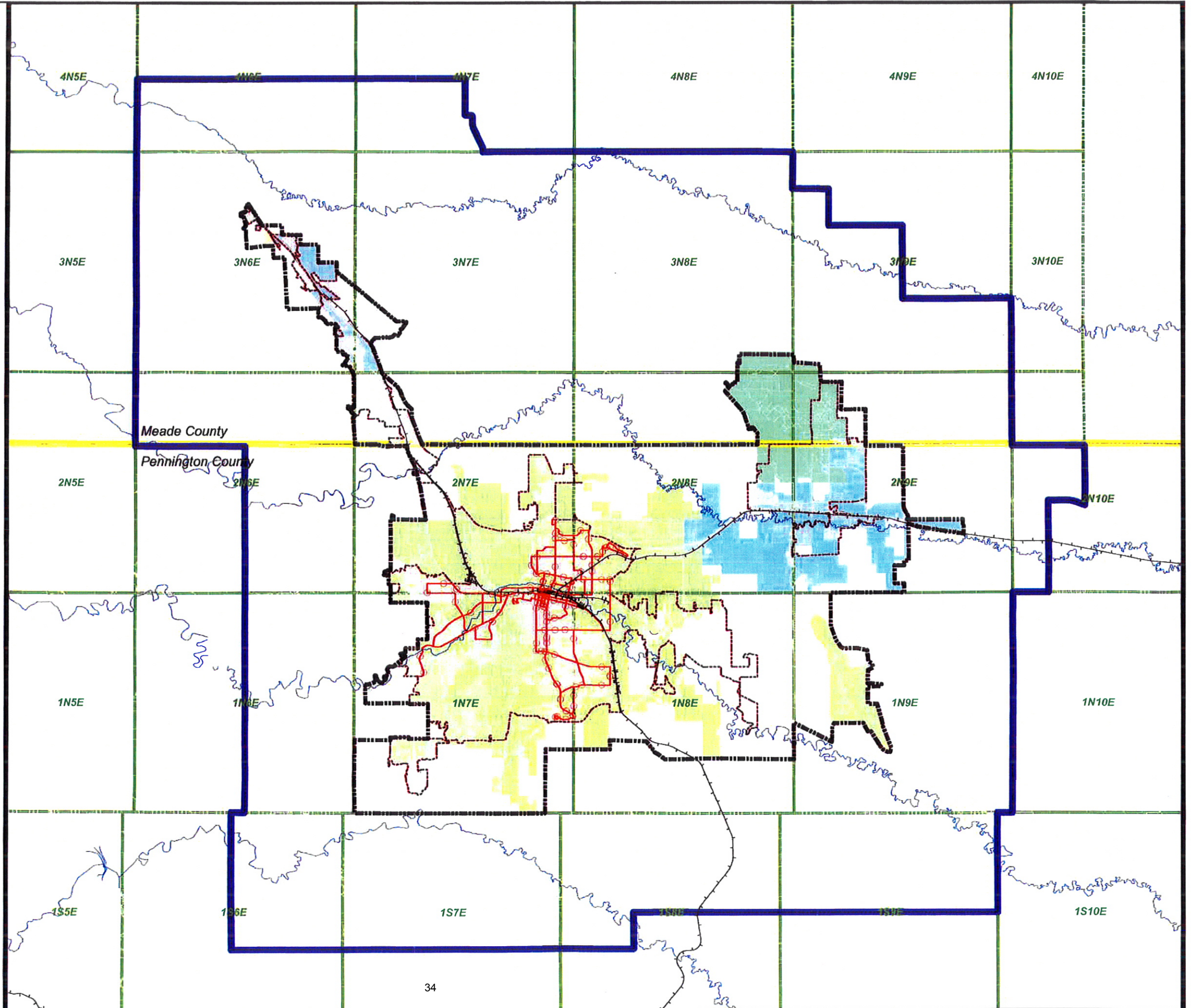
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



June 2013

Disclaimer

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



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 to the MPO for prioritizing and then 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 2015	FY2016	FY 2017
30 Passenger Bus w/ lift	0	2	1
9/2 Mini-buses 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

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

Revising an Approved TIP:

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

A revision to the TIP is:

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

Administrative Amendments to an Approved TIP:

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

An Administrative Amendment to the TIP is:

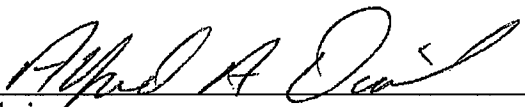
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

APPENDIX A

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

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

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

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

Date: 7-9-2009

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

Date: 8/7/09

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 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 FY2014 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 updated the Coordinated Plan and the Metropolitan Planning Organization adopted it 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.