

Rapid City Area Transportation Improvement Program

(Fiscal Years 2016-2019)

**Draft
June 2015**

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 2016 - 2019)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2016 - 2019)

- 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 2016 - 2019)**

I. INTRODUCTION

A. The Transportation Improvement Program

A Transportation Improvement Program (TIP) is a staged, multi-year program of transportation improvements including highway and transit projects. The TIP is a four (4) year priority list, including a financial plan. The 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 a date to be determined.

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 2016-2019 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 2016-2019 is included on pages 11 – 22.

Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area

	2016	2017	2018	2019	Total
Interstate Maintenance					
Federal	\$1,366,000	\$33,158,000	\$1,210,000	\$0	\$35,734,000
State Match	\$139,000	\$5,070,000	\$120,000	\$0	\$5,329,000
Interstate Maintenance	\$1,505,000	\$38,228,000	\$1,330,000	\$0	\$41,063,000
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	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
State Highway System Urban Projects					
Federal	\$5,287,000	\$5,259,000	\$0	\$11,053,000	\$21,599,000
State Match	\$1,671,000	\$1,610,000	\$927,000	\$3,089,000	\$7,297,000
State Highway System Urban Projects	\$6,958,000	\$6,869,000	\$927,000	\$14,142,000	\$28,896,000
Bridge Projects					
Federal	\$0	\$256,000	\$0	\$0	\$256,000
State Match	\$0	\$56,000	\$212,000	\$0	\$268,000
Bridge Projects	\$0	\$312,000	\$212,000	\$0	\$524,000
Railroad Crossing Improvement Projects					
Federal	\$81,000	\$0	\$0	\$0	\$81,000
Local Match (Rapid City)	\$9,000	\$0	\$0	\$0	\$9,000
Railroad Crossing Improvement Projects	\$90,000	\$0	\$0	\$0	\$90,000
Local Urban System Projects					
Federal	\$627,000	\$4,564,000	\$0	\$0	\$5,191,000
State Match	\$138,000	\$1,514,000	\$0	\$0	\$1,652,000
Local (Rapid City)	\$0	\$0	\$5,562,000	\$0	\$5,562,000
Local Urban System Projects	\$765,000	\$6,078,000	\$5,562,000	\$0	\$12,405,000
Roadway Safety Improvements					
Federal	\$1,811,000	\$1,087,000	\$5,808,000	\$1,582,000	\$10,288,000
State Match	\$51,000	\$0	\$0	\$0	\$51,000
Local (Penn Co)	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$1,862,000	\$1,087,000	\$5,808,000	\$1,582,000	\$10,339,000

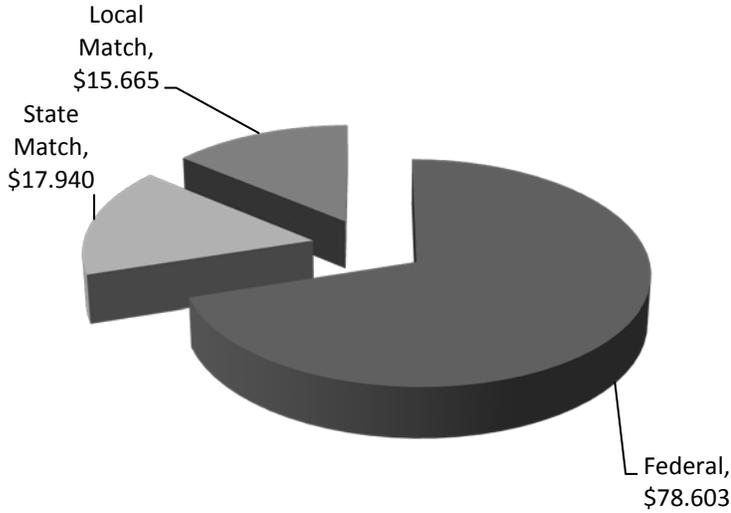
**Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area
(continued)**

	2016	2017	2018	2019	Total
Pavement Preservation Projects					
Federal	\$69,000	\$0	\$0	\$0	\$69,000
State Match	\$16,000	\$0	\$0	\$0	\$16,000
Pavement Preservation Projects	\$85,000	\$0	\$0	\$0	\$85,000
County Secondary and Off System Projects					
Federal	\$3,693,000	\$0	\$1,016,000	\$0	\$4,709,000
Local	\$8,856,000	\$94,000	\$1,022,000	\$0	\$9,972,000
State Match	\$907,000	\$62,000	\$318,000	\$0	\$1,287,000
County Secondary and Off System Projects	\$13,456,000	\$156,000	\$2,356,000	\$0	\$15,968,000
Local Bridge Replacement Projects					
Federal	\$400,000	\$0	\$0	\$0	\$400,000
Local Match	\$100,000	\$0	\$0	\$0	\$100,000
Local Bridge Replacement Projects	\$500,000	\$0	\$0	\$0	\$500,000
Special Projects					
Federal	\$138,000	\$0	\$0	\$0	\$138,000
Local Match	\$31,000	\$0	\$0	\$0	\$31,000
Special Projects	\$169,000	\$0	\$0	\$0	\$169,000
Transportation Alternative Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Transportation Alternative Projects	\$0	\$0	\$0	\$0	\$0
Americans with Disabilities Act (ADA) Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Americans with Disabilities Act (ADA) Projects	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Highway Total for Fiscal Year					
	\$25,390,000	\$52,730,000	\$18,195,000	\$15,724,000	\$112,039,000
Public Transportation Projects					
Federal	\$1,204,820	\$1,240,965	\$1,321,153	\$1,393,192	\$5,160,130
State Match	\$28,425	\$28,425	\$28,425	\$28,425	\$113,700
Local (Rapid City)	\$802,757	\$826,839	\$871,896	\$904,668	\$3,406,160
Public Transportation Projects	\$2,036,002	\$2,096,229	\$2,221,474	\$2,326,285	\$8,679,990
Total Funding for Fiscal Year					
	\$27,426,002	\$54,826,229	\$20,416,474	\$18,050,285	\$120,718,990

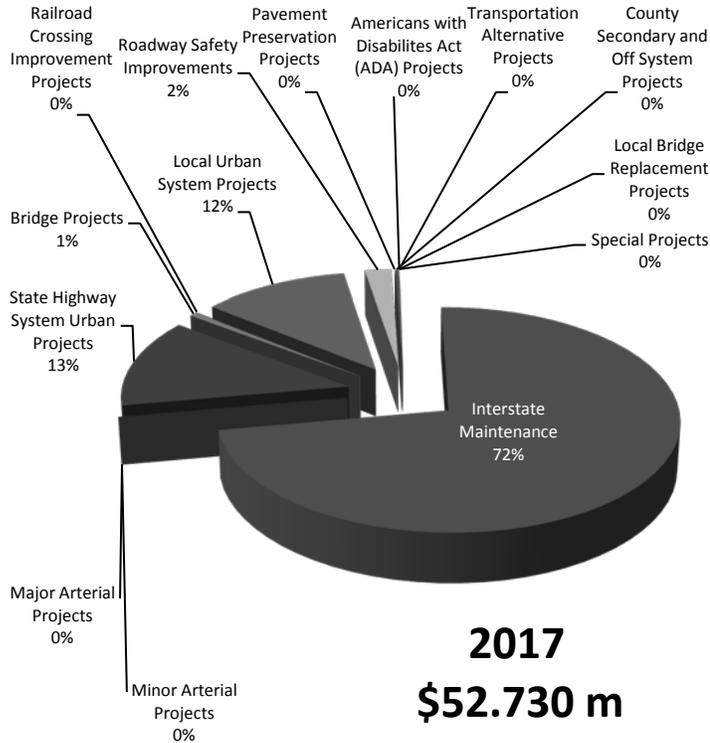
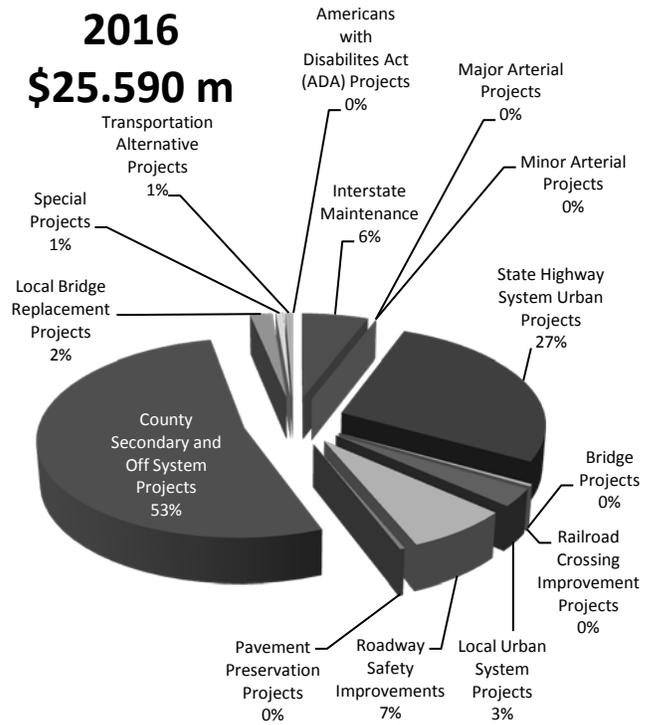
Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)

Funding Sources

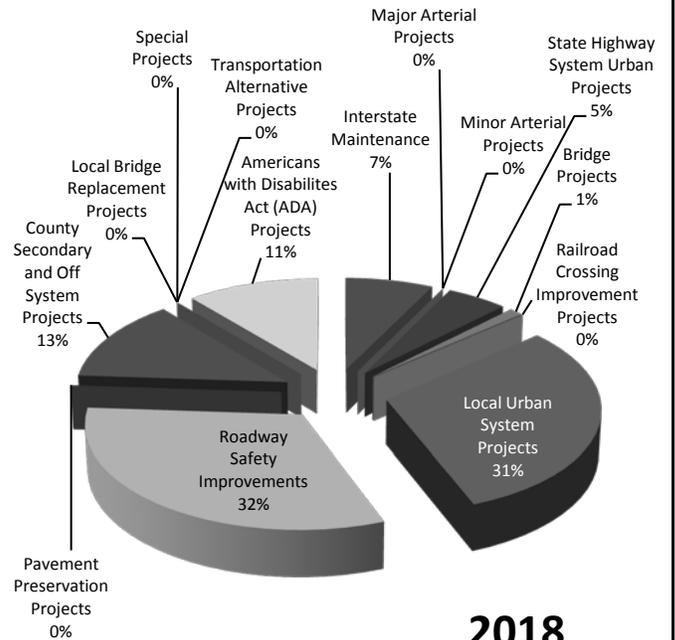
Dollars in Millions



2016
\$25.590 m



2017
\$52.730 m



2018
\$18.152 m

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

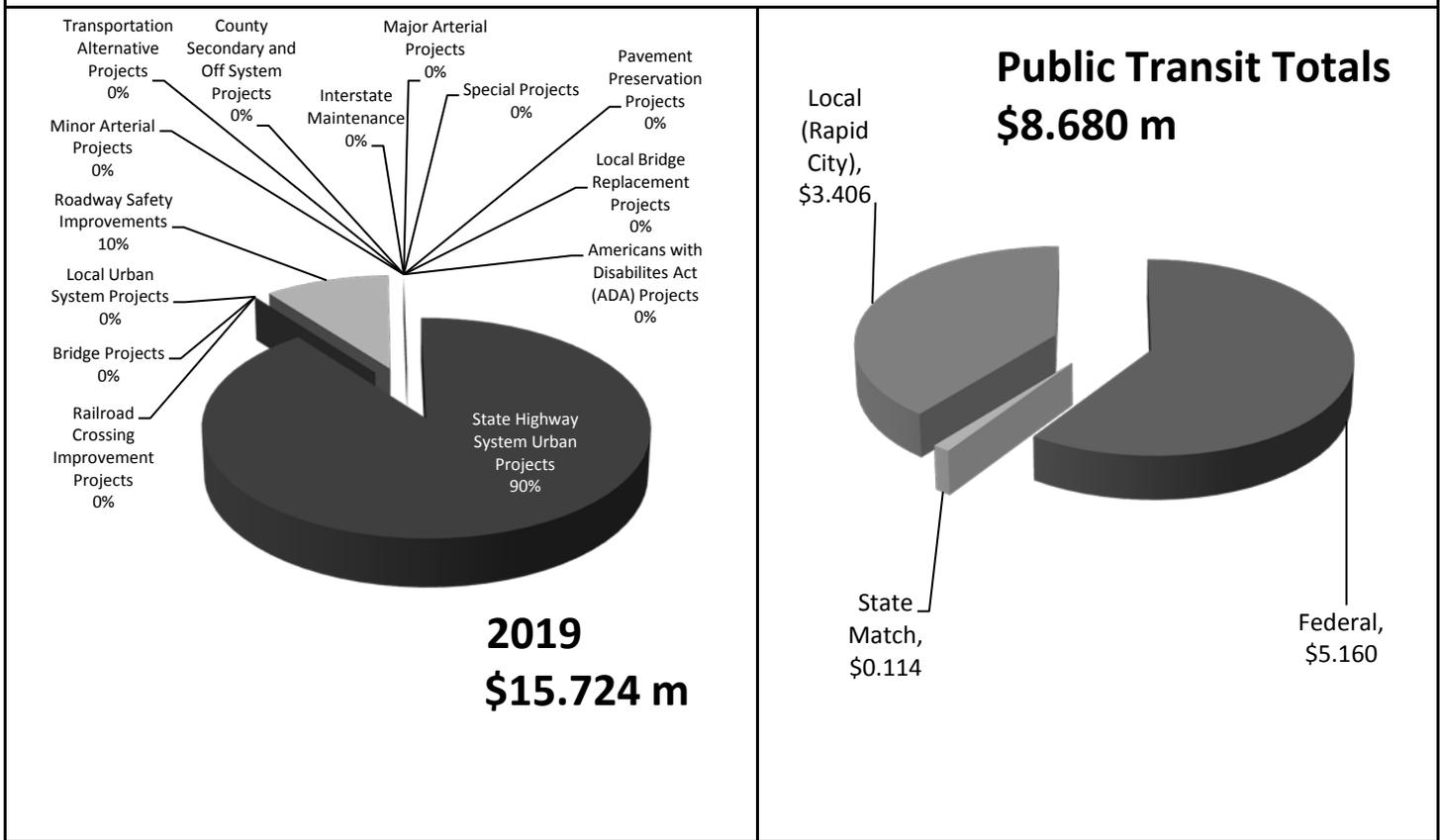


Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

FISCAL YEAR	2016	2017	2018	2019	Total
Rapid City Regional Airport Improvements Program					
Local	\$2,879,170	\$66,427	\$0	\$0	\$2,945,597
Box Elder Capital Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Rapid City Capital Improvements Program					
Local	\$785,500	\$2,055,000	\$6,935,000	\$745,000	\$10,520,500
Meade County Road and Bridge Fund					
Local	\$0	\$0	\$0	\$0	\$0
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 2016-2019 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 (2016) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2017-2020) 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 2016-2019 is included on pages 27-28. 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 2016-2019 are listed on pages 29-30.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder Five-Year Construction Program for 2016-2020 is included on page 31.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2016-2020 is included on pages 32-33.

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 2016-2020 is included on page 34.

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 \$22 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	2016	2017	2018	2019	Total
SDDOT	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Box Elder	\$750,000	\$750,000	\$750,000	\$750,000	\$3,000,000
Rapid City	\$6,119,587	\$6,119,587	\$6,119,587	\$6,119,587	\$24,478,348
Summerset	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
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	\$22,804,556	\$22,804,556	\$22,804,556	\$22,804,556	\$91,218,224

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2016 – 2019 follows. The projects are listed in order of priority as designated by private citizens, the Citizen's Advisory Committee, the Technical Coordinating Committee, the Executive Policy Committee, Planning Staff, and the South Dakota Department of Transportation (SDDOT). The recommended projects and programs have been grouped into "System or Functional Element" categories.

IV. LIST OF PROJECTS

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South Dakota Transportation Improvement Program

Tentative 2016 - 2019

Report Date 06/09/2015

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 \$)	¥
8.00	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, Approach Pavement	1.054	2016	1.158	
10.00	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	0.289	2016	0.321	
21.00	IM 0190()1	05DX	Pennington	0.0	I190N I190S	I190 - Str. I 90 & I 190 Interchange (Exit 57)	Replace the Sign Brackets on the Sign(s) Attached to Structure at Exit 57.	0.023	2016	0.026	
								2016	1.3 Miles	1.505	
30.00	* 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	33.158	2017	38.228	
								2017	4.7 Miles	38.228	
39.00	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	1.210	2018	1.330	
								2018	0.0 Miles	1.330	

¥ Costs reflect anticipated inflation

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 \$)	¥
4.00	* 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.	5.287	2016	6.958	
								2016	0.8 Miles	6.958	
9.00	* 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	5.259	2017	6.869	
								2017	0.6 Miles	6.869	
15.00	P 1774(06) NH 0044(00)45	02SF 0515	Pennington	0.6	SD44	East Boulevard and East North St. from St. Joseph St. N and E to Herman St. in Rapid City; Intersection of SD44 (Omaha St) and East Boulevard in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting; Intersection Improvements	0.000	2018	0.927	
Also Funded In: Item Category 17.00 Local Urban System Projects								5.562	Total Project Cost 6.489		
								2018	0.6 Miles	0.927	
18.00	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	11.053	2019	14.142	
								2019	1.1 Miles	14.142	

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
28.00	P 0040(227)	04UU	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.256	2017	0.312		
								2017	0.0	Miles	0.312	
53.00	P 0040(00)	04UY	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.000	2018	0.212		
								2018	0.0	Miles	0.212	

¥ Costs reflect anticipated inflation

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 \$) ¥
2.00	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	0.090

¥ Costs reflect anticipated inflation

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
5.00	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	0.627	2016	0.765	
								2016	0.8 Miles	0.765	
8.00	P 1648(04)	005V	Pennington	0.5		Anamosa St. - Fm Midway St. to Milwaukee St. in Rapid City	Grading, Widening, Curb & Gutter, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	2.153	2017	3.137	
11.00	P 1771(15)	04G9	Pennington	0.3		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	2.411	2017	2.941	
								2017	0.8 Miles	6.078	
17.00	P 1774(06) NH 0044(00)45	02SF 0515	Pennington	0.6	SD44	East Boulevard and East North St. from St. Joseph St. N and E to Herman St. in Rapid City; Intersection of SD44 (Omaha St) and East Boulevard in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting; Intersection Improvements	0.000	2018	5.562	
Also Funded In:								Total Project Cost			
Item Category								6.489			
15.00 State Highway System Urban Projects								0.927			
								2018	0.6 Miles	5.562	

¥ Costs reflect anticipated inflation

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 \$)	¥
3.00	PH 0040(225)	04YX	Regionwide			Rapid City Region	Intersection Improvements	0.459	2016	0.510	
13.00	PH 0040(19)	03B6	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.281	2016	0.281	
14.00	PH 0040(20)	03B7	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.255	2016	0.255	
21.00	PH 0040(216)	04H1	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.816	2016	0.816	
								2016	0.0 Miles	1.862	
41.00	PH 0040(25)	03UV	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.208	2017	0.208	
42.00	PH 0040(24)	03UW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.338	2017	0.338	
49.00	PH 0040(217)	04H2	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.541	2017	0.541	
								2017	0.0 Miles	1.087	
69.00	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	4.270	2018	4.270	
73.00	PH 0040(218)	04H9	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.212	2018	0.212	
74.00	PH 0040(219)	04HA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.345	2018	0.345	
82.00	PH 0040(229)	04Y1	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.981	2018	0.981	

¥ Costs reflect anticipated inflation

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 \$)	¥
							2018	3.0	Miles	5.808	
109.00	PH 8052()	04L4	Pennington	0.0		Various County, City, & Township Roads in Pennington County	Signing & Delineation, PE	1.582	2019	1.582	
							2019	0.0	Miles	1.582	

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
37.00	NH-P 0041(151)	054G	Lawrence Pennington	15.6	SD44 SD44E SD44W US85	Various Locations in the Rapid City Area	Rout and Seal	0.069	2016	0.085	
							2016	15.6 Miles	0.085		

¥ Costs reflect anticipated inflation

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	1.969	2016	8.333		
Total = \$8.5; STP/Match = \$2.45; Local Funds = \$6.05												
.....												
3.00	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	1.813	2016	4.705		
Total = \$4.8; STP/Match = \$2.056, Local Funds = \$2.744												
.....												
7.00	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)												
.....												
								2016	19.7	Miles	13.194	
.....												
25.00	P 000S(00)013	043A	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2017	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
.....												
								2017	0.0	Miles	0.156	
.....												
33.00	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	0.995	2018	2.157		
Total = \$2.2; STP/Match = \$1.24; Local Funds = \$0.96												
.....												
37.00	P 0040(00)215	04LM	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2018	0.156		
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
.....												
								2018	10.0	Miles	2.313	
.....												

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
39.00	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	2016	0.500	
							2016	0.0	Miles	0.500	

¥ Costs reflect anticipated inflation

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 \$)	¥
2.00	P TAPU(15)	05CC	Pennington	0.5		Rapid City - Along I-190 and SD44 / Omaha St., from the existing path on I-190, at the Rapid Creek Bridge, to N. Mount Rushmore Rd.	Shared Use Path Construction	0.138	2016	0.169	
							2016	0.5 Miles	0.169		

¥ Costs reflect anticipated inflation

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
6.00	* NH 0044(00)44 NH 0016(00)69	04TG 05JH	Pennington	1.9	SD44 SD44E SD44W US16E US16W	SD44/US16 (Omaha Street) - Fm 12th Street to LaCrosse St in Rapid City	Traffic Signal Upgrades, ADA Upgrades	0.000	2018	2.000	
							2018	1.9 Miles	2.000		

¥ Costs reflect anticipated inflation

**Capital Plan for
Street, Drainage and MIP Projects
2015 through 2020 Summary
April 30, 2015**

Fund/Project Name	CIP #	2016	2017	2018	2019	2020	Fund Total
44th Street Phase 2 - W. Main to W. Chicago	50719			80,000		770,000	850,000
38th Street Reconstruction - Clifton to Range	50716	610,500	354,750				965,250
11th Street Outfall	50929	715,000					
12th Street Outfall	50928	700,000					
12th and Quincy	50927		95,000		1,310,000		1,405,000
12th Street Utilities - Omaha to W Main	51089	55,000					55,000
ADA Compliance Project	50761	55,000	60,000	60,000	60,000	60,000	295,000
Anamosa St Reconstruction, Midway to Milwaukee	50559			500,000			500,000
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1	1,230,000					
Baldwin Street Reconstruction, Wedgewood to S Berry	50822.1-2		1,485,000				1,485,000
Bridge Inspections	50630	2,500	1,000	2,500	1,000	2,500	9,500
Bridge Maintenance	50752		160,000	170,000		180,000	510,000
Collector & Arterial Street Maintenance	50798	260,000	270,000	280,000	290,000	300,000	1,400,000
Contingency	8910cont	405,303	417,307	429,826	442,721	456,003	2,151,160
Dakota Dr Water Main Reconst	50399		250,000				250,000
East Boulevard Water Transmission Main	50463			180,000	1,370,000		1,550,000
E College Ave Reconst - Milwaukee to Racine	50918	307,750					307,750
E Custer Street Reconstruction - Milwaukee to Racine	50916	473,000					473,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919			44,000	484,000		528,000
East North St. Reconstruction, Rapid Creek to Herman	50866			6,150,000			6,150,000
Extension of 11th and 12th St Drainage Outfall	51043			50,000		500,000	550,000
Fulton Street Sewer Reconstruction - 9th to Tompkins	50872	399,595	811,200				1,210,795
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Idlewild Box Culvert	50715			50,000		400,000	450,000
Lindbergh Avenue Reconstruction	51088				92,000		92,000
Meade Channel, Birch St. Crossing Improvements	50378			15,000		150,000	165,000
Miscellaneous Improvement Projects (MIP)	50298	170,000	180,000	190,000	200,000	210,000	950,000

**Capital Plan for
Street, Drainage and MIP Projects
2015 through 2020 Summary
April 30, 2015**

Fund/Project Name	CIP #	2016	2017	2018	2019	2020	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
National Street Storm Sewer Improvement	51068			67,500			67,500
Out-of-the-Dust, Various Locations	50297	60,000	60,000	60,000	60,000	60,000	300,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1	225,000	1,435,000	1,635,000			3,295,000
Robbinsdale - Maple, Nevada	50421.3-2		650,000				650,000
Robbinsdale - Oakland	50390.5-2			195,000		2,400,000	2,595,000
Seger Drive Reconstr - 143rd Ave to LaCrosse*	50277.1-4		1,975,000				1,975,000
Silverleaf Reconstruction	50837			96,000	840,000		936,000
Silver St. Interchange Utility Reconstruction	50940.0	250,000					250,000
Skyview Dr Water Main Replacement	51072					120,000	120,000
St Andrew & St Charles SS & Water Ext. & Reconstruction	50959	314,987					314,987
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	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Street Rehabilitation	50549	600,000	700,000	800,000	900,000	900,000	3,900,000
S Willdwood Reconstruction - Phase 2	51003				80,000		80,000
Sunburst Drive Reconstruction	51004			60,000	405,000		465,000
Traffic Operations Upgrades	51047	160,000	170,000	180,000	190,000	200,000	900,000
Una Del Drive	50914			32,000		358,000	390,000
Woodlawn Dr. Sanitary Sewer Replacement	50623			25,000			25,000
W St Cloud Street and Utilities	50939	346,000					346,000
W Chicago St. Utilities Reconst.	50448				50,000		50,000
W. Blvd NE Reconstr North to Anamosa	50879			60,000	745,000		805,000
Project Total		9,352,115	10,874,257	14,271,826	9,044,721	8,591,503	49,489,422
Inflation 4%		374,085	887,339	1,758,289	1,490,570	1,773,286	6,283,569
Budget		8,106,053	8,346,145	8,596,529	8,854,425	9,120,058	33,903,152
Budget Minus Project Total		(1,620,146)	(3,655,544)	(7,683,970)	(1,938,762)	(1,510,364)	(21,869,840)
Budget Totals - Streets, Drainage, MIP		8,106,053	8,346,145	8,596,529	8,854,425	9,120,058	33,903,152
Budget Totals - Streets & Drainage .16 Funds		1,500,000	3,475,000	1,500,000	1,500,000	1,500,000	9,475,000
SDDOT Reimbursement				6,000,000			6,000,000
Project Totals - Streets, Drainage, MIP		9,726,199	11,761,597	16,030,115	10,535,291	10,364,789	55,772,992
Budget Totals Minus Project Totals		(120,146)	59,548	66,414	(180,866)	255,269	(6,394,840)
Total Cumulative Balance		(110,722)	(51,174)	15,240	(165,626)	89,642	89,642
Legend	Rescheduled	Revised	Added				

**Capital Plan Summary
Streets, Drainage, MIP
Project Totals vs. Budgets
2015 to 2020
April 30, 2015**

Fund	2015	2016	2017	2018	2019	2020	Totals
<u>Revenue</u>							
Budget	20,144,834	8,106,053	8,346,145	8,596,529	8,854,425	9,120,058	63,168,044
Utility Support Fund	5,000,000	1,500,000	3,475,000	1,500,000	1,500,000	1,500,000	14,475,000
DOT Reimbursement				6,000,000			6,000,000
Total	25,144,834	9,606,053	11,821,145	16,096,529	10,354,425	10,620,058	83,643,044
<u>Expenses</u>							
Projects Totals	25,135,410	9,352,115	10,874,257	14,271,826	9,044,721	8,591,503	77,269,832
Inflation		374,085	887,339	1,758,289	1,490,570	1,773,286	6,283,569
Difference	9,424	(120,146)	59,548	66,414	(180,866)	255,269	89,642
Total Cumulative Balance	9,424	(110,722)	(51,174)	15,240	(165,626)	89,642	

Rapid City
Capital Improvements Program
Map To Be Inserted

Public Transit

Funding Category	Project Number	County	Location	Type	Federal Funds	State Funds	Local Funds	Total	Fiscal Year
Federal (Sec 5307)	Rcpts. 16 -1	Pennington	Rapid City Transit	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenance	\$852,601.00	\$28,425.00	\$730,616.00	\$1,611,642.00	2016
Federal (Sec 5307)	Rcpts. 16 -2	Pennington	Rapid City Transit	Capital assistance for purchase of four ADA approved paratransit vehicles	\$352,219.00	\$0.00	\$72,141.00	\$424,360.00	2016
Federal (Sec 5307)	Rcpts. 17 -1	Pennington	Rapid City Transit	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenance	\$878,179.00	\$28,425.00	\$752,534.00	\$1,659,138.00	2017
Federal (Sec 5307)	Rcpts. 17 -2	Pennington	Rapid City Transit	Capital assistance for purchase of four ADA approved paratransit vehicles	\$362,786.00	\$0.00	\$74,305.00	\$437,091.00	2017
Federal (Sec 5307)	Rcpts. 18 -1	Pennington	Rapid City Transit	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenance	\$922,088.00	\$28,425.00	\$790,160.00	\$1,740,673.00	2018
Federal (Sec 5307)	Rcpts. 18 -2	Pennington	Rapid City Transit	Capital assistance for purchase of four ADA approved paratransit vehicles	\$399,065.00	\$0.00	\$81,736.00	\$480,801.00	2018
Federal (Sec 5307)	Rcpts. 19 -1	Pennington	Rapid City Transit	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive maintenance	\$968,192.00	\$28,425.00	\$829,668.00	\$1,826,285.00	2019
Federal (Sec 5307)	Rcpts. 19 -2	Pennington	Rapid City Transit	Capital assistance for purchase of four ADA approved paratransit vehicles	\$425,000.00	\$0.00	\$75,000.00	\$500,000.00	2019
Federal (Sec 5307)		Pennington	Rapid City Transit	Total	\$5,160,130.00	\$113,700.00	\$3,406,160.00	\$8,679,990.00	

Public Transportation

Funding Category	Project Number	County	Location	Type	Federal Funds	State Funds	Local Funds	Total	Fiscal Year
Federal (Sec 5310)		Meade, Pennington	Various agencies in the Rapid City Urbanized Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$ 64,000.00	\$0.00	\$16,000.00	\$80,000.00	2016
Federal (Sec 5310)		Meade, Pennington	Various agencies in the Rapid City Urbanized Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$ 64,000.00	\$0.00	\$16,000.00	\$80,000.00	2017
Federal (Sec 5310)		Meade, Pennington	Various agencies in the Rapid City Urbanized Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$ 64,000.00	\$0.00	\$16,000.00	\$80,000.00	2018

RAPID CITY REGIONAL AIRPORT ACIP

5/20/2015

		2014 Projects - AIP 45 & 46						
		TOTAL AIP \$:	AIP 45 ENTITLE	AIP 46 ENTITLE	STATE AIP 45 5%	STATE AIP 46 5%	AIRPORT 5%	PFC 5%
2014	Proj #	\$ 2,093,478	156,607	1,936,871	8,700	107,604	177,500	-
Master Plan Update	5230	\$ 559,979		503,981		27,999	27,999	
Apron Expansion (Phase 1) Old Term Demo Asbestos, Environ	5232	\$ 12,511	11,259		626		626	
Apron Expansion (Phase 1) Old Term Demo Design, B&N	5232	\$ 141,896	127,706		7,095		7,095	
Apron Expansion (Phase 1) Grant Administration, legal,	5232	\$ 7,640	6,876		382		382	
Runway 5-23 Threshold Lighting Upgrades	5243	\$ 11,962	10,766		598		598	
Total Projects		\$ 722,026	\$ 156,607	\$ 503,981	\$ 8,700	\$ 27,999	\$ 36,700	
		Carryover:	\$ (0)	\$ 1,432,890	\$ (0)	\$ 79,605	\$ 140,800	

		2015 Projects - AIP 46 CARRYOVER & AIP 47						
		TOTAL AIP \$:	AIP 46 CARRY	AIP 47 ENTITLE	STATE 46CARRY	STATE AIP 47 4%	AIRPORT 6%	PFC 6%
2015	Proj #	\$ 3,544,360	1,432,890	2,111,470	79,605	117,304	143,650	43,250
Apron Expansion (Phase 1) Old Terminal Demolition	5232	\$ 462,792	416,513		18,512			27,768
Apron Expansion (Phase 1) CA/CO	5232	\$ 67,790		61,011	2,712		4,067	
Apron Expansion (Phase 1) Testing	5232	\$ 5,000		4,500	200		300	
Apron Expansion (Phase 2) Midfield Apron Paving (existing <small>Midfield Apron to the Old Term Apron</small>)	5233	\$ 1,410,650	1,016,377	253,208	56,426		80,000	4,639
Apron Expansion (Phase 2) CA/CO	5233	\$ 159,705		143,735	1,756	4,632	9,582	
Apron Expansion (Phase 2) Testing	5233	\$ 14,893		13,404		596	894	
Apron Expansion (Phase 2) Airport GIS 18B Survey	5233	\$ 14,194		12,775		568	852	
Papi Replacement Construction (both runways)	5250	\$ 250,000		225,000		10,000	15,000	
Papi Replacement Design, B/N (both runways)	5250	\$ 24,626		22,163		985	1,478	
Papi Replacement CA/CO (both runways)	5250	\$ 60,746		54,671		2,430	3,645	
SRE - Plow Truck - 2 Units	5246	\$ 320,000		288,000		12,800	19,200	
SRE - High Speed Plow (replaces #21)	5245	\$ 400,000		360,000		16,000	24,000	
SRE - Procurement	5245/6	\$ 19,758		17,782		790	1,185	
Commercial Service/N. GA Apron Rehab Design BN	5252/5	\$ 99,986		89,987		3,999	5,999	
Grant Administration, Legal, Advertising		\$ 17,638		15,874		706	1,058	
		\$ 3,327,778	\$ 1,432,890	\$ 1,562,110	\$ 79,605	\$ 53,506	\$ 167,260	\$ 32,407
		Carryover:	\$ 0	\$ 549,360	\$ (0)	\$ 63,798	\$ (23,610)	\$ 10,843

		2016 Projects - AIP 47 CARRYOVER, AIP 48, & DISCRETIONARY							
		TOTAL AIP \$:	AIP 47 CARRY	AIP 48 ENTITLE	DISCRETIONARY	STATE47CARRY	STATE AIP48 4%	STATE DISCRET	ARPT/PFC 6%
2016	Proj #	\$ 4,986,000	549,360	2,111,470	2,325,170	63,798	93,843	63,959	332,400
Old Terminal Apron Rehabilitation	5254	\$ 1,000,000	549,360	270,020	80,620	63,798		3,583	32,619
GA Apron Rehabilitation (North Area)	5255	\$ 2,500,000		1,841,450	408,550		78,103	18,776	153,121
GA Apron Rehabilitation (Westjet Area)	5253	\$ 1,000,000			900,000		15,740	-	84,260
Commercial Service Apron Rehabilitation	5252	\$ 650,000			585,000			26,000	39,000
Airport GIS 18B Survey (All Rehab Areas)		\$ 30,000			27,000			1,200	1,800
Commercial Service & GA Apron Rehab (CACO Testing)		\$ 350,000			315,000			14,000	21,000
Grant Administration, legal, advertise, etc.		\$ 10,000			9,000			400	600
Total Projects		\$ 5,540,000	\$ 549,360	\$ 2,111,470	\$ 2,325,170	\$ 63,798	\$ 93,843	\$ 63,959	\$ 332,400
		Carryover:	\$ (0)	\$ -	\$ -	\$ 0	\$ -	\$ -	\$ -

		2017 Projects - AIP 49					
		TOTAL AIP \$:	AIP 49			STATE AIP49 4%	ARPT/PFC 6%
2017	Proj #	\$ 2,111,470	2,111,470			93,843	140,765
Replace #20 - 1995 Yellow Oshkosh Sweeper		\$ 449,269	404,342			17,971	26,956
Replace #41 - 1996 Yellow Oshkosh Snow Plow		\$ 250,000	225,000			10,000	15,000
Grant Administration, legal, advertise, etc.		\$ 10,000	9,000			400	600
Total Projects		\$ 709,269	\$ 638,342	\$ -	\$ -	\$ -	\$ 28,371
		Carryover:	\$ 1,473,128	\$ -	\$ -	\$ -	\$ 65,472

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 and Light Vehicles	\$ 900,565
Total Projects	\$ 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	\$ 38,300,000

**City of Box Elder Planned Roadway Improvements
2016 - 2019 Project List**

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2016-2019	None		None	\$0
Total				\$0

**2016
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 2016	ESTIMATE 2016	PRIOR CHIP SEAL COMPLETED	FUTURE CHIP SEAL	OVERLAY	CONDITION -- NOTES
Alkali Road	5.2		\$	2015		2020	Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Avalanche Road	.9		\$	2015	2020		Good Condition
Whitewood Service Road	.4		\$	2015	2020		Good condition
Blucksberg	.5		\$	2015	2020		Good condition
Pleasant Valley	1.7		\$	2015	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.
Stage Stop Road	.4		\$	2015		2020	Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Anderson Road	.8		\$	2015	2020		Good condition – Asphalt overlay completed 2010
Peaceful Pines W.	2.1		\$	2015	2020		Good condition
Mtn. Shadows	.8	Chip Seal	\$24,000		2021		Milling surface
Norman Ave	2.5	Chip Seal	\$75,000		2021		Good Condition

Deadwood Ave/ Peaceful Pines E.	2.1	Chip Seal	\$ 63,000		2021		Good Condition
Erickson Ranch Road	7		\$	2010	2018		Fair condition – Three miles will need an overlay in the near future.
Elk Creek Road	7		\$				Good condition – 4.5 miles received an overlay in 2014
Haines Ave.	6		\$		2018		Good condition
New Underwood (north)	8.5		\$		2018		Asphalt surface 2012
New Underwood (center)	14	Overlay 6 miles	\$ 750,000		2020		Monitor and repair as needed.
New Underwood (south)	7.5	Engineer reconstruction	\$ 65,000				Repaired in 2010 (short term). Plan for rebuild within the next five years.
Bixby Road	1			2009		Review Perkins Co plan	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		\$	2015	2020		Good condition -- Monitor slide areas and work with U.S. Forrest Service on slide mitigation plan.
Black Hawk (W. Elm/Seaire)	1.5		\$	2015	2020		Fair condition -- Older asphalt surface with drainage issues – Future overlay needed.
Total			\$977,000				

**TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2016 - 2020**

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
2016	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, Shoulder Grading, Signing upgrades, W-Beam guardrail Upgrades	\$432,000				\$345,600		\$86,000	\$431,600
2016	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' Concrete Bridge, 32' Deck (30' clear), 20° RHF Skew, Concrete Abuments, New Alignment	\$400,000			\$320,000			\$80,000	\$400,000
2016	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 Replacement	\$400,000	\$34,000		\$136,000			\$230,000	\$400,000
2017	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
2017	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	EM-BRF 6403(6)	00CL	9.5	South Rochford Road from Rochford south to end of Deerfield Road asphalt	PE, Grading, Base Course, & Asphalt Concrete, (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	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
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
					Totals:	\$24,929,000	\$34,000	\$9,506,236	\$1,006,400	\$11,024,600	\$2,823,764	\$533,600	\$24,928,600

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.

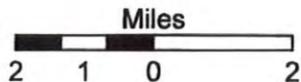
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

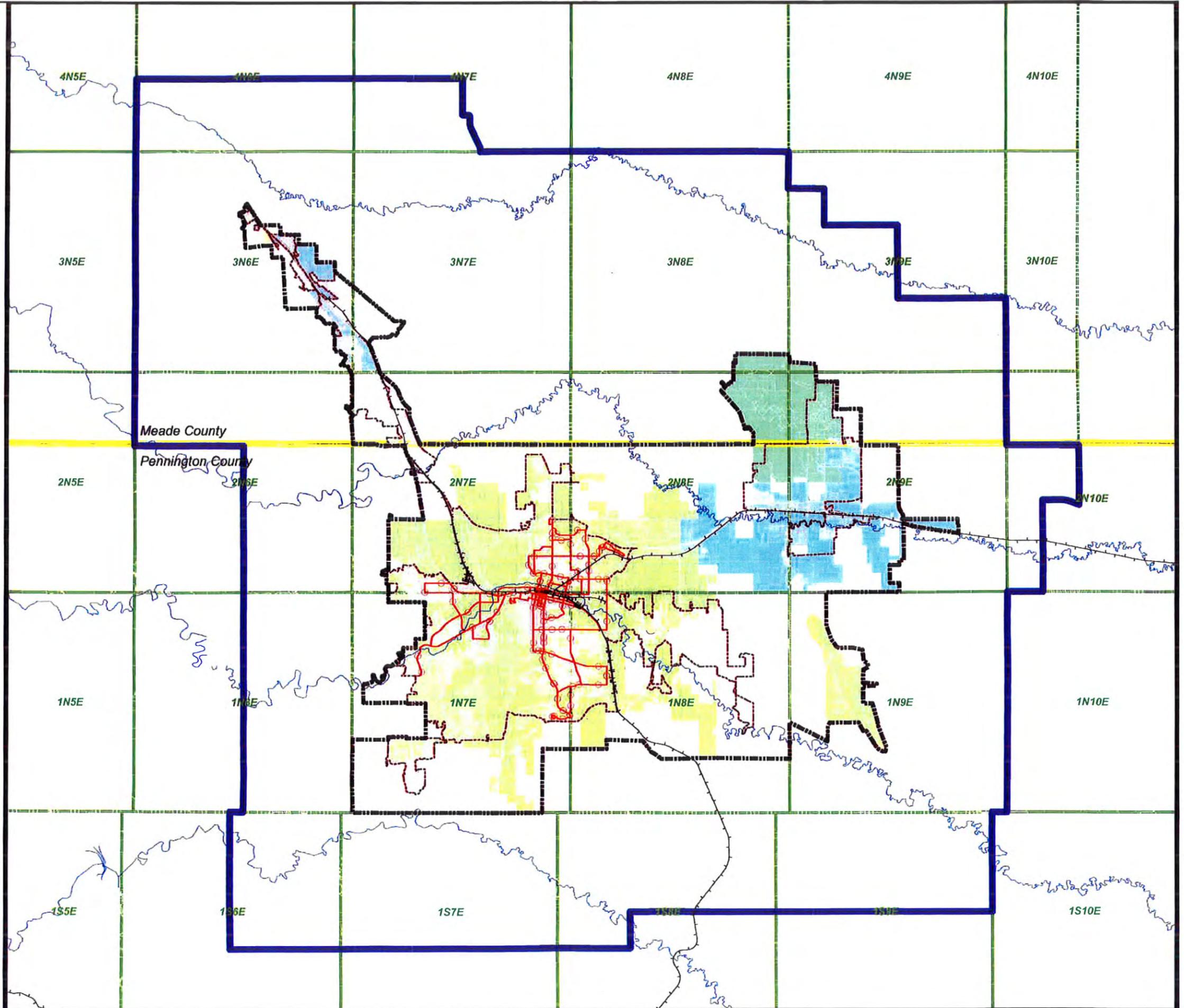
-  MPO Boundary 2013
-  FHWA Urbanized Area 2013
-  Census Urban Boundaries 2010
-  Box Elder City Limits
-  Ellsworth AFB Limits
-  Piedmont City Limits
-  Rapid City Limits
-  Summerset City Limits
-  Townships
-  Roads
-  Transit Routes
-  Railroads
-  Rivers



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.

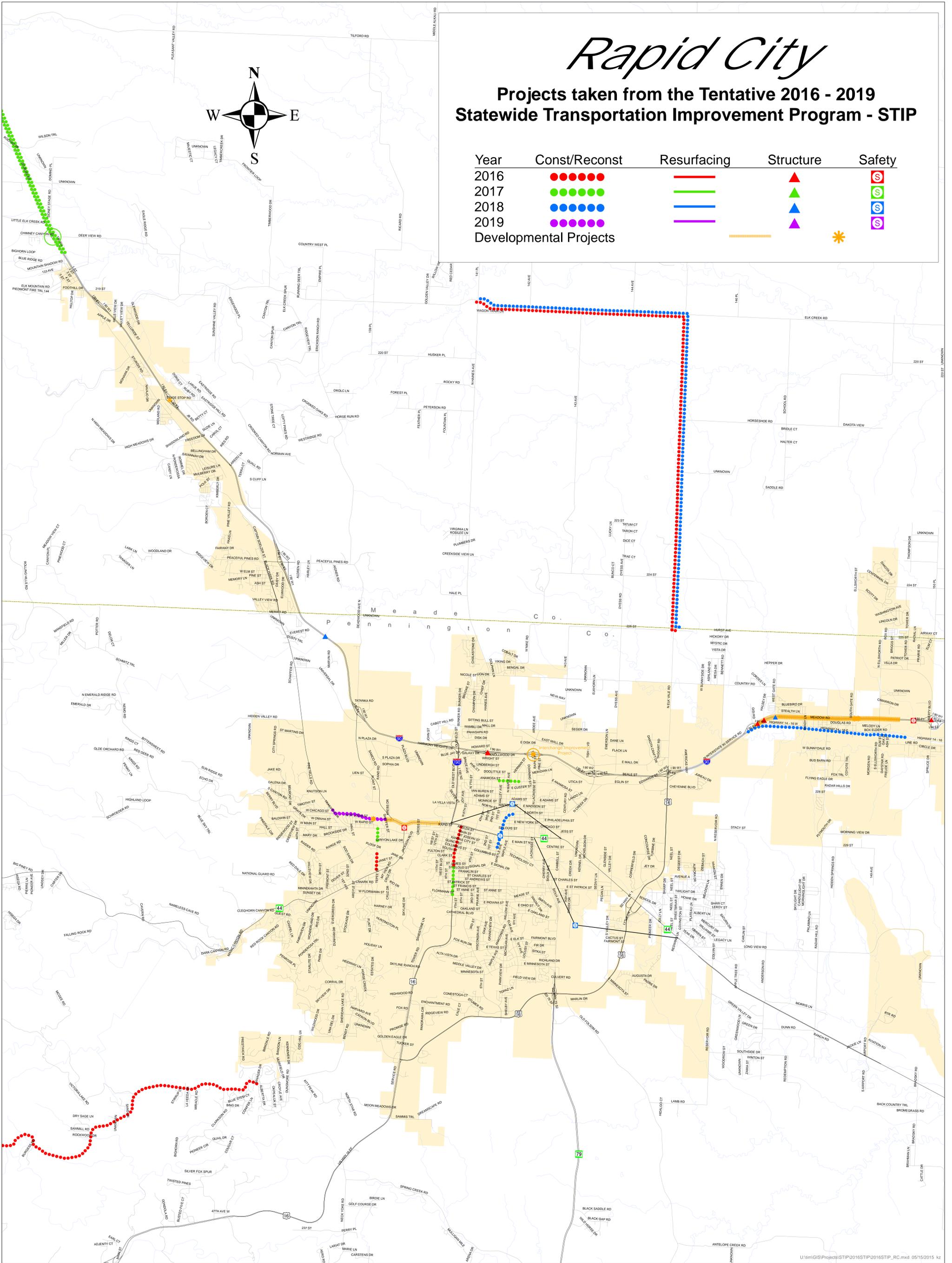


Rapid City

Projects taken from the Tentative 2016 - 2019 Statewide Transportation Improvement Program - STIP



Year	Const/Reconst	Resurfacing	Structure	Safety
2016	●●●●●	—	▲	Ⓢ
2017	●●●●●	—	▲	Ⓢ
2018	●●●●●	—	▲	Ⓢ
2019	●●●●●	—	▲	Ⓢ
Developmental Projects		—	★	Ⓢ



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 2016-2019

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 (RapidTRIP2040 currently in progress)
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 FY2016 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 also developed an Arterial Street Safety Study, which included a review of street segment crash statistics, identification of street segments exceeding the statistical critical rate, and recommendations to reduce crashes based on analysis of crash types. Some of the recommendations have been implemented since the completion of the study.

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

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

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

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

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

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

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

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

G. Promote efficient system management and operations

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

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

H. Emphasize the preservation of the existing transportation system

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

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

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

J. Enhance the technical capability of the transportation planning processes

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

K. *Linking the NEPA and planning processes*

The RapidTRIP 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 and updated in 2013. 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 developed a Title VI Policy that was adopted in 2012 to ensure compliance with the Civil Rights Act of 1964 and to provide the public with procedures to request assistance in addressing any issues that may surface. Additionally, the Metropolitan Planning Organization’s public participation plan addresses the full and fair participation of all populations.

9. Disadvantage Business Enterprise (DBE) (*Ref: Section 1101(b) of Pub. L. 109-59, 49 CFR part 26*)

The Rapid City Area Metropolitan Planning Organization shows a good faith effort to solicit Disadvantage Business Enterprises (DBEs) when procuring assistance from private contractors. The Rapid City Area Metropolitan Planning Organization awards an additional five points out of 100 points to private contractors who are DBEs or have a DBE subcontractor. It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of race, color, creed, national origin, sex, or age in any employment or business opportunity.

10. Americans with Disabilities Act (ADA) (*Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38*)

The Americans with Disabilities Act of 1990 (ADA) requires involving persons with disabilities in the development and improvement of transportation services. Planners, engineers, and builders must provide access for the disabled at sidewalks and ramps, street crossings, and in parking or transit access facilities. Persons with disabilities must also be able to access the sites where public participation activities occur as well as the information presented. The Metropolitan Planning Organization’s public participation plan addresses the Americans with Disabilities Act.

Rapid City Area Metropolitan Planning Organization public meetings are held in places accessible to people with disabilities. The Rapid City Area Metropolitan Planning Organization office is located in an accessible building.

11. Air Quality (Ref: 40 CFR 51; OAR 340-2-710 through 340-20-1080)

A. Regional Air Quality Status of the Rapid City Area Metropolitan Planning Organization Area

The Rapid City Urbanized Area is not in violation of EPA's National Ambient Air Quality Standards (NAAQS). The area, therefore, is not designated nonattainment for any of the Air Quality Criteria Pollutants.

B. Describe Conformity Status of the Rapid City Area Metropolitan Planning Organization Plan and TIP

According to the Clean Air Act Amendments (CAAA) of 1990, the Rapid City Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan.

12. Lobbying Prohibition (Ref. 49 CFR 20)

The funding agreement and all contracts with the Rapid City Area Metropolitan Planning Organization include language regarding breach of any federal statutes, rules, program requirements and grant provisions applicable to the federal funds. Through approval of that agreement, the Rapid City Area Metropolitan Planning Organization agrees to follow all applicable rules.

13. Employment & Business Opportunity Discrimination (Ref. 49 USC 5332)

The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.

It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of race, color, creed, national origin, sex, or age in any employment or business opportunity.

14. Equal Employment Opportunity - Federal Aid Construction Projects (Ref. 23 CFR part 230)

This requirement is not applicable to the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization is a planning organization and does not construct projects.

15. Older Americans Act (Ref. 42 USC 6101)

The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.

It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of age. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

16. Gender Discrimination (Ref. Section 324 of title 23 USC)

The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any

program or activity receiving Federal assistance under this title or carried on under this title.

It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of sex. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

17. Discrimination Against Individuals with Disabilities (*Ref. 29 USC 794 and 49 CFR part 27*)

The federal code states: No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination occurs on the basis of disability. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.