

Rapid City Area Transportation Improvement Program

(Fiscal Years 2011-2015)

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Rapid City Transportation Planning Division

In Cooperation With:

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Pennington County Highway Department
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Federal Highway Administration
Federal Transit Administration

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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2011 - 2015)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2011 - 2015)

- ABBREVIATIONS USED IN THIS DOCUMENT -

IM	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
ADA	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
CAAA	Clean Air Act Amendments of 1990
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DM&E	Dakota Minnesota and Eastern Railroad
DOT	United States Department of Transportation
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MPO	Metropolitan Planning Organization
NHS	National Highway System
PCCP	Portland Cement Concrete Pavement
PL	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
RACT	Reasonable Available Control Technologies which have been established by the EPA.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

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

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

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

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

Rapid City, South Dakota MPO
Metropolitan Planning Organization

Jerry Shoener
Signature

Chairman
Title

7-15-10
Date

South Dakota Department of Transportation
State Department of Transportation

[Signature]
Signature

Secretary
Title

8/11/10
Date

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2011 - 2015)

I. INTRODUCTION

A. The Transportation Improvement Program

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

The TIP should contain at least the following basic elements:

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

The TIP is a "living" document. It can be amended with the approval of the Executive Policy Committee. The TIP focuses on projects that will require five (5) or less years to implement. Within the first four (4) years of the TIP, projects may be delayed or accelerated according to present needs, without requiring an amendment. This flexibility provides coordination among local and state agencies, saves money and decreases disruptions to the transportation system. The TIP is evaluated at year-end, and an annual increment of improvements is added to maintain a full multi-year program.

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

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

comment period. Responses are made in reply to any comment received, and significant comments are discussed between the Staff involved in the TIP process and ultimately the MPO committees for further discussion as identified in 23 CFR 450.316 (a)(2).

A public hearing was held on July 15, 2010. No significant comments were received.

B. The Transportation Improvement Program In Perspective

SAFETEA-LU projects in urbanized areas must be included in a TIP which is based on a continuing, comprehensive planning process carried on cooperatively by the state and local communities. The rationale for requiring a TIP can be summarized in three (3) key points.

1. Transportation issues should be approached in a comprehensive fashion with participation from all affected parties;
2. A systematic, comprehensive approach to planning and initiating transportation improvements assists decision-makers in determining the location, timing and financing of needed improvements; and,
3. A cooperatively developed program of transportation improvements should facilitate the coordination of public and private improvements thereby eliminating duplication of effort and expense. The TIP development provides local officials and the general public the opportunity to identify, evaluate, and select short-range community transportation improvements.

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next five (5) years. Emphasis has been on area needs stated in the Long Range Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that: "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible".

II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS

A. Project Selection And Prioritization

The 2011-2015 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 2005, with an update currently underway and scheduled for completion in September 2010. The current 2025 Long-Range Transportation Plan and drafts of the 2035 Long-Range Transportation Plan can be found on the Rapid City website at <http://www.rcgov.org/Transportation-Planning/special-planning-studies.html>. Only major projects identified in the approved Long Range Transportation Plan are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the LRTP.

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

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and safeguard the personal security of all motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In terms of selecting a project for construction, SAFETEA-LU provides additional flexibility within the period of the first four (4) years. Any projects identified within the initial four (4) year period may be accelerated or moved back based on current funds, needs or priorities. If a newly identified project is to be considered for placement in the TIP, then it must be presented to the transportation planning committees for approval. If approved, an amendment is then placed on the existing TIP to identify the new project. See Appendix A.

B. Financial Constraint

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

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

The following table 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.

Figure 1 – Federally Funds Programmed in the Metropolitan Planning Area

	2011	2012	2013	2014	2015	Total
Interstate Maintenance						
State Match	\$399,000	\$1,329,000	\$1,110,000	\$285,000	\$4,166,000	\$7,289,000
Federal	\$4,022,000	\$12,513,000	\$3,198,000	\$2,403,000	\$18,817,000	\$40,953,000
Sub Total	\$4,421,000	\$13,842,000	\$4,308,000	\$2,688,000	\$22,983,000	\$48,242,000
State Highway System Urban Projects						
State Match	\$1,986,000	\$0	\$423,000	\$3,044,000	\$1,775,000	\$7,228,000
Federal	\$7,166,000	\$0	\$1,922,000	\$12,775,000	\$8,058,000	\$29,921,000
Sub Total	\$9,152,000	\$0	\$2,345,000	\$15,819,000	\$9,833,000	\$37,149,000
Bridge Projects						
State Match	\$47,000	\$289,000	\$0	\$0	\$0	\$336,000
Federal	\$213,000	\$1,240,000	\$0	\$0	\$0	\$1,453,000
Sub Total	\$260,000	\$1,529,000	\$0	\$0	\$0	\$1,789,000
Railroad Crossing Improvement Projects						
Local Match (Rapid City)	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Federal	\$81,000	\$0	\$0	\$0	\$0	\$81,000
Sub Total	\$90,000	\$0	\$0	\$0	\$0	\$90,000
Local Urban System Projects						
State Match	\$2,102,000	\$0	\$505,000	\$555,000	\$216,000	\$3,378,000
Federal	\$9,543,000	\$0	\$2,295,000	\$2,520,000	\$984,000	\$15,342,000
Local (Rapid City)	\$0	\$0	\$500,000	\$0	\$3,000,000	\$3,500,000
Sub Total	\$11,645,000	\$0	\$3,300,000	\$3,075,000	\$4,200,000	\$22,220,000
Safe Routes to School Projects						
Federal	\$164,000	\$0	\$0	\$0	\$0	\$164,000
Sub Total	\$164,000	\$0	\$0	\$0	\$0	\$164,000
Roadway Safety Improvements						
State Match	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Federal	\$2,185,000	\$745,000	\$945,000	\$1,095,000	\$795,000	\$5,765,000
Local (Box Elder)	\$247,000	\$0	\$0	\$0	\$0	\$247,000
Sub Total	\$2,462,000	\$775,000	\$975,000	\$1,125,000	\$825,000	\$6,162,000
Pavement Preservation Projects						
State Match	\$0	\$36,000	\$0	\$0	\$0	\$36,000
Federal	\$0	\$163,000	\$0	\$0	\$0	\$163,000
Sub Total	\$0	\$199,000	\$0	\$0	\$0	\$199,000
County Secondary and Off System Projects						
State Match	\$94,000	\$499,000	\$94,000	\$94,000	\$156,000	\$937,000
Federal	\$0	\$1,835,000	\$0	\$1,802,000	\$0	\$3,637,000
Local (Penn Co)	\$62,000	\$2,822,000	\$62,000	\$459,000	\$0	\$3,405,000
Sub Total	\$156,000	\$5,156,000	\$156,000	\$2,355,000	\$156,000	\$7,979,000
Local Bridge Replacement Projects						
Federal	\$528,000	\$203,000	\$0	\$0	\$0	\$731,000
Local (Rapid City)	\$132,000	\$0	\$0	\$0	\$0	\$132,000
Local (Box Elder)	\$0	\$51,000	\$0	\$0	\$0	\$51,000
Sub Total	\$660,000	\$254,000	\$0	\$0	\$0	\$914,000
Special Projects						
State Match	\$0	\$0	\$0	\$12,000	\$0	\$12,000
Local Match (Rapid City)	\$1,549,000	\$0	\$0	\$0	\$0	\$1,549,000
Federal	\$7,036,000	\$0	\$0	\$54,000	\$0	\$7,090,000
Sub Total	\$8,585,000	\$0	\$0	\$66,000	\$0	\$8,651,000
Total for Fiscal Year	\$37,595,000	\$21,755,000	\$11,084,000	\$25,128,000	\$37,997,000	\$133,559,000

Figure 2 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

Rapid City Capital Improvement Program						
Local	\$4,620,918	\$7,567,466	\$4,871,000	\$8,437,092	\$4,167,057	\$29,663,533
Pennington County						
Local	\$ -	\$1,750,000	\$1,950,000	\$ -	\$ -	\$3,700,000
Meade County						
Local	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000

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 2011- 2015 is included on pages 8 – 20.

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 (2011) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2012-2015) 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 Capital Improvements Projects are found on pages 21 and 22.

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 2011-2015 is included on page 23.

The City of Box Elder presently receives funding from the City’s general fund. The City of Box Elder Five-Year Construction Program for 2011-2015 is included on page 24.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2011-2015 is included on page 25.

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 2011-2015 is included on page 26.

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2011 – 2015 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 2011-2015 STIP
Report Date 8/10/2010

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 \$)	¥	
0.03	*IM 0901(165)50	02KF	Meade	1.6	I90E I90EF	I90, Completion of Exit 51, EB Lanes, and EB Service Road at Black Hawk	Grading, remove structures, lighting, PCC & AC paving; Mill & AC Overlay Frontage Road	2.589	2011	2.846		
8.00	IM 0901(152)0	01MF	Jackson Lawrence Meade Pennington	0.0		I90 - Rapid City Area	Replace Interstate Fence	0.153	2011	0.168		
20.00	IM 000S(266)	02NY	Regionwide	0.0		Rapid City Region	Snow Gates & Sign Installation	1.206	2011	1.325		
21.00	IM 0901(167)48	02NZ	Meade	0.0		I-90 Service Road (Old 79) from Bellingham Drive to Mulberry Drive	Lighting Through Summerset	0.074	2011	0.082		
								2011	1.6	Miles	4.421	
30.00	*IM 0901(108)40	3465	Meade	4.5	I90EF I90WF	I90 EBL - South I90 Service Road fm Exit 40 to Exit 44 & North I90 Service Road fm Exit 44 to Exit 46	South I90 Service Road, ROW; North I90 Service Road, Grading, Gravel Surfacing, New Culvert & ROW	4.467	2012	4.997		
40.00	IM 0901(138)40	00WL	Meade	8.6	I90E I90W	I90 EBL Between Exits 40 and 44 and EBL/WBL Between Exits 44 and 50	AC Overlay and Construction of One Crossover	8.046	2012	8.845		
								2012	13.1	Miles	13.842	
51.00	*IM 0901(38)40	5580	Meade	3.7	I90W	I90 WBL between Exits 40 and 44	Remove & Replace PCCP	3.198	2013	4.308		
								2013	3.7	Miles	4.308	

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 \$)	¥
54.00	IM-EM 0902(145)61	01XA	Pennington	0.3	I90E I90W	I90 - Exit 61	Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61	1.909	2014	2.146	
Also Funded In:								Total Project Cost			
	Item	Category						¥	Year	Cost(Mil \$)	
	13.00	Special Projects				0.066				2.212	
55.00	IM 0901(163)9	0223	Lawrence Meade Pennington	0.0	I90E I90WF	Wells Road Over I90, Jenson Road Over I90, 154th Ave Over I90, A County Road Over I90, SD445 Over I90, Stage Stop Road Over I90 & I90 West Frontage Road Over Spearfish Creek	Epoxy Chip Seal	0.494	2014	0.542	
								2014	0.3 Miles	2.688	
65.00	*IM 0901(102)44	3183	Meade	1.1	I90E I90W	I90 - Construct Exit 44 Interchange with PCCP Surfacing	Construct EB & WB Mainline Between MRM 44.10+0.014 & 45.15 with PCCP Surfacing Relocate 0.85 Miles of South Service Road Between Mainline MRM 44.10+0.014 & 45.15 With AC Surfacing	7.497	2015	10.002	
67.00	*IM 1902(61)0	1162	Pennington	1.1	I190N I190S	I190 - Exit #1 in Rapid City (Silver Street), & from the Jct of US16/SD44 (Omaha) N 1.1 Mi	Interchange Replacement - Grading, PCCP & Str and Remove & Replace PCCP	11.320	2015	12.981	
								2015	2.2 Miles	22.983	
Total for Category							02	20.9 Miles	48.242		

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 \$)	¥
6.00	P0044(129)42	00X9	Pennington	1.2	SD44	SD44 - (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City; SD44 - Str 1.2 SW of Jct of Mt View Road in Rapid City over Rapid Crk;	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Surfacing; Deck Overlay & Approach Slabs	7.166	2011	9.152	
Also Funded In:								Total Project Cost			
	Item	Category									
	8.00	Bridge Projects				0.260				9.412	
								2011	1.2 Miles	9.152	
19.00	P0231(11)81	02R2	Meade Pennington	5.8	SD231	SD 231, SD 231 N and SD 231 S (Sturgis Road) from W. Chicago Street in Rapid City to Peaceful Pines Road in Blackhawk	Mill & AC Resurfacing	1.922	2013	2.345	
								2013	5.8 Miles	2.345	
24.00	P0016(78)67	01TH	Pennington	0.8	US16	US16 - Fm End of the Divided Segment on the S Side of Rapid City to St Patricks St in Rapid City	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCCP Surfacing	6.572	2014	8.250	
27.00	P0044(149)40	6925	Pennington	1.2	SD44	SD44 - Jackson Blvd, fm Chapel Lane Road to West of Argyle Street in Rapid City	Remove and Replace PCCP	6.203	2014	7.569	
								2014	2.0 Miles	15.819	
5.00	P0044(146)47	01QD	Pennington	0.0	SD44	Knollwood Drainage Improvement at the Intersection of SD44/Cambell Street in Rapid City	Construct Box Culvert, Just North of the intersection on Cambell	0.226	2015	0.276	
Total cost of the project is \$0.988. City will fund the other \$0.494 of this with 100% City Funds											
30.00	P0016(79)67	027C	Pennington	0.8	US16	US16 - From St. Patrick St. to Kansas City St. in Rapid City	Urban Reconstruction	7.832	2015	9.557	
								2015	0.8 Miles	9.833	
Total for Category							17	9.8 Miles	37.149		

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
8.00	P 0044(129)42	00X9	Pennington	1.2	SD44	SD44 - (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City; SD44 - Str 1.2 SW of Jct of Mt View Road in Rapid City over Rapid Crk;	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Surfacing; Deck Overlay & Approach Slabs	0.213	2011	0.260	
Also Funded In:								Total Project Cost			
	Item	Category									
	6.00	State Highway System Urban Projects				9.152			9.412		

							2011	1.2 Miles	0.260		
37.00	P 0016(77)67 P 0044(156)40 P 79NF()69	6492 01RC 02RK	Pennington	0.0	SD44 SD44E SD44W SD79NF US16E	US16 - EBL, Tower Road, Non Federal-Aid Co Rd over US16 1.9 S of SD44 in Rapid City; SD44 - 4.2 SW of Jct of SD79 over Rapid Crk; 3.6 SW of Jct SD79 over Cleghorn Canyon; 10.8 E of Farmingdale over Rapid Crk; SD79NF - 1.2 S of Jct SD 44 over RR/St Joe St	Epoxy Chip Seal, Joint Modification & Zone Paint; Deck Overlay, Approach Guard Rail, Approach Slabs & Replace Bridge Rail; Fatigue Retrofit	0.780	2012	0.952	
45.00	BRF 016B(01)69 BRF 0044(143)46	00KS 01CZ	Pennington	0.0	SD44 US16B US16EB US16WE	US16B - SE Connector - Over SD44/Railroad, Over Rapid Creek and 0.2 S of I90 Over Railroad; SD44 - Over Rapid Creek 0.8 W of the US16B Jct	Epoxy Chip Seal	0.460	2012	0.577	
							2012	0.0 Miles	1.529		
Total for Category							22	1.2 Miles	1.789		

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	PP 8052(41)	1432	Pennington	0.0		11th St W of West Blvd in Rapid City DM&E #190-273R	Railroad Crossing Flashing Light Signals	0.081	2011	0.090	
								2011	0.0 Miles	0.090	
Total for Category							60	0.0 Miles	0.090		

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 \$)		
5.00	P 1608(04)	01FP	Pennington	1.1		Mall Drive fm Low es Driveway to LaCrosse Street in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting, ROW	2.854	2011	3.482		
8.00	P 1774(05)	00KC	Pennington	0.4		East North St. from Pine St. to Cambell St. in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting, Structure	3.688	2011	4.500		
999.0(P 1648(03)	H021	Pennington	0.3		Anamosa St fm Haines Ave to Midway St in Rapid City	Grading, Widening, Storm Sewer, C&G & PCC Paving, Intersection Impr, Traffic Signals, Lighting, Sidewalks, ROW	1.721	2011	2.100		
999.0(P 1648(02)	0116	Pennington	0.3		Anamosa St fm LaCrosse East (Existing Road)	Grading, Widening, C&G, PCCP Paving, Storm Sewer, Lighting & Sidewalks; Preliminary Engineering	1.280	2011	1.563		
								2011	2.1	Miles	11.645	
26.00	P 1774(04)	02SE	Pennington	0.6		East North St. from Maple Ave. to Pine St. in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	2.295	2013	3.300		
Total = \$3.3 (STP w /Match = \$2.8; Local Funds = \$0.5)												
								2013	0.6	Miles	3.300	
27.00	P 1648(04)	005V	Pennington	0.5		Anamosa St. from Midway St. to Milwaukee St. in Rapid City	PE, Grading, Widening, C&G, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	2.520	2014	3.075		
								2014	0.5	Miles	3.075	
32.00	P 1774()	02SF	Pennington	0.7		East Blvd & East North St. from St. Joseph St. to Maple Ave. in Rapid City	Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	0.984	2015	4.200		
Total = \$4.2 (STP w /Match = \$1.2; Local Funds = \$3.0)												
								2015	0.7	Miles	4.200	
Total for Category							71	3.9	Miles	22.220		

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Safe Routes To School Projects			¥
								Federal Funds	Fiscal Year	Total Cost(Mil \$)	
4.00	P SRTS(14)	02UA	Pennington	0.0		Meadow brook, Rapid City	Safe Routes to School (SRTS) Project	0.164	2011	0.164	
								2011	0.0 Miles	0.164	
Total for Category							74	0.0 Miles	0.164		

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 \$)	¥
5.00	PH 1614(01)	01DE	Pennington	1.0		Radar Hill Rd - From 228th St South to 229 St	Reconstruction for Vertical & Horizontal Realignment	1.440	2011	1.687	
Any Cost Over \$1.440 in Federal Funds available will be the responsibility of the City of Box Elder.											
12.00	PH 0040(185)	0131	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.250	2011	0.250	
23.00	PH 000S(231)	02CG	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2011	0.300	
27.00	PH 0040()	02MK	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.225	2011	0.225	
								2011	1.0	Miles	2.462
32.00	PH 0040(209)	01UD	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.250	2012	0.250	
39.00	PH 000S(232)	02CH	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2012	0.300	
45.00	PH 0040()	02ML	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.225	2012	0.225	
								2012	0.0	Miles	0.775
52.00	PH 0040(238)	01UL	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.250	2013	0.250	
56.00	PH 000S(233)	02CJ	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2013	0.300	
64.00	PH 000S(252)	02AL	Regionwide	0.0		Various Township Roads Statewide	Signing & Delineation	0.200	2013	0.200	
67.00	PH 0040()	02MM	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.225	2013	0.225	
								2013	0.0	Miles	0.975

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 \$)	
77.00	PH 0040(256)	02B1	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.275	2014	0.275	
80.00	PH 000S(234)	02CK	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2014	0.300	
86.00	PH 8047(25)	02CX	Meade	0.0		Various County & Township Roads in Meade County	Signing & Delineation	0.300	2014	0.300	
88.00	PH 0040()	02MN	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2014	0.250	
								2014	0.0 Miles	1.125	
94.00	PH 0040()	02MS	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.275	2015	0.275	
95.00	PH 0040()	02MT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2015	0.250	
103.00	PH 0040()	02N3	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2015	0.300	
								2015	0.0 Miles	0.825	
Total for Category							75	1.0 Miles	6.162		

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 \$)	
919.00			Lawrence Pennington		SD44 US16E US16W US85	Various routes in the Rapid City Area	Crack Sealing	0.163	2012	0.199	
								2012	Miles	0.199	
Total for Category							81	Miles	0.199		

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 \$)	¥
10.00	P 000S(00)314	00ZP	Regionw ide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2011	0.156	
							2011	0.0	Miles	0.156	
5.00	*P 6480(04)	5777	Pennington	9.6		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, C&G, SS & AC Surfacing	1.835	2012	5.000	
Total Project Cost = \$5.0 mill.; Available STP funds and State Match = \$2.24 mill.; Local Funds = \$2.76 mill.											
23.00	P 000S(00)324	01ET	Regionw ide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2012	0.156	
State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156											
							2012	9.6	Miles	5.156	
45.00	P 000S(00)	01XM	Regionw ide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2013	0.156	
State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156											
							2013	0.0	Miles	0.156	
58.00	*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 & Gravel Surfacing	1.802	2014	2.199	
63.00	P 000S(00)	02DT	Regionw ide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2014	0.156	
State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156											
							2014	10.0	Miles	2.355	
72.00	P 000S(00)	02ST	Regionw ide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2015	0.156	
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)											
							2015	0.0	Miles	0.156	
Total for Category							92	19.6	Miles	7.979	

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 \$)	
1.00	BRO 8052(56)	H100	Pennington	0.2		Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City (City owned)	Structure & Approach Grading	0.528	2011	0.660	
								2011	0.2 Miles	0.660	
20.00	BRO 8052(58)	H081	Pennington	0.2		Str on Spruce Street Over Box Elder Creek in Box Elder (City owned)	Structure & Approach Grading	0.203	2012	0.254	
								2012	0.2 Miles	0.254	
Total for Category							93	0.4 Miles	0.914		

By Category								Special Projects			
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
0.01	EM 8052(59)	010E	Pennington	0.0		Greenway Pedestrian & Bike Path Extension in Rapid City	Bike Path	1.515	2011	1.848	
999.01	EM 1648(01)	00UR	Pennington	0.7		East Anamosa Street, From 1200 Feet East of N. Lacrosse Street to E. North Street in Rapid City	Preliminary Engineering, ROW, Construction of New 5 Lane Pavement and a Railroad Grade Separation	5.521	2011	6.737	
								2011	0.7 Miles	8.585	
13.00	IM-EM 0902(145)61	01XA	Pennington	0.3	I90E I90W	I90 - Exit 61	Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61	0.054	2014	0.066	
Also Funded In:								Total Project Cost			
Item Category								2.212			
54.00 Interstate Maintenance Projects								2.146			
								2014	0.3 Miles	0.066	
Total for Category								94	1.0 Miles	8.651	

CITY OF RAPID CITY
CAPITAL IMPROVEMENT PROGRAM
2011-2015

Fund/Project Name	CIP #	2011	2012	2013	2014	2015	Fund Total
8910 - Streets							
44th Street Phase 2 - W. Main to W. Chicago	50719					50,000	50,000
Annual Bridge Maintenance	50752	50,000	50,000	50,000	50,000	50,000	250,000
Annual Collector & Arterial Street Maintenance	50798	150,000	200,000	200,000	200,000	200,000	950,000
Bridge Inspections	50630	1,000	2,500	1,000	2,500	1,000	8,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	1,750,000					1,750,000
Centennial St Improvements, Elm to Michigan	50425		100,000				100,000
Centre St. Reconst., LaCrosse to Cambell	50141-990					80,000	80,000
Contingency/Inflation for 8910 - Streets	8910Inflat	130,800	137,300	144,000	148,320	154,573	714,993
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			1,880,000			1,880,000
Downtown Area Improvement Project 7th Street	50799					155,000	155,000
East North St. Reconstruction, Quincy to Cambell	50142-1511		500,000			2,800,000	3,300,000
East North Street Engineering	50764	137,750		148,625		160,950	447,325
East Saint Joseph St Overlay	50801		125,000	125,000			250,000
Elm Ave. Reconstruction South - Phase 4	50643-1777		1,000,000				1,000,000
Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Minnewasta Rd. Drainage Improvements	50707			75,000			75,000
Minnewasta St. Utilities	50383		79,000				79,000
Robbinsdale Reconstruction - Phase 3	50421.1-1494			125,000	1,631,746		1,756,746
Robbinsdale Reconstruction - Phase 3 - Project 1	50421-1494		1,905,000				1,905,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494				2,295,000		2,295,000
St. Patrick Street Reconstruction	50456					60,000	60,000
Staton Place Street and Utilities Reconstruction	50367		58,000				58,000
Street Rehabilitation	50549	550,000	550,000	550,000	550,000	550,000	2,750,000
W. Chicago Street Lighting	50366		125,000				125,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187			50,000	630,000		680,000
W. Omaha Water Transmission Main	50457		50,000	400,000			450,000
W. St. Cloud St. & Harmony Ln. Street & Utilities	50712					87,500	87,500
Project Total 8910 - Streets		2,794,550	4,906,800	3,773,625	5,532,566	4,374,023	21,381,564
Budget for 8910 - Streets		3,988,919	4,030,008	4,071,508	4,239,169	4,413,535	20,743,139
Budget Minus Project Total		1,194,369	(876,792)	297,883	(1,293,397)	39,512	(638,425)
8911 - Drainage							
Arrowhead Drainage Basin Det Cell 2-1 Main	50768					25,000	25,000
44th Street Phase 2 - W. Main to W. Chicago	50719					30,000	30,000
Box Elder Drainage Basin Plan	50360-1451			250,000			250,000
Black Fox Drive Drainage Improvement	50582-1712					20,000	20,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	1,250,000					1,250,000
Centennial Street Improvements Elm to Michigan	50425		25,000				25,000
Centre St. Reconst., LaCross to Cambell	50141-990					70,000	70,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	72,000	75,000	77,250	79,600	82,784	386,634
County Heights Drainage Basin Plan Update	50757	50,000					50,000
Deadwood Ave. Drainage Channel Outlet	50026				520,000		520,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			238,000			238,000
Downtown Area Improvement Project 7th Street	50799					22,500	22,500
East North St. Reconstruction, Quincy to Cambell	50142-1511		100,000			1,500,000	1,600,000
East North Street Engineering	50764	23,750		25,625		27,750	77,125
Elm Ave. Reconstruction South - Phase 4	50643-1777		200,000				200,000

CITY OF RAPID CITY
CAPITAL IMPROVEMENT PROGRAM
2011-2015

Fund/Project Name	CIP #	2011	2012	2013	2014	2015	Fund Total
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000	5,000	25,000
Haines Avenue DBDP Element 306 Detention Cell	50013		270,000				270,000
Idlewild Box Culvert	50715				15,000	150,000	165,000
Jackson Blvd DBDP Element 23-Mt View Rd South	50349			467,500			467,500
Jackson Blvd Utilities Chapel Ln to Rapid Creek Br	50177	30,000	30,000		70,000	625,000	755,000
Jackson Blvd Utilities Mt. View to Rapid Creek	50351-1509a	806,510	766,666				1,573,176
Knollwood Drainage Elements 3 & 5 (Cambell,Hwy 44)	50020	494,000					494,000
Knollwood Outfall, Elements 2 & 20	50312-1390	560,108					560,108
Leland Ln/Rushmore St Sewer/Water Main Reconstr	50802		119,000	119,000			238,000
Meade Channel, Birch St. Crossing Improvements	50378					15,000	15,000
Meade-Hawthorne Det Cell 380	50763				140,000		140,000
Meade-Hawthorne Elements 47 and 240	50758			75,000	750,000		825,000
Midwestern Levee Swale Improvements	50706			25,000			25,000
Rand Road Drainage Channel-Phase 2	50759-1839		175,000				175,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494				575,000		575,000
Robbinsdale Reconstruction - Phase 3 - Project 1	50421-1494		695,000				695,000
Robbinsdale Reconstruction - Phase 3	50421.1-1494			15,000	184,926		199,926
St. Patrick Street Reconstruction	50456					20,000	20,000
Stormwater Quality Review for Det Cells	50788	25,000					25,000
Viewfield Detention Dam Outlet Structure	50412			100,000	140,000		240,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187				225,000		225,000
Project Total 8911 - Drainage		3,316,368	2,460,666	1,397,375	2,704,526	2,593,034	12,471,969
Budget for 8911 - Drainage		2,659,279	2,686,672	2,714,339	2,826,112	2,942,357	13,828,759
Budget Minus Project Total		(657,089)	226,006	1,316,964	121,586	349,323	1,356,790
8913 - Misc Improvements							
11th St. Railroad Crossing	50173-1504	9,000					9,000
ADA Compliance Project	50761	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	91,000	100,000	100,000	100,000	100,000	491,000
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
Project Total 8913 - Misc. Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
Budget for 8913 - Misc. Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
Budget Minus Project Total		0	0	0	0	0	0
Budget Totals - Streets, Drainage, MIP		6,848,198	6,916,680	6,985,847	7,265,281	7,555,892	35,571,898
Project Totals - Streets, Drainage, MIP		6,310,918	7,567,466	5,371,000	8,437,092	7,167,057	34,853,533
Budget Totals Minus Project Totals		537,280	(650,786)	1,614,847	(1,171,811)	388,835	718,365
Total Cumulative Balance		(148,481)	(799,267)	815,580	(356,231)	32,604	

RAPID CITY TRANSIT

Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2011			
Rcpts.11-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive mainten	\$735,460.00	Federal (Sec 5307)
		\$630,235.00	Local
		<u>\$28,425.00</u>	State
		\$1,394,120.00	TOTAL
CALENDAR YEAR 2012			
Rcpts. 12-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive mainten	\$757,524.00	Federal (Sec 5307)
		\$649,142.00	Local
		<u>\$28,425.00</u>	State
		\$1,435,091.00	TOTAL
CALENDAR YEAR 2013			
Rcpts. 13-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive mainten	\$780,250.00	Federal (Sec 5307)
		\$668,617.00	Local
		<u>\$28,425.00</u>	State
		\$1,477,292.00	TOTAL
Rcpts. 13-2	Capital assistance for purchase of eight 30ft. AD. approved transit vehicles	\$1,660,000.00	Federal (Sec 5309)
		<u>\$340,000.00</u>	Local
		\$2,000,000.00	TOTAL
Rcpts. 13-3	Capital assistance for purchase of four ADA approved paratransit vehicles	\$381,800.00	Federal (Sec 5309)
		<u>\$78,200.00</u>	Local
		\$460,000.00	TOTAL
CALENDAR YEAR 2014			
Rcpts. 14-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service and preventive mainten	\$803,658.00	Federal (Sec 5307)
		\$688,676.00	Local
		<u>\$28,425.00</u>	State
		\$1,520,759.00	TOTAL
Rcpts. 14-2	Capital assistance for purchase of four ADA approved paratransit vehicles	\$400,890.00	Federal (Sec 5309)
		<u>\$82,110.00</u>	Local
		\$483,000.00	TOTAL
CALENDAR YEAR 2015			
Rcpts. 15-1	Annual Operating Assistance for Fixed Route	\$827,768.00	Federal (Sec 5307)

Box Elder Planned Roadway Improvement Projects

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2011	Radar Hill Rd (local match for PC# 01DE)	1	Reconstruction for Vertical & Horizontal Realignment	\$ 247,000
2012	Structure on Spruce St over Box Elder Creek (local match for PC# H081)		Structure & Approach Grading	\$ 50,000
Total				\$ 297,000

Meade County Road and Street Projects within the MPO – 5 Year Plan

Project ID	Road or Street	From	To	Length (Miles)	Description	Cost Million(s)
MC –LV1	Anderson Road	Sturgis Road	End of Road	0.75	Re-surface asphalt road	0.35
MC-HV1	Elk Creek Road	I-90	Erickson Ranch Road	6.0	Purchase R.O.W. for re-alignment project	0.1
MC-HV2	Erickson Ranch Road	Elk Creek Road	Peaceful Pines Rd	5.3	Re-construct and Re-surface	2.5
MC-HV3	N. Deadwood Ave. & Peaceful Pines Rd	I-90	Meade County Line	1.5	Re-construct and Re-surface	1.5
MC-LV2	2 nd Street & Chestnut	I-90	Piedmont City Limits	0.5	Re-construct and Re-surface	0.25 to 0.4
MC-HV4	Elk Vale Road	Pennington/Meade Co. Line	224th	1.0	Re-construct and Re-surface	0.5
MC-LV3	Elk Vale Road	224 th	Elk Creek Rd.	5	Reconstruction Re-surface	2.5
MC-HV5	224 th and 150th	Ellsworth AFB	225th	2	Road to be built by developers	N/A

TRANSPORTATION IMPROVMENT PLAN
FOR PENNINGTON COUNTY
2011-2015

Year	Project	Length	Bridge Number	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	HES Funds	Federal Bridge Funds	Federal Priority Funds	Forest Highway Funds	STP Funds	Rd & Brdg	Total Funding
2012	P 6480(4)	13.7		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$5,000,000		\$2,760,000					\$2,240,000		\$5,000,000
2012	PENCO P-326102	0.5		Reservoir Road from Twilight Drive north to Meadow Ridge Drive	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$1,750,000	\$1,750,000								\$1,750,000
2013	PENCO P-420427	0.6		Plateau Lane from Twilight Drive south to Williams Street	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$1,950,000	\$1,950,000								\$1,950,000
				Totals	Totals:	\$8,700,000	\$3,700,000	\$2,760,000	\$0	\$0		\$0	\$2,240,000	\$0	\$8,700,000

Rapid City Area Transportation Improvement Program 2011 - 2015

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 (formerly Section 16) funding. Applications will be forwarded directly to the Office of Local Transportation Programs, South Dakota Department of Transportation, for consideration against the applications received Statewide. This list does not imply that any of the following vehicle requests will be funded within the Rapid City Area Metropolitan Planning Organization. Effective FY08, 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	FY2011	FY2012	FY 2013
30 Passenger Bus w/ lift	0	0	1
9/2 Mini-busses w/lift (11 passenger)	4	2	4
8 Passenger Vans	0	0	0
19 Passenger Mini-busses	0	1	0
6 Passenger Station Wagon	0	0	0
15 Passenger Vans	2	1	1
Wheel chair lift assembly	1	0	1
Total vehicles requested	6	4	5
Total funds requested	325,000	220,000	411,500

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.

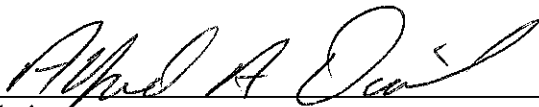
An Administrative Amendment to the TIP is:

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 2010-2011

The following is to demonstrate and resolve that the Rapid City Area Metropolitan Planning Organization's transportation planning process meets all applicable requirements of Self Certification Process (23 CFR 450.334).

1. Metropolitan Planning Organization (MPO) (Ref: 23 USC 134(b) and 23 CFR 450.306)

Describe the Entity Designated as the MPO

The Rapid City Area Metropolitan Planning Organization is an association of local and state governments made up the City of Rapid City, the City of Box Elder, Pennington County and Meade County. The South Dakota Department of Transportation (SDDOT), Ellsworth Air Force Base, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the local school districts also participate. The hosting agency that provides staff and all administrative support to the Metropolitan Planning Organization is the City of Rapid City.

2. Geographic Scope (Ref: 23 USC 134(c) and 23 CFR 450.308)

Describe the Physical Boundaries/Provide a Map

The Rapid City Urbanized Area includes the lands within the City of Rapid City urban growth boundary and the densely populated adjoining areas of Pennington and Meade Counties. The area is shown in the attached map.

3. Agreements (Ref: 23 USC 134(d) and 23 CFR 450.310)

A. Agreements in force among the participating agencies relative to the transportation planning process include:

1. Intergovernmental Agreement for the Purpose of Establishing the Rapid City Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2005 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 FY2010 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 2005-2030 Rapid City Area 2030 Long Range Transportation Plan was adopted in September 2005. Work is almost complete on the RapidTRIP2035 Plan with anticipated adoption in August 2010.

C. Transportation Improvement Program (TIP) (Ref: 23 USC 134(h) and 23CFR 450.23 & 26)

The Rapid City Area Metropolitan Planning Organization developed the 2010-2014 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.

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 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 Long Range Transportation Plan was amended in August 2007 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 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 August 2007. 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’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 on the basis of disability. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

Rapid City Area MPO Boundary

