

# **Rapid City Area Transportation Improvement Program (Fiscal Years 2012-2016)**

## **Prepared By:**

Rapid City Transportation Planning Division

## **In Cooperation With:**

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Meade County Highway Department  
City of Box Elder  
South Dakota Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

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**Draft Report  
July 2011**

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2012 - 2016)

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## **RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM**

**(Fiscal Years 2012 - 2016)**

### **- ABBREVIATIONS USED IN THIS DOCUMENT -**

<b>IM</b>	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.
<b>ADA</b>	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.
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>C &amp; G</b>	Curb and Gutter
<b>CIP</b>	Capital Improvement Plan
<b>CY</b>	Calendar Year
<b>DM&amp;E</b>	Dakota Minnesota and Eastern Railroad
<b>DOT</b>	United States Department of Transportation
<b>EPA</b>	United States Environmental Protection Agency
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>MPO</b>	Metropolitan Planning Organization
<b>NHS</b>	National Highway System
<b>PCCP</b>	Portland Cement Concrete Pavement
<b>PL</b>	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.
<b>RACT</b>	Reasonable Available Control Technologies which have been established by the EPA.

## ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

<b>RCATPP</b>	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
<b>ROW</b>	Right-Of-Way
<b>SAFETEA-LU</b>	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.
<b>SEC 5307</b>	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.
<b>SEC 5310</b>	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.
<b>SDDOT</b>	South Dakota Department of Transportation
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	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

Kerry Shoener  
Signature

Chairman  
Title

6-16-11  
Date

South Dakota Department of Transportation  
State Department of Transportation

D. Bennett  
Signature

Secretary  
Title

6/24/11  
Date

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2012 - 2016)

## 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 21, 2011.

## **B. The Transportation Improvement Program In Perspective**

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

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

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next five (5) years. Emphasis has been on area needs stated in RapidTRIP 2035, the Long Range Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that: "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible".

## **II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS**

### **A. Project Selection And Prioritization**

The 2012-2016 Rapid City Area Transportation Improvement Program (TIP) represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrian. Projects are prioritized within each program year by funding category. The Rapid City Area Transportation Improvement Program is developed cooperatively by the South Dakota Department of Transportation (SDDOT), the local participating units of government, agencies, and the committees of the Metropolitan Planning Organization (MPO). The development of the Rapid City Area Transportation Improvement Program is a result of a series of meetings between state and local transportation officials in which the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions have been developed and



initiated into the Rapid City Area Transportation Improvement Program by the governmental entity having jurisdiction.

State projects included within the TIP are also found in SDDOT's Statewide Transportation Improvement Program (STIP). The projects identified in the Statewide Transportation Improvement Program have been prioritized based on overall needs at the State level and the availability of funds for each the regions in South Dakota. The South Dakota Transportation Commission approves the Statewide Transportation Improvement Program after the Metropolitan Planning Organization acts on the Transportation Improvement Program. Projects located within the cities are drawn from either the city's Capital Improvements Program (CIP), as in the case of Rapid City, or developed internally through other planning and budgeting processes. County projects are developed internally and funding sources are included in the annual provisional budget for the Highway Departments.

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

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

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

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

## **B. Financial Constraint**

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

1. **Assessments** – Cost recoveries levied against real property based upon the cost of improvements made by the city.
2. **Bond funds** – Funds derived from the issuance of general obligation or revenue bonds by the City. These bonds constitute an obligation of the City to repay principal and interest over a specified number of years from general or other revenues of the City.
3. **Enterprise Funds** – Cost recoveries from user fees or surcharges against real property based upon the cost of improvement by the City. These costs are charged within a specific enterprise fund (water, wastewater, landfill, etc.).
4. **Federal Funds** – Grants or loans from the federal government which are required to be used for specific purposes or projects.
5. **General Fund** – The fund used to account for all financial resources, except those required to be accounted for in another fund. The City's general fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.
6. **Other Funds** – Special revenue or trust funds that account for revenues restricted for specific purposes.
7. **State Funds** – Grants or loans from the State of South Dakota for specific purposes or projects.
8. **Sales Tax (2<sup>nd</sup> 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 – Federal Funds Programmed in the Metropolitan Planning Area

	2012	2013	2014	2015	2016	Total
<b>Interstate Maintenance</b>						
Federal	\$5,003,000	\$0	\$11,533,000	\$34,739,000	\$10,213,000	\$61,488,000
State Match	\$585,000	\$0	\$1,702,000	\$5,028,000	\$1,013,000	\$8,328,000
Sub Total	\$5,588,000	\$0	\$13,235,000	\$39,767,000	\$11,226,000	\$69,816,000
<b>Minor Arterial Projects</b>						
Federal	\$0	\$0	\$2,076,000	\$0	\$0	\$2,076,000
State Match	\$0	\$0	\$457,000	\$0	\$0	\$457,000
Sub Total	\$0	\$0	\$2,533,000	\$0	\$0	\$2,533,000
<b>State Highway System Urban Projects</b>						
Federal	\$1,972,000	\$0	\$19,022,000	\$5,194,000	\$5,085,000	\$31,273,000
State Match	\$492,000	\$0	\$4,774,000	\$2,268,000	\$1,119,000	\$8,653,000
Sub Total	\$2,464,000	\$0	\$23,796,000	\$7,462,000	\$6,204,000	\$39,926,000
<b>Bridge Projects</b>						
Federal	\$1,244,000	\$192,000	\$0	\$0	\$0	\$1,436,000
State Match	\$284,000	\$49,000	\$0	\$0	\$0	\$333,000
Sub Total	\$1,528,000	\$241,000	\$0	\$0	\$0	\$1,769,000
<b>Railroad Crossing Improvement Projects</b>						
Federal	\$99,000	\$0	\$0	\$0	\$0	\$99,000
Local Match (Rapid City)	\$11,000	\$0	\$0	\$0	\$0	\$11,000
Sub Total	\$110,000	\$0	\$0	\$0	\$0	\$110,000
<b>Local Urban System Projects</b>						
Federal	\$0	\$2,294,000	\$2,520,000	\$984,000	\$0	\$5,798,000
State Match	\$0	\$506,000	\$555,000	\$216,000	\$0	\$1,277,000
Local (Rapid City)	\$0	\$500,000	\$0	\$3,000,000	\$0	\$3,500,000
Sub Total	\$0	\$3,300,000	\$3,075,000	\$4,200,000	\$0	\$10,575,000
<b>Roadway Safety Improvements</b>						
Federal	\$745,000	\$1,070,000	\$1,579,000	\$795,000	\$3,029,000	\$7,218,000
State Match	\$30,000	\$66,000	\$84,000	\$30,000	\$0	\$210,000
Local (Penn Co)	\$0	\$0	\$0	\$0	\$337,000	\$337,000
Sub Total	\$775,000	\$1,136,000	\$1,663,000	\$825,000	\$3,366,000	\$7,765,000
<b>Pavement Preservation Projects</b>						
Federal	\$1,159,000	\$0	\$0	\$0	\$0	\$1,159,000
State Match	\$255,000	\$0	\$0	\$0	\$0	\$255,000
Sub Total	\$1,414,000	\$0	\$0	\$0	\$0	\$1,414,000
<b>County Secondary and Off System Projects</b>						
Federal	\$0	\$1,835,000	\$1,802,000	\$0	\$0	\$3,637,000
State Match	\$94,000	\$499,000	\$94,000	\$94,000	\$0	\$781,000
Local (Penn Co)	\$62,000	\$2,822,000	\$460,000	\$62,000	\$0	\$3,406,000
Sub Total	\$156,000	\$5,156,000	\$2,356,000	\$156,000	\$0	\$7,824,000
<b>Special Projects</b>						
Federal	\$0	\$0	\$35,000	\$0	\$0	\$35,000
State Match	\$0	\$0	\$7,000	\$0	\$0	\$7,000
Sub Total	\$0	\$0	\$42,000	\$0	\$0	\$42,000
<b>Total for Fiscal Year</b>	<b>\$12,035,000</b>	<b>\$9,833,000</b>	<b>\$46,700,000</b>	<b>\$52,410,000</b>	<b>\$20,796,000</b>	<b>\$141,774,000</b>

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

	2012	2013	2014	2015	2016	Total
<b>Rapid City Capital Improvements Program</b>						
Local	\$3,332,654	\$5,352,500	\$4,308,320	\$4,455,723	\$5,663,099	\$23,112,296
<b>Pennington County Capital Improvements Program</b>						
Local	\$121,400	\$3,900,000	\$3,338,000	\$ -	\$ -	\$7,359,400
<b>Meade County Capital Improvements Program</b>						
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 2012- 2016 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 (2012) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2013-2016) 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 2012-2016 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 2012-2016 is included on page 24.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2012-2016 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 2012-2016 is included on page 26.

### III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2012 – 2016 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 2012-2016 STIP

Report Date 6/15/2011

By Category				Interstate Maintenance Projects						
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost
								¥	¥	¥
1.00	* 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; PE	3,292	2012	3,618
5.00	* 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	Purchase ROW	1,711	2012	1,970
-----										
30.00	IM-EM	01XA	Pennington	0.3	I90E I90WF	I90 - Exit 61	Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61	1,905	2014	2,140
-----										
Also Funded In:										
				Item Category		Total Project Cost				
				8.00 Special Projects		0.042		2,182		
-----										
31.00	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 & Joint Modification to SD445 Over I90, Str. #52-390-278	0.642	2014	0.706
-----										
38.00	IM 0901(148)40	01KK	Meade	4.5	I90EF	South I90 Service Road fm Exit 40 to Exit 44 including structure crossing for Elk Creek, Little Elk Creek & Unknown Creeks, Interstate Crossover & Clover Place Service Road on the N Side of Exit 40	Rural Grading, AC Surfacing, New Bridge, New Culvert & Crossover	8,986	2014	10,389
-----										
43.00	* IM 0901(38)40	5580	Meade	4.7	I90E I90W	I90 EBL & WBL between Exits 40 and 44 & Reconstruct Exit 44 Interchange	Reconstruct With PCCP Surf & Str.s & Exit 44 Interchange	23,728	2015	27,142
-----										
45.00	* IM 1902(61)0	1162	Pennington	1.1	I190N I190S	I190 - Exit #1 in Rapid City (Silver Street), & fm the Jct of US16/SD44 (Omaha) N 1.1 Mi	Interchange Replacement - Grading, PCCP & Str and Remove & Replace PCCP	11,011	2015	12,625
-----										
						2015		5.8 Miles		39,767

Interstate Maintenance Projects										
By Category	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds \$	Fiscal Year	Total Cost (Mill \$)
53.00	IM 0902(112)59	6568	Pennington	0.0	I90E I90W	I90 - Exit 59, LaCrosse Street in Rapid City	Interchange Improvement	6.136	2016	6.745
55.00	* IM 0901(108)40	3465	Meade	4.5	I90EF I90WF	Reconstruct Service Road fm Exit 40 to Exit 44 W of I90	Rural Grading, AC Surfacing, New Culvert	2.725	2016	2.995
62.00	IM 0040( )	035F	Pennington	0.0	I190N I190S I90E I90W	Rapid City Region on I90	Scour Protection	0.718	2016	0.789
64.00	IM 0901( )10	035J	Lawrence Meade Pennington	0.0	I90E I90W	Structure 0.3 W of US85 Over Spearfish Creek & I90E Off Ramp; Structures 2.1 E of Elk Vale Road Over a Creek; Structure at the Tilford Interchange	Epoxy Chip Seals, Joints; Epoxy Chip Seal; Epoxy Chip Seal, Curb Repair	0.634	2016	0.697
				2016	4.5 Miles	2016	4.5 Miles	11.226		

Interstate Maintenance Projects - Total by Category - 02 2112 Miles 69.816

Minor Arterial Projects										
By Category	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds \$	Fiscal Year	Total Cost (Mill \$)
59.00	P 0044(172)26	038C	Pennington	13.8	SD44	SD44 - Fm US385 to Chapel Lane in Rapid City	Mill & AC Overlay	2.076	2014	2.533
				2014	13.8 Miles	2014	13.8 Miles	2.533		

Minor Arterial Projects - Total by Category - 10 1018 Miles 2.533

State Highway System Urban Projects

By Category

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds		Fiscal Total
								Year	Cost(Mill \$)	
11.00	P 0231(11)81	02R2	Meade Pennington	5.8	SD231 SD231N SD231S	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	1.972	2013	2.464
-----										
							2013	5.8	Miles	2.464
16.00	P 0016(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	5.586	2014	7.043
-----										
18.00	P 0044(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	6.131	2014	7.839
-----										
20.00	P 0231(12)79	02R5	Pennington	1.2	SD231 SD231N SD231S	SD231, SD231 N and SD231 S from Sheffer St. to West of the Divided Lanes in Rapid City	Reconstruct	7.305	2014	8.914
-----										
							2014	3.2	Miles	23.796
23.00	P 0016(79)67	027C	Pennington	0.8	US16	US16 - From St. Patrick St. to Kansas City St. in Rapid City	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCCP Surfacing	5.914	2015	7.462
-----										
							2015	0.8	Miles	7.462
26.00	P 0044(167)44	027K	Pennington	0.9	SD231 SD44	SD44 Omaha St. from Mt. View Road to the divided lanes east of Mt. View Road & SD231, SD231 N and SD231 S from the Jct. with SD44 to Sheffer Street in Rapid City	Grading & PCCP Surfacing	5.085	2016	6.204
-----										
							2016	0.9	Miles	6.204



By Category							Bridge Projects			
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
16.00	P 0016(77)67	6492	Pennington	0.0	SD44	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	US16 - Epoxy Chip Seal, Joint Modification, Zone Paint & Reset Bearings; SD44 - Deck Overlay, Approach Guard Rail, Approach Slabs & Replace Bridge Rail; Joint Modification; SD79NF - Fatigue Retrofit	0.886	2012	1.081
24.00	BRF	00KS	Pennington	0.0	SD44	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	0.358	2012	0.447
55.00	BRF	02A5	Custer	0.0	SD44E	US16A - 1.8 E & 2.0 E of SD89N; SD44 - 2.2 E of the Jct of US16B Over a Creek	Scour Protection	0.192	2014	0.241
	BRF	039W	Pennington		SD44W US16A		2012	0.0	Miles	1.528
							2014	0.0	Miles	0.241

Bridge Projects - Total for Category 77 0.0 Miles 1.769

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 \$)
14.00	PS 8052(62)	03C1	Pennington	0.0		Maple Ave. in Rapid City, DM&E xing #190261.	Railroad Crossing Rehabilitation for Pedestrians	0.099	2012	0.110
							2012	0.0	Miles	0.110
								0.0	Miles	0.110

Railroad Crossing Improvement Projects - Total for Category 60 0.0 Miles 0.110

By Category		Local Urban Systems Projects									
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost	
								¥	Year	(Mill \$)	¥
18.00	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	2,294	2013	2,800	
Total = \$3.3 (STP w/Match = \$2.8; Local Funds = \$0.5)											
19.00	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	
Total = \$4.2 (STP w/Match = \$1.2; Local Funds = \$3.0)											
24.00	P 1774(06)	02SF	Pennington	0.7		East Blvd & East North St. from St. Joseph St. to Maple Ave. in Rapid City	PE, Grading, Intersection Improvement, Traffic Signals, Curb & Gutter, Storm Sewer, Sidewalk, PCCP, Lighting	0,984	2015	1,200	
Total = \$4.2 (STP w/Match = \$1.2; Local Funds = \$3.0)											
Local Urban Systems - Total for Category 71											7.075

By Category							Roadway Safety Improvement			
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds \$	Fiscal Year	Total Cost(Mill \$)
4.00	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
11.00	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
17.00	PH 0040(12)	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
27.00	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
30.00	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
39.00	PH 0040(13)	02MM	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.225	2013	0.225
41.00	PH 0902(155)59	03AX	Pennington	0.0	190E	190 EB Ramp & LaCrosse St	Intersection improvement & relocate traffic signals	0.325	2013	0.361
-----										
							2013	0.0 Miles		1.136
49.00	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
52.00	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
56.00	PH 8047(25)	02CX	Meade Pennington Ziebach	0.0		Various County & Township Roads in Meade County, Various Township Roads in Pennington County, & Various City Roads in Ziebach County	Signing & Delineation	0.300	2014	0.300
58.00	PH 0040(14)	02MN	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2014	0.250
61.00	PH 1902(65)0	03AZ	Pennington	0.0	1190N 1190S	Intersection of US16 & 1190 & West Blvd	Signal Improvement	0.484	2014	0.538
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							2014	0.0 Miles		1.663

Roadway Safety Improvement										
By Category	Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds \$	Fiscal Total Cost(Mil \$)
	66.00	PH 0040(17)	02MS	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.275	2015 0.275
	67.00	PH 0040(15)	02MT	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.250	2015 0.250
	75.00	PH 0040(16)	02N3	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2015 0.300
	95.00	PH 6730( )	01DJ	Pennington	2.0		Box Elder - Pennington Co Rd 14-16 - From Westgate Rd. (Duster's Corner) East to Ellsworth Rd.	Reconstruction - Convert divided section to a 3-lane section	3.029	2016 3.366
Roadway Safety Improvement - Total for Category 75										
								2015 0.0 Miles		2016 2.0 Miles
										3.366

Pavement Preservation Projects										
By Category	Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds \$	Fiscal Total Cost(Mil \$)
	1.00	P 0041(15)	032K	Pennington	42.8	SD44 US14 US14E US14W	Various Highways in the Rapid City Area	Chip Seal	0.999	2012 1.219
	16.00	P 0041(14)	02WD	Lawrence Pennington	0.0	SD44 US16E US16W US85	Various routes in the Rapid City Area	Crack Sealing	0.160	2012 0.195
Pavement Preservation Projects - Total for Category 81										
								2012 42.8 Miles		1.414

County Secondary and Off System Projects											
By Category	Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
	13.00	P 000S(00)324	01ET	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2012	0.153
		State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156									
	30.00	* P 6480(04)	5777	Pennington	9.7		Sheridan Lake Road from Jct. of US385 to Alberta Road	PE, Grading, Base Course, C&G, AC Surfacing	1.835	2013	2.240
		Total Project Cost = \$5.0 mill.; Available STP funds and State Match = \$2.24 mill.; Local Funds = \$2.76 mill.									
	35.00	P 000S(00)	01XM	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2013	0.153
		State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156									
	48.00	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	PE, Asphalt Surfacing	1.802	2014	2.200
	53.00	P 000S(00)	02DT	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2014	0.153
		State = 60%, \$0.094 Local = 40%, \$0.062 Total = \$0.156									
	65.00	P 000S(00)	02ST	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2015	0.153
		\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)									
County Secondary and Off System Projects - Total for Category 92											
197 Miles 5.052											
By Category	Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
	8.00	IM-EM	01XA	Pennington	0.3	I90E I90W	I90 - Exit 61	Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61	0.035	2014	0.042
		Also Funded In:									
		Item	Category								
		30.00	Interstate Maintenance Projects								
		Total Project Cost									
		2.182									
		2014	0.3	Miles							
Special Projects - Total for Category 94											
0.3 Miles 0.042											

\* Costs reflect anticipated inflation

**Capital Plan for  
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<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Fund Total</b>
<b>8910 - Streets</b>							
44th Street Phase 2 - W. Main to W. Chicago	50719			50,000		460,000	510,000
9th Street Reconstruction, Fulton to Columbus	50435		15,000	220,000			235,000
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1					99,000	99,000
Bridge Inspections	50630	2,500	1,000	2,500	1,000	2,500	9,500
Bridge Maintenance	50752	56,239		50,000	50,000	50,000	206,239
Centennial St Improvements, Elm to Michigan	50425	100,000					100,000
Collector & Arterial Street Maintenance	50798	200,000	350,000	200,000	200,000	200,000	1,150,000
Contingency/Inflation for 8910 - Streets	8910Inflat	137,300	144,000	148,320	154,573	159,210	743,403
Downtown Area Improve Kansas City-5thToEastBlvd	50119-1170	150,000	2,900,000				3,050,000
Downtown Area Improvement Project - 7th Street	50799				210,000	2,000,000	2,210,000
East Boulevard Water Transmission Main	50463					60,000	60,000
East North St. Reconstruction, Maple to Lacrosse	50865		280,000				280,000
East North St. Reconstruction, St. Joe to Maple	50866				2,960,950		2,960,950
East Saint Joseph St Overlay	50801	250,000					250,000
Elm Ave. Reconstruction South - Phase 4	50643-1777	1,022,615					1,022,615
Fulton St Sewer Reconstr, 12th to Tompkins	50377					21,389	21,389
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Jackson Blvd & W. Main St Intersection Reconstr	50858	0	250,000				250,000
Minnewasta Street Utilities	50383	154,000					154,000
Mt. Rushmore Road Reconstr,St.Patrick St-Kansas City	50867	25,000			116,700		141,700
Mt. Rushmore Road Reconstr,Tower Rd-St. Patrick St	50840			162,000			162,000
Nordby Lane Reconstruction	50803				20,000	262,500	282,500
Robbinsdale-E.St.Charles, Belleview	50389.4-2	53,000		683,000			736,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1			1,754,500			1,754,500
Robbinsdale-Maple, Grandview, Nevada	50421.3-2					85,000	85,000
Robbinsdale-St.Cloud, 3rd, Franklin	50389.4-3					45,000	45,000
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	550,000					550,000
St. Cloud Street Reconstruction	50796				20,000	217,000	237,000
St. Patrick Street Reconstruction	50456				60,000	50,000	110,000
Street Rehabilitation	50549	550,000	550,000	550,000	550,000	550,000	2,750,000
W. Blvd NE Reconstr North to Anamosa	50879			35,000		785,000	820,000
W. Chicago Street/Drainage Reconstr, Seeaire- Wedge	50364-1187	57,000	785,000				842,000
W. Omaha Water Transmission Main	50457		50,000	400,000			450,000
W. St. Cloud St. & Harmony Ln. Street & Utilities	50712				87,500	591,500	679,000
Woodlawn Drive Sanitary Sewer Replacement	50623		2,500	28,000			30,500
<b>Project Total 8910 - Streets</b>		<b>3,332,654</b>	<b>5,352,500</b>	<b>4,308,320</b>	<b>4,455,723</b>	<b>5,663,099</b>	<b>23,112,296</b>
<b>Budget for 8910 - Streets</b>		<b>4,030,008</b>	<b>4,071,508</b>	<b>4,239,169</b>	<b>4,413,535</b>	<b>4,594,877</b>	<b>21,349,097</b>
<b>Budget Minus Project Total</b>		<b>697,354</b>	<b>(1,280,992)</b>	<b>(69,151)</b>	<b>(42,188)</b>	<b>(1,068,222)</b>	<b>(1,763,199)</b>

**Capital Plan for  
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<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Fund Total</b>
<b>8911 - Drainage</b>							
44th Street Phase 2 - W. Main to W. Chicago	50719			30,000		185,000	215,000
9th Street Reconstruction, Fulton to Columbus	50435		5,000	60,000			65,000
Arrowhead DBDP Element 251 Detention Cell	50384	75,000	250,000				325,000
Arrowhead Drainage Basin Det Cell 201 Main	50786				25,000		25,000
Baldwin Street Reconstruction, Wentworth-Wedgewood	50822.1-1					7,000	7,000
Black Fox Drive Drainage Improvement	50582-1712				20,000		20,000
Box Elder Drainage Basin Plan	50360-1451	250,000					250,000
Centennial Street Improvements Elm to Michigan	50425	25,000					25,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	75,000	77,250	79,600	82,784	85,267	399,901
Deadwood Ave. Drainage Channel Outlet	50026			520,000			520,000
Downtown Area Improve Kansas City-5thToEastBlvd	50119-1170	20,000	355,000				375,000
Downtown Area Improvement Project - 7th Street	50799				22,500	220,000	242,500
East Boulevard Water Transmission Main	50463					30,000	30,000
East North St. Reconstruction, Maple to Lacrosse	50865		60,000				60,000
East North St. Reconstruction, St. Joe to Maple	50866				1,581,050		1,581,050
Elm Ave. Reconstruction South - Phase 4	50643-1777	209,126					209,126
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000	5,000	25,000
Idlewild Box Culvert	50715			15,000	150,000		165,000
Jackson Blvd & West Main Intersection	50858	0	75,000				75,000
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		95,000	625,000	625,000	1,375,000
Jackson Blvd Utilities Mt. View to Rapid Creek	50351-1509a	1,342,000	138,332				1,480,332
Leland Ln/Rushmore St Sewer/Water Main Reconstr	50802	119,000	119,000				238,000
Meade Channel, Birch St. Crossing Improvements	50378				15,000	150,000	165,000
Meade-Hawthorne Det Cell 380	50763			140,000			140,000
Meade-Hawthorne Elements 47 and 240	50758		75,000	750,000			825,000
Midwestern Levee Swale Improvements	50706		25,000				25,000
Mt. Rushmore Road Reconstr, St. Patrick St-South St	50867	25,000			143,290		168,290
Mt. Rushmore Road Reconstr, Tower Rd-St. Patrick St	50840			55,000			55,000
Nordby Lane Reconstruction	50803				10,000	47,500	57,500
Perrine Drainage Outfall Element 8	50836	45,000					45,000
Rand Road Drainage Channel-Phase 2	50759-1839	150,000					150,000
Robbinsdale-E.St.Charles, Belleview	50389.4-2	15,000		187,000			202,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1			639,000			639,000
Robbinsdale-Maple, Grandview, Nevada	50421.3-2					10,000	10,000
Robbinsdale-Wisconsin, Nathan, Sterns	50421.3-3	75,000					75,000
St. Patrick Street Reconstruction	50456				20,000	15,000	35,000
Viewfield Detention Dam Outlet Structure	50412		100,000	140,000			240,000
W. Blvd NE Reconstr North to Anamosa	50879			25,000		275,000	300,000
W. Chicago Street/Drainage Reconstr, Seearre- Wedge	50364-1187	20,000	253,000				273,000
<b>Project Total 8911 - Drainage</b>		<b>2,480,126</b>	<b>1,537,582</b>	<b>2,740,600</b>	<b>2,699,624</b>	<b>2,122,267</b>	<b>11,580,199</b>
<b>Budget for 8911 - Drainage</b>		<b>2,686,672</b>	<b>2,714,339</b>	<b>2,826,112</b>	<b>2,942,357</b>	<b>3,063,251</b>	<b>14,232,731</b>
<b>Budget Minus Project Total</b>		<b>206,546</b>	<b>1,176,757</b>	<b>85,512</b>	<b>242,733</b>	<b>940,984</b>	<b>2,652,532</b>

**Capital Plan for  
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<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Fund Total</b>
<b>8913 - Misc Improvements</b>							
ADA Compliance Project	50761	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	100,000	100,000	100,000	100,000	100,000	500,000
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
<b>Project Total 8913 - Misc. Improvements</b>		200,000	200,000	200,000	200,000	200,000	600,000
<b>Budget for 8913 - Misc. Improvements</b>		200,000	200,000	200,000	200,000	200,000	600,000
<b>Budget Minus Project Total</b>		0	0	0	0	0	0
<b>Budget Totals - Streets, Drainage, MIP</b>		6,916,680	6,985,847	7,265,281	7,555,892	7,858,128	36,181,828
<b>Project Totals - Streets, Drainage, MIP</b>		6,012,780	7,090,082	7,248,920	7,355,347	7,985,366	35,292,495
<b>Budget Totals Minus Project Totals</b>		903,900	(104,235)	16,361	200,545	(127,238)	889,333
<b>Total Cumulative Balance</b>		345,783	241,548	257,909	458,454	331,215	331,215
<b>Legend</b>							
	Rescheduled	Revised	Added				



# RAPID CITY TRANSIT

## 2012-2016 TIP Amendment

Project Number	Project Description	Estimated Costs	Funding Sources
<b>CALENDAR YEAR 2012</b>			
<b>Rcpts. 12-1</b>	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
<b>CALENDAR YEAR 2013</b>			
<b>Rcpts. 13-1</b>	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
<b>Rcpts. 13-2</b>	Capital assistance for purchase of eight 30ft. AD. approved transit vehicles	\$1,660,000.00	Federal ( Sec 5307)
		<u>\$340,000.00</u>	Local
		\$2,000,000.00	TOTAL
<b>Rcpts. 13-3</b>	Capital assistance for purchase of four ADA approved paratransit vehicles	\$381,800.00	Federal (Sec 5307)
		<u>\$78,200.00</u>	Local
		\$460,000.00	TOTAL
<b>CALENDAR YEAR 2014</b>			
<b>Rcpts. 14-1</b>	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
<b>Rcpts. 14-2</b>	Capital assistance for purchase of four ADA approved paratransit vehicles	\$400,890.00	Federal (Sec 5307)
		<u>\$82,110.00</u>	Local
		\$483,000.00	TOTAL
<b>CALENDAR YEAR 2015</b>			
<b>Rcpts. 15 -1</b>	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
2012	Structure on Spruce St over Box Elder Creek		Structure & Approach Grading	\$ 50,000
<b>Total</b>				<b>\$ 50,000</b>

**2011  
MEADE COUNTY HIGHWAY  
ASPHALT PERSERVATION PLAN**

The scope of work and timing are subject to changes in the 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 2011	ESTIMATE 2011	PRIOR CHIP SEAL	FUTURE CHIP SEAL	OVERLAY	CONDITIONS --NOTES
Alkali Road	5.2		\$	2010	2014		Fair condition -- This is an older asphalt surface that needs an overlay in the near future.
Anderson Road	.8		\$		2014		Good condition -- Asphalt overlay completed 2010
Avalanche Road	1.7	Patch as needed to delay needed repairs.	\$ 2,000	2006			Failed condition -- Repair as the road continues to fail. This road needs reconstruction in the near future.
Bixby Road	1		\$	2009	2014		Fair condition -- Follow Perkins County program.
Black Hawk (West Elm/Sierra)	1		\$	2010	2014		Fair condition -- Older asphalt surface.
Blucksberg	.5		\$	2008	2012		Good condition
Deadwood Ave/Peaceful Pines E.	2.1	Patch	\$ 10,000				Failed condition -- Complete work on right of way. Decision needed on design & funding.
Elk Creek Road	7		\$	2008	2012		Fair/Good condition -- 4.5 miles need an overlay in the near future. 2.5 miles overlaid in 2005
Erickson Ranch Road	7		\$	2010	2014		Fair condition -- This road needs an overlay in the near future.
Haines Ave.	6	Chip Seal	\$ 130,000		2011		Good condition
Nemo Road	.6		\$		2012		Good condition -- Overlay completed in 2008.

New Underwood Road (North)	8.5	Rebuild	\$1,600,000				Construct 2011 Asphalt surface 2012
New Underwood (Center)	14	Repair failures and slide area	\$ 100,000		2012		Fair Condition -- Slide area and failed surface areas. Substantial cracks w/aggressive repair.
New Underwood (South)	7.5	Mill & Patch	\$ 10,000		2014		Fair Condition -- Repaired in 2010 (short term). Rough area by bridge
Piedmont Streets	2	Drainage project & Patch	\$ 30,000		N.A.		Fair/Poor condition -- Patch and wait for Piedmont water/sewer plan. Asphalt millings surface.
Peaceful Pines W.	2.1		\$	2008	2012		Good condition
Pleasant Valley	1.7		\$	2010	2014		Good condition -- Overlay completed in 2006.
Sidney Stage Rd	1.5	Patch	\$ 2,000				Fair/Poor Condition- This road needs a plan to preserve or allow it to fail.
Stage Stop Road	.4		\$	2008	2012		Fair condition -- This is an older asphalt surface that needs an overlay in the near future. Future bike path.
Tilford Road	.3		\$		N.A.		Poor condition -- Failing asphalt millings. Decision needed on the future of this road.
Vanocker Canyon	11		\$	2008	2012		Good condition -- Monitor slide areas and work with U.S. Forrest Service on slide mitigation plan.
Whitewood Service Road	.4		\$	2008	2012		Good condition

**TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2012-2016**

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	BRO 8052(51)		940-159	Structure 2E & 2N of Creighton over Stockdam Spillway	Structure Rehabilitation	\$225,000				\$180,000				\$45,000	\$225,000
2012	BRO 8052(53)	0.1	677-290	6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$190,000				\$152,000				\$38,000	\$190,000
2012	BRO 8052(54)	0.1	666-290	5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$192,000				\$153,600				\$38,400	\$192,000
2013	P 6480(4)	13.7		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt	\$8,000,000		\$5,129,399					\$2,870,601		\$8,000,000
2013	PENCO P-326102	0.5		Reservoir Road from Twilight Drive north to Meadow Ridge Drive	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt	\$1,950,000	\$1,950,000								\$1,950,000
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
2014		0.1	500-347	3.5 W & 1.3 N of Caputa on Bradsky Rd	Structure	\$290,000				\$232,000				\$58,000	\$290,000
2014	P6403	14.5		Deerfield Road from 1.5 mi. NE of Deerfield, SW, SE, and E 14.5 mi. to the intersection of FR	Asphalt Concrete Surfacing (Total = \$2.3; STP/State Match = \$1.57; Local Funds =	\$2,300,000							\$1,570,000	\$730,000	\$2,300,000
2014	EM-BRF 6403(6)	9.5		South Rochford Road from Rochford south to Fm 228 St. at New Underwood, S 7 mi. on 161 Ave., W 1.5 mi. and S 2.5 mi. on Base Line Road to SD 44	Grading, Drainage, Base Course, & Asphalt Concrete	\$10,200,000		\$2,550,000			\$7,650,000				\$10,200,000
2017	P 6121	11.0		Underwood, S 7 mi. on 161 Ave., W 1.5 mi. and S 2.5 mi. on Base Line Road to SD 44	Asphalt Concrete Surfacing (Total = \$1.76; STP/State Match = \$1.569; Local Funds = \$0.191	\$1,760,000							\$1,569,000	\$191,000	\$1,760,000
2017	BRF 6220	0.2		Structure 0.1S & 0.1E of Reptile Gardens over Spring Creek SN 52-396-367	Structure & Approach Grading 2015	\$425,000				\$340,000				\$85,000	\$425,000
2017	BRF 6220	0.2		Structure 0.3S & 0.5E of Reptile Gardens over Spring Creek SN 52-399-370	Structure & Approach Grading 2015	\$350,000				\$280,000				\$70,000	\$350,000
2017	BRF 6181	0.2		Structure 0.8W & 1.3S of Mystic over Castle Creek SN 52-199-315	Structure & Approach Grading 2015	\$282,000				\$225,600				\$56,400	\$282,000

TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2012-2016

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
2018	BRO 8052	0.2		Structure 0.2E & 0.7S of Quinn over a Creek SN 52-970-374	Structure & Approach Grading 2016	\$284,000				\$227,200				\$56,800	\$284,000
2018	BRO 8052	0.2		Structure 0.2E & 0.8S of Quinn over Cottonwood Creek SN 52-970-376	Structure & Approach Grading 2016	\$284,000				\$227,200				\$56,800	\$284,000
2019	BRO 8052( )	0.1	312-433	0.8 W of Keystone over Battle Creek	Structure Rehabilitation	\$174,000				\$139,200				\$34,800	\$174,000
2019	P 6404	6.1		Nemo Road from the North County Line, E, SE 6.1 mi. (to between Palmer Road and Schmitz Trail)	Asphalt Concrete Surfacing	\$976,000							\$976,000		\$976,000
2019	BRO 8052	0.2		Structure 0.8E & 1.9S of Johnson Siding over Rapid Creek SN 52-316-317	Structure & Approach Grading 2017	\$250,000				\$200,000				\$50,000	\$250,000
2019	BRO 8052	0.2		Structure 2.1W & 0.7S of the Fish Hatchery over Rapid Creek SN 52-355-324	Structure & Approach Grading 2017	\$550,000				\$440,000				\$110,000	\$550,000
2019	P 6164	5.4		Rochford Road from Rochford east to the Lawrence County Line	Grading, Drainage, Base Course, & Asphalt Surface	\$5,800,000									Unfunded
2019	P 6181	9.8		Mystic Road from Rochford Road south to the Tigerville Junction	Grading, Drainage, Base Course, & Asphalt Surface	\$10,300,000									Unfunded
				Totals	Totals:	\$46,732,000	\$3,900,000	\$7,679,399	\$0	\$2,796,800		\$0	\$6,985,601	\$1,620,200	\$30,632,000

# Rapid City Area Transportation Improvement Program 2012 - 2016

## 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	FY2012	FY 2013	FY 2014
30 Passenger Bus w/ lift	0	1	1
9/2 Mini-busses w/lift (11 passenger)	2	4	4
8 Passenger Vans	0	0	0
19 Passenger Mini-busses	1	0	0
6 Passenger Station Wagon	0	0	0
15 Passenger Vans	1	1	1
Wheel chair lift assembly	0	1	1
Total vehicles requested	4	5	5
Total funds requested	220,000	411,500	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:

- 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 2011-2012**

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 FY2011 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

B. Long Range Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)  
The federally compliant RapidTRIP2035 Long Range Transportation Plan was adopted in September 2010.

C. Transportation Improvement Program (TIP) (Ref: 23 USC 134(h) and 23CFR 450.23 & 26)  
The Rapid City Area Metropolitan Planning Organization develops the Transportation Improvement Program in cooperation and coordination with all of the members of the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization will coordinate its prioritization process and its list of transportation project priorities with SDDOT.

## 6. **Planning Emphasis Areas**

The Rapid City Area Metropolitan Planning Organization planning process addresses the FHWA/FTA planning emphasis areas in all projects and policies. The following is a description of these considerations, and a brief explanation of how the factors will be addressed.

### A. ***Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency***

It is among the goals of the Rapid City Area Metropolitan Planning Organization's transportation planning activities to support the economic vitality of the Rapid City Urbanized Area and beyond. The Rapid City Urbanized Area is the economic hub of the Black Hills region. Rapid City Area Metropolitan Planning Organization's transportation planning activities are to facilitate the movement of people and goods which is the key in promoting economic activities.

### B. ***Increase the safety of the transportation system for motorized and non-motorized users***

The safety of the transportation system was among the criteria used by the Rapid City Area Metropolitan Planning Organization in prioritizing transportation projects for funding. The Rapid City Area Metropolitan Planning Organization prepares an annual Pedestrian/Bicycle Crash Report to identify high crash areas for pedestrians and bicyclist. The Rapid City Area Metropolitan Planning Organization is also in the process of developing an Arterial Street Safety Study, which includes a review of street segment crash statistics, identification of street segments exceeding the statistical critical rate, and recommendations to reduce crashes based on analysis of crash types.

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

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

- D. Increase the accessibility and mobility options available to people and for freight**  
It is among the goals of the Rapid City Area Metropolitan Planning Organization's transportation planning activities to increase the accessibility and mobility options of people and freight in the Rapid City Urbanized Area. The Rapid City Area Metropolitan Planning Organization will continue working with local mobility advocacy groups, the cities, and counties to identify opportunities for increasing the accessibility and mobility options of all people in the Rapid City Urbanized Area. Rapid City Area Metropolitan Planning Organization staff has in the Coordinated Human Services Public Transportation Plans.
- E. Protect and enhance the environment, promote energy conservation, and improve quality of life**  
The Rapid City Area Metropolitan Planning Organization transportation planning activities include full consideration of environmental issues.
- F. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight**  
The Rapid City Area Metropolitan Planning Organization transportation planning process is comprehensive and includes all modes of transportation and the mobility needs of all people. Multi-modal and intermodal transportation planning will help provide connectivity across all modes and for all users of the system.
- G. Promote efficient system management and operations**  
The Rapid City Metropolitan Planning Organization approved the ITS Master Plan for Integration Strategies in November 2003. The Rapid City Area Metropolitan Planning Organization will continue to use ITS measures as a means of enhancing the efficiency of existing transportation system and operations.
- The Metropolitan Plan promotes a multi-modal transportation system. This approach will help to maximize transportation efficiency by providing multiple travel options. The ultimate goal will be to reduce the demand on the highway system, which will increase roadway capacity and reduce maintenance costs.
- H. Emphasize the preservation of the existing transportation system**  
Preservation of the existing transportation system is a priority in the Long Range Transportation Plan. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken "off the top" of the overall funding forecasts. The remaining funds were then allocated to capacity improvements and other non-preservation projects. The Long Range Transportation Plan devotes a large portion of available funds to the maintenance and preservation of existing transportation system.
- I. Coordinate with State DOT consultation efforts with non-metropolitan local officials**  
The adopted Rapid City Area Metropolitan Planning Organization Unified Planning Work Program contains tasks to coordinate transportation issues and activities with SDDOT.
- J. Enhance the technical capability of the transportation planning processes**

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

**K. *Linking the NEPA and planning processes***

The RapidTRIP 2035 Long Range Transportation Plan was amended in September 2010 to include environmental considerations that identify known historical, cultural, archeological, and natural resources. This amendment also identifies potential mitigation activities. The data in this amendment will help improve the project development process and hopefully speed project delivery.

**L. *Coordination and provision of Human Service and Transportation Disadvantaged Services (ADA, Elderly, and Disabled)***

Metropolitan Planning Organization staff and local transit service providers began working in 2007 to develop a coordinated human services transportation plan. A plan was completed in October 2007. The 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.