

Rapid City Area Transportation Improvement Program

(Fiscal Years 2017-2020)

**Final
August 2016**

Prepared By:

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

In Cooperation With:

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

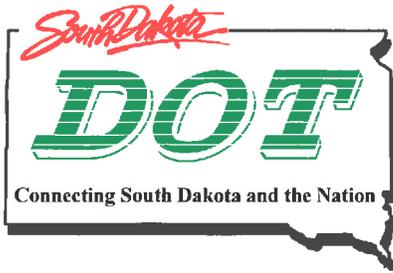
Adopted by:

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

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

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Rapid City Area MPO at 605-394-4120.

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."



Department of Transportation

Office of the Secretary

700 E Broadway Avenue

Pierre, South Dakota 57501-2586 605/773-3265

FAX: 605/773-3921

RECEIVED

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

September 9, 2016

Mr. Robert Heidgerken, Chair
Executive Policy Committee
Rapid City Metropolitan Planning Organization
City of Rapid City
300 6th Street
Rapid City, SD 57701-1332

Dear Mr. Heidgerken:

The South Dakota Transportation Commission accepted and approved the 2017-2020 Transportation Improvement Program for the Rapid City, South Dakota Metropolitan Planning Area on August 24, 2016.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Bergquist", is written over a faint, circular official seal.

Darin P. Bergquist, Secretary
Department of Transportation



U.S. Department
of Transportation

Federal Highway Administration
South Dakota Division
116 E Dakota Ave, Ste A
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September 28, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 E Broadway Ave
Pierre, SD 57501-3339

Subject: Approval of the SDDOT's 2017 – 2020 STIP

Dear Secretary Bergquist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the South Dakota Department of Transportation (SDDOT)'s 2017 – 2020 Statewide Transportation Improvement Program (STIP) and each Transportation Improvement Program (TIP) for the Sioux Falls, Rapid City, and Sioux City metropolitan planning areas. In accordance with 23 CFR 450.218, the FHWA and the FTA hereby find that the projects in the 2017 – 2020 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subpart A, B, and C; 49 U.S.C. Sections 5303-5305; and 23 U.S.C. Sections 134 and 135. Therefore, we hereby jointly approve, effective October 1, 2016, South Dakota's 2017 - 2020 STIP. This finding is based on the certifications of the statewide and metropolitan transportation planning processes for, and within, the State of South Dakota and the FHWA's and FTA's participation in those transportation planning processes.

We find that the TIPs in South Dakota urbanized areas were developed based on continuing, comprehensive transportation planning processes carried out cooperatively by the SDDOT and local communities pursuant to the applicable regulations and laws. The SDDOT has concurred in the self-certifications of each metropolitan planning organization (MPO). Based on our involvement and knowledge of the various planning processes, we likewise concur that these planning processes are being conducted in conformance with applicable federal requirements. In addition, we accept the TIPs and accompanying self-certifications by the Rapid City and Sioux Falls MPOs. Action on the Sioux City MPO TIP will be taken by the FHWA Iowa Division and FTA Region 7.

Included in your STIP submittal was the SDDOT's "Statewide Transportation Planning Process Certification." With our ongoing knowledge and involvement in statewide planning in South Dakota, we concur that the SDDOT is in substantial compliance with the applicable planning statutes, regulations, and procedures.

When approving the STIP, the FHWA and FTA are required to make a planning finding documenting SDDOT's and the MPOs' compliance with the planning requirements. Enclosed is a document titled *Federal Planning Finding South Dakota 2017*. Included are required corrective actions, recommendations for improvement, and commendations. Based on the federal involvement

in the statewide and metropolitan planning processes, and review of required documents, the FHWA and the FTA have determined the statewide and metropolitan planning process substantially meets the requirements of statute and regulation. Below is a summary of the issues identified with the 2017 Planning Finding.

Corrective Actions:

None

Recommendations:

None

Commendations:

The South Dakota Department of Transportation has an excellent STIP public involvement process. The SDDOT's STIP Tribal consultation process has consistently been recognized as a best practice. The SDDOT has developed an excellent working relationship with the MPOs and planning and programming of projects is done in a cooperative manner.

We appreciate the efforts and cooperation of your staff in developing the STIP. If you have questions or need additional information, please contact FHWA's Mark Hoines, at 605.776.1010, or FTA's Ranae Tunison, at 303.362.2397.

Sincerely,

CARLA A REMMICH
o=US, ou=U.S. Government, ou=DOT FHWAPlanSD,
ou=FHWA FHWAPlanSD, cn=CARLA A REMMICH
2016.09.30 08:44:04 -05'00'

Virginia Tsu
Division Administrator
FHWA SD Division

DAVID L
BECKHOUSE

Digitally signed by D. L. BECKHOUSE
DN: cn=D. L. BECKHOUSE, ou=FTA
Region 8, ou=DOT
FHWA, ou=FHWA, ou=U.S. Government,
o=US

David L. Beckhouse
Deputy Regional Administrator
FTA Region 8

Enclosure: *Federal Planning Finding South Dakota 2017*

Cc (via email):

Joel Jundt, SDDOT Division of Planning & Engineering
Mike Behm, SDDOT Division of Planning & Engineering
Kellie Beck, SDDOT Division of Finance and Management Administration
Ben Orsbon, SDDOT Office of the Secretary
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Marliss Dean, SDDOT Financial Systems
Lynne Keller Forbes, South Eastern Council of Governments
Patsy Horton, Rapid City Area MPO
Amber Gibson, South Eastern Council of Governments

Federal Planning Finding South Dakota 2017

Summary

The purpose of the Federal Planning Finding is to enable the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make a joint determination that the statewide planning process meets or substantially meets the requirements of 23 USC 134 and 135 and 49 USC 5303 and 5304, and the related regulations. This joint planning finding is done in conjunction with the review and approval of the Statewide Transportation Improvement Program (STIP). In South Dakota, the STIP is adopted annually, and covers four years of Federal-aid projects, projects requiring Federal actions, regardless of funding source, and regionally significant projects, regardless of funding source.

The FHWA South Dakota Division and the FTA Region VIII office have been involved in the statewide and metropolitan planning activities throughout the last year. Below is a brief summary of the activities in each area. Following the summary of activities and observations, this report will list any commendations, recommendations for improvement or corrective actions concerning the planning process in South Dakota.

Based on the Federal involvement in the statewide and metropolitan planning processes, and review of required documents, the FHWA and the FTA have determined the statewide and metropolitan planning process substantially meets the requirements of statute and regulation. In accordance with 23 CFR 450.218, the FHWA and the FTA hereby find that the projects in the 2017-2020 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subpart A, B, and C; 49 U.S.C. Sections 5303-5305; and 23 U.S.C. Sections 134 and 135. This finding is based on the certifications of the statewide and metropolitan transportation planning processes for, and within, the State of South Dakota and the FHWA's and FTA's participation in those transportation planning processes.

Statewide Planning Process

Long Range Transportation Plan

The South Dakota Department of Transportation (SDDOT) adopted the "South Dakota Statewide Long Range Transportation Plan" in September of 2010. SDDOT's long range transportation plan is a policy plan and addresses all the required elements at the time of adoption. The State plans on updating the transportation plan by December of 2017. The plan update will include a Freight Plan as required by the Fixing Americas Surface Transportation (FAST) Act.

STIP

The SDDOT adopts a new STIP each year based on the Federal fiscal year. SDDOT's STIP includes four years of transportation improvements. SDDOT also, has a "developmental STIP" that includes years five through eight. The "developmental STIP" serves as a list of projects that are progressing through the project development process and will ultimately be moved into the approved STIP. This process enhances the delivery of projects as they will only be allowed to progress into the approved STIP when at a stage that delivery is likely within the four year timeframe of the approved STIP.

The financial information in the 2017-2020 STIP was reviewed and found to be reasonable. SDDOT and the MPOs have demonstrated funding is available to support the programmed projects while adequately maintaining the transportation system.

Work Program

SDDOT has submitted a Statewide Planning and Research (SPR) Work Program that is consistent with the requirements of 23 CFR 420. South Dakota's SPR Work Program is based on the State fiscal year. The 2016 SPR work program was approved on June 24, 2016.

Meetings and Public Involvement

The South Dakota Department of Transportation has an excellent public involvement process for their STIP. They have also implemented a nationally recognized Tribal coordination process. The STIP coordination with local governments likewise is exemplary. The State adopted a comprehensive public involvement plan in March of 2010. The SDDOT is in the process of updating the public involvement plan.

Coordination with Metropolitan Planning Organizations (MPOs)

The SDDOT continues to maintain an excellent relationship with the MPOs in South Dakota. The State regularly attends MPO meetings and is very involved in all studies conducted by the MPOs. The MPO Transportation Improvement Programs (TIP) and STIP are developed in a cooperative process and MPO approved TIPs are included with the STIP submission.

Review Activities

The SDDOT has a number of on-going planning studies that are utilizing SPR funding. The FHWA Division is a member of the steering committee on the studies and actively involved in review of the planning products produced.

Yearly a review of the HPMS data is conducted with an emphasis in a particular data element. This year a field verification of data reported was conducted on a number of samples in the Western portion of South Dakota. SDDOT HPMS data was found acceptable with no issues or recommendations identified.

Metropolitan Planning Process

Plans

The Sioux Falls and Rapid City MPOs adopted Long Range Transportation Plans in 2015. The Rapid City MPO adopted a Long Range Transportation Plan on September 17, 2015 and the Sioux Falls MPO adopted a Long Range Transportation Plan on November 19, 2015. The Sioux City MPO is handled by the FHWA Iowa Division and FTA Region 7 Offices.

The MPOs routinely conduct various corridor and other sub-studies using Metropolitan Planning funds. These studies provide the MPOs valuable information for development of the required Long Range Transportation Plan. The FHWA Division is involved in nearly all studies conducted by the MPO to ensure all Federal requirements are met.

TIPs

The State and MPOs have a coordinated process for developing the STIP and MPO TIPs. When submitting the STIP for approval SDDOT includes the MPO TIPs without modification. Also included are the MPO self-certifications and State approval of the MPO TIPs.

Unified Planning Work Programs

The South Dakota MPOs participate in the Consolidated Planning Grant with the FHWA South Dakota Division serving as the lead agency and approving MPO Unified Planning Work Programs on behalf of FHWA and FTA. The Rapid City and Sioux Falls MPO 2015 Unified Planning Work Programs were approved by FHWA with an effective date of January 1, 2016.

Meetings and Public Involvement

The MPOs in South Dakota have MPO approved Public Involvement Plans. The Sioux Falls MPO Public Involvement Plan was adopted in November of 2007 and the Rapid City Public Involvement Plan was adopted in November of 2011. The MPOs update the Public Involvement Plans on a five year cycle. The Sioux Falls and Rapid City MPOs will be updating their Public Involvement Plan this year.

The MPOs are effectively implementing the approved Public Involvement Plans and conduct effective public involvement. They are continually evaluate the process and results and are always looking for way to improve the process.

Review Activities

The FHWA South Dakota Division regularly attends MPO meetings and participates in nearly all studies conducted by the MPOs. This involvement provides an on-going opportunity to identify and correct issues as they arise.

Commendations and Recommendations

Definitions

Corrective Actions: These are activities that are required by statute or regulation and are not being done by the State, and may potentially prevent the STIP from being approved without correction or without an action in place to correct the current processes.

Recommendations: These are activities that would be good for the SDDOT to incorporate into their planning processes. These activities are not required; however, some of the items that are noted could become a Corrective Action in a future Federal Planning Finding if not appropriately addressed.

Commendations: These are items that the FHWA and FTA deem worthy of recognition for their innovation and improvement to the process.

Corrective Actions:

None

Recommendations:

None

Commendations:

The South Dakota Department of Transportation has an excellent STIP public involvement process. The SDDOT's STIP Tribal consultation process has consistently been recognized as a best practice. The State has developed an excellent working relationship with the MPOs and planning and programming of projects is done in a cooperative manner.

Conclusion

The FHWA and FTA have reviewed the statewide planning processes, the metropolitan planning processes, and public involvement processes. Based on Federal agency involvement in the planning processes and communications with planning partners, the Federal agencies find that the South Dakota Department of Transportation substantially meet the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR 450, and 49 CFR 613.

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2017 - 2020)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2016 - 2019)

- ABBREVIATIONS USED IN THIS DOCUMENT -

AC	Asphalt Concrete
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.
AIP	Airport Improvement Program
CAAA	Clean Air Act Amendments of 1990
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DOT	United States Department of Transportation
EPA	United States Environmental Protection Agency
FAS	Federal Aid System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
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.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organization
NHS	National Highway System

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

PCC	Portland Cement Concrete
PE	Preliminary Engineering
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.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
RCP&E	Rapid City, Pierre, and Eastern Railroad
RCRA	Rapid City Regional Airport
ROW	Right-Of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This five year highway bill was approved in August of 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
SEC 5307	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
SEC 5310	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
SEC 5339	A formula program that provides funding for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities. This program was established under Moving Ahead for Progress in the 21st Century (MAP-21), replacing the previous Section 5309 discretionary program established under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
SDDOT	South Dakota Department of Transportation
STIP	State Transportation Improvement Program

STP Surface Transportation Program

TIP Transportation Improvement Program

Please see next page

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.336, 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 FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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

Robert Heidgerken
Signature

Chairman
Title

6-16-16
Date

South Dakota Department of Transportation
State Department of Transportation

[Signature]
Signature

SECRETARY
Title

7/25/16
Date

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2017 - 2020)**

I. INTRODUCTION

A. The Transportation Improvement Program

A Transportation Improvement Program (TIP) is a staged, multi-year program of transportation improvements including highway and transit projects. The TIP is a four (4) year priority list, including a financial plan. The Metropolitan Planning Organization (MPO) and the State Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Fixing America's Surface Transportation Act (FAST Act) must be included in the TIP.

The TIP should contain at least the following basic elements:

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

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

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

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

A public hearing was held in Rapid City on July 19, 2016.

B. The Transportation Improvement Program In Perspective

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

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

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next four (4) years. Emphasis has been on area needs stated in RapidTRIP 2040, 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 2017-2020 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 2015. RapidTRIP 2040, the Long-Range Transportation Plan, can be found on the Internet at <http://www.rapidtrip2040.com>. 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 Fixing America's Surface Transportation Act (FAST Act) Planning Factors. The Planning Factors found in FAST Act include:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the metropolitan region, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation; and
- Enhance travel and tourism.

In terms of selecting a project for construction, FAST Act 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

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

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

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

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

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2017-2020 is included on pages 12 – 24.

Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area					
	2017	2018	2019	2020	Total
Interstate Maintenance					
Federal	\$31,060,000	\$791,000	\$475,000	\$18,054,000	\$50,380,000
State Match	\$4,828,000	\$78,000	\$47,000	\$2,856,000	\$7,809,000
Interstate Maintenance	\$35,888,000	\$1,129,000	\$522,000	\$20,910,000	\$58,449,000
Major Arterial Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Major Arterial Projects	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Minor Arterial Projects	\$0	\$0	\$0	\$0	\$0
State Highway System Urban Projects					
Federal	\$5,381,000	\$9,414,000	\$10,448,000	\$0	\$25,243,000
State Match	\$1,627,000	\$3,610,000	\$2,941,000	\$0	\$8,178,000
State Highway System Urban Projects	\$7,008,000	\$13,024,000	\$13,389,000	\$0	\$33,421,000
Bridge Projects					
Federal	\$0	\$309,000	\$0	\$252,000	\$561,000
State Match	\$306,000	\$208,000	\$0	\$55,000	\$637,000
Bridge Projects	\$306,000	\$585,000	\$0	\$307,000	\$1,198,000
Railroad Crossing Improvement Projects					
Federal	\$54,000	\$108,000	\$0	\$0	\$162,000
State Match	\$6,000	\$12,000	\$0	\$0	\$18,000
Railroad Crossing Improvement Projects	\$60,000	\$120,000	\$0	\$0	\$180,000
Local Urban System Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Local Urban System Projects	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements					
Federal	\$2,223,000	\$3,015,000	\$6,027,000	\$568,000	\$11,843,000
State Match	\$158,000	\$52,000	\$362,000	\$0	\$572,000
Local Match	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$2,391,000	\$3,067,000	\$6,389,000	\$568,000	\$12,415,000
Pavement Preservation Projects					
Federal	\$890,000	\$1,070,000	\$1,675,000	\$0	\$3,635,000
State Match	\$196,000	\$236,000	\$368,000	\$0	\$800,000
Pavement Preservation Projects	\$1,086,000	\$1,306,000	\$2,043,000	\$0	\$4,435,000

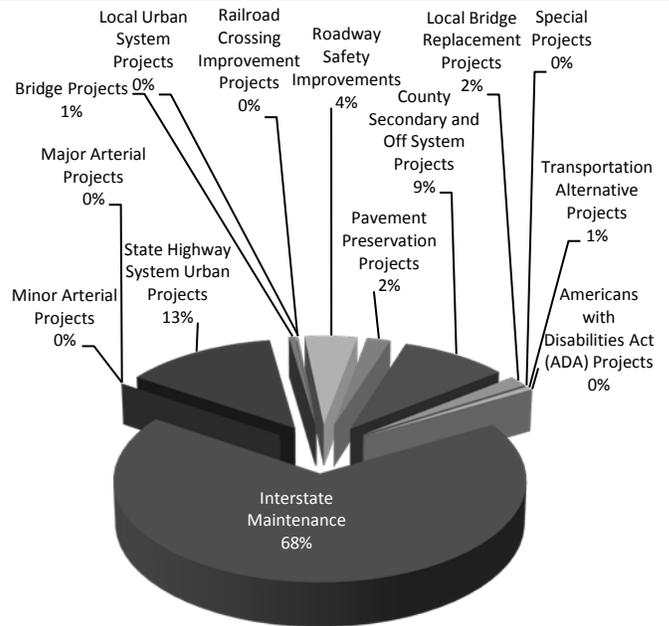
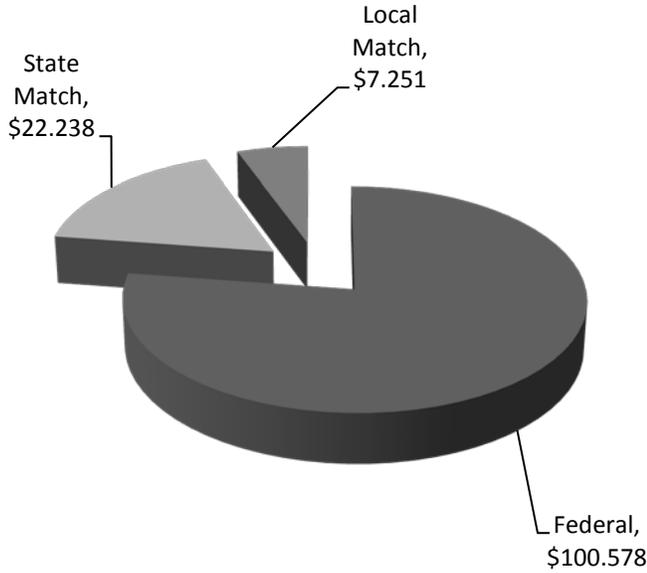
**Figure 1 - Federal Funds Programmed in the Metropolitan Planning Area
(continued)**

	2017	2018	2019	2020	Total
County Secondary and Off System Projects					
Federal	\$2,056,000	\$5,441,000	\$0	\$0	\$7,497,000
Local Match	\$2,353,000	\$4,107,000	\$62,000	\$62,000	\$6,584,000
State Match	\$547,000	\$1,308,000	\$94,000	\$94,000	\$2,043,000
County Secondary and Off System Projects	\$4,956,000	\$10,856,000	\$156,000	\$156,000	\$16,124,000
Local Bridge Replacement Projects					
Federal	\$400,000	\$0	\$0	\$0	\$400,000
State	\$304,000	\$0	\$0	\$0	\$304,000
Local Match	\$209,000	\$0	\$0	\$0	\$209,000
Local Bridge Replacement Projects	\$913,000	\$0	\$0	\$0	\$913,000
Special Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
Special Projects	\$0	\$0	\$0	\$0	\$0
Transportation Alternative Projects					
Federal	\$276,000	\$621,000	\$0	\$0	\$897,000
Local Match	\$61,000	\$121,000	\$0	\$0	\$182,000
Transportation Alternative Projects	\$337,000	\$742,000	\$0	\$0	\$1,079,000
Americans with Disabilities Act (ADA) Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$1,853,000	\$0	\$0	\$3,853,000
Americans with Disabilities Act (ADA) Projects	\$0	\$1,853,000	\$0	\$0	\$3,853,000
Highway Total for Fiscal Year					
	\$52,945,000	\$32,682,000	\$22,499,000	\$21,941,000	\$130,067,000
Public Transportation Projects					
Federal	\$1,483,527	\$1,563,715	\$1,635,754	\$1,677,550	\$6,360,546
State Match	\$37,837	\$37,837	\$37,837	\$37,837	\$151,348
Local (Rapid City)	\$887,480	\$932,537	\$1,025,950	\$1,053,090	\$3,899,057
Public Transportation Projects	\$2,408,844	\$2,534,089	\$2,699,541	\$2,768,477	\$10,410,951
Total Funding for Fiscal Year					
	\$55,353,844	\$35,216,089	\$25,198,541	\$24,709,477	\$140,477,951

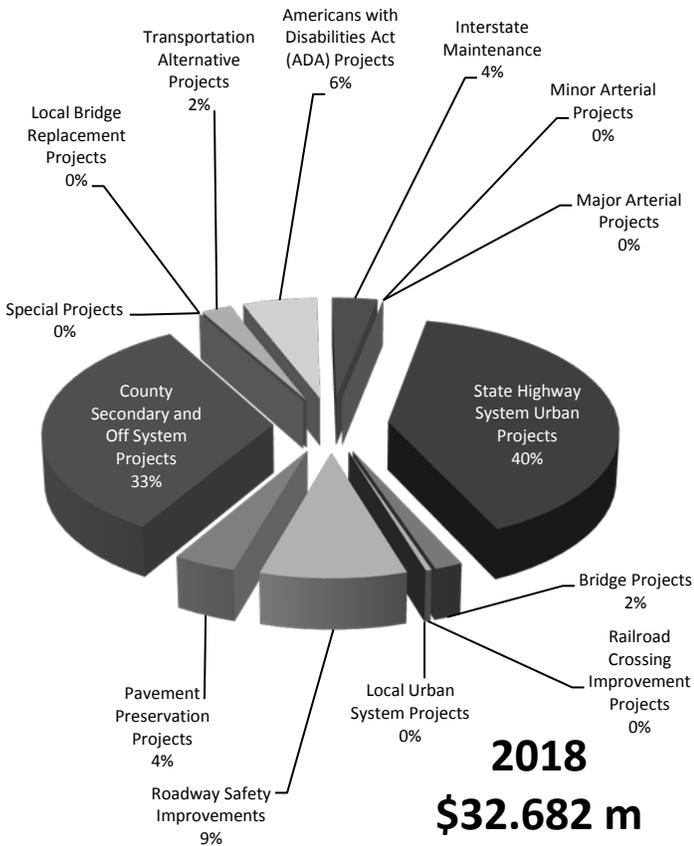
Figure 2 - Federally Funded Projects in the Metropolitan Planning Area
(Dollars in Millions)

Funding Sources

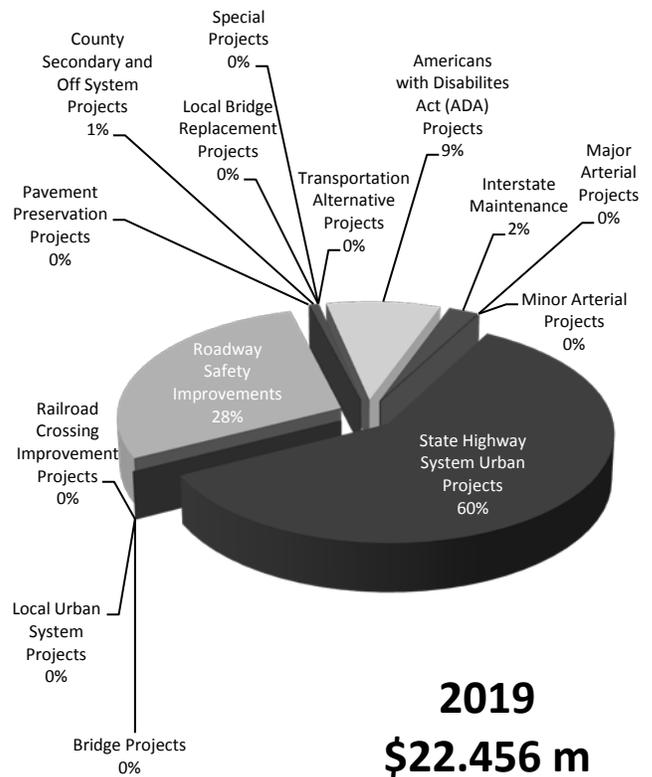
Dollars in Millions



2017
\$52.945 m



2018
\$32.682 m



2019
\$22.456 m

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

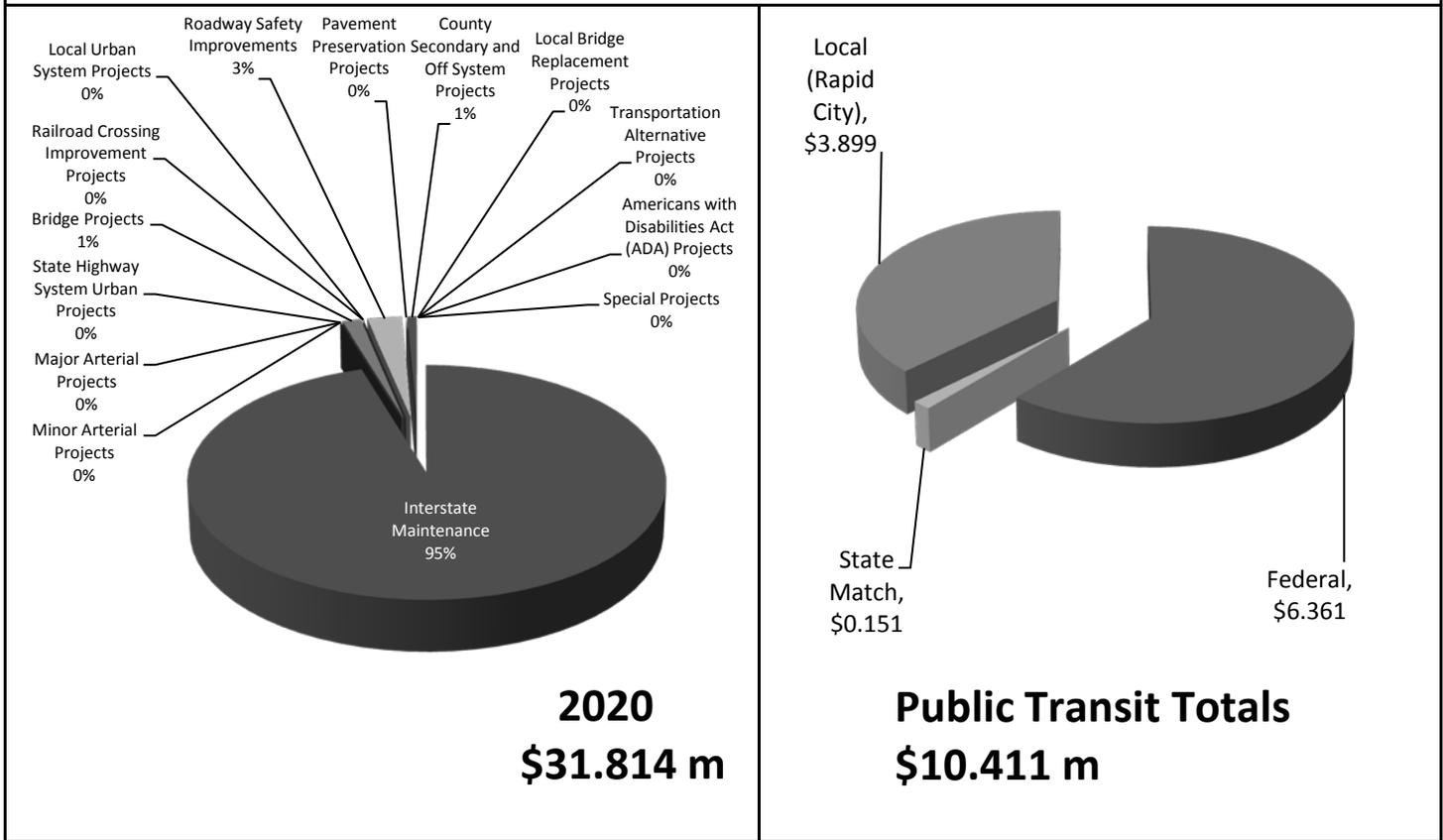


Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area

FISCAL YEAR	2017	2018	2019	2020	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$6,000,000	\$2,928,400	\$0	\$8,928,400
Box Elder Capital Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Rapid City Capital Improvements Program					
Local	\$6,308,000	\$11,390,000	\$2,000,000	\$1,545,000	\$21,243,000
Meade County Road and Bridge Fund					
Local	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Pennington County Road and Bridge Fund					
Local	\$0	\$0	\$0	\$0	\$0

The South Dakota Department of Transportation will provide the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The South Dakota Transportation Improvement Program for 2017-2020 is included on pages 12 - 24.

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 (2017) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2018-2021) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review. Local funding will be provided by developer contributions, tax increment financing and other local sources. Adequate funds have been committed to fund the City's local match for transportation projects. The City of Rapid City's Capital Improvements Projects are found on pages 25 - 27.

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 2017-2020 is included on page 31. Rapid City Public Transit also receives funds to assist with programming expenditures from fare box and bus advertising revenues.

Rapid City Regional Airport receives funding from the Federal Aviation Administration, the State of South Dakota, and the Airport Enterprise Fund. The Airport Improvement Projects for 2017-2020 are listed on pages 32-33.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder Five-Year Construction Program for 2017-2021 is included on page 34.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2017-2021 is included on pages 35-37.

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 2017-2021 is included on page 38.

MAP-21 directs MPOs to consider operation and maintenance (O&M) of the system as part of fiscal constraint, in addition to capital projects. O&M costs represent what is required to operate and maintain existing transportation facilities. To support this assessment, MPOs are charged with providing credible cost estimates in the TIP. The table below was developed in consultation with SDDOT and the local governments. The total O&M costs for the MPO area are greater than \$22 million per year. The O&M costs are included in each entity's budget and are fiscally constrained.

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

Entity	2017	2018	2019	2020	Total
SDDOT	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Box Elder	\$750,000	\$750,000	\$750,000	\$750,000	\$3,000,000
Rapid City	\$6,119,587	\$6,119,587	\$6,119,587	\$6,119,587	\$24,478,348
Summerset	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
Meade County	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
Pennington County	\$8,673,603	\$8,673,603	\$8,673,603	\$8,673,603	\$34,694,412
Total Projected O&M Costs					
	\$22,804,556	\$22,804,556	\$22,804,556	\$22,804,556	\$91,218,224

Please see next page

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2017 – 2020 follows. The projects are listed in order of priority as designated by private citizens, the Citizen's Advisory Committee, the Technical Coordinating Committee, the Executive Policy Committee, Planning Staff, and the South Dakota Department of Transportation (SDDOT). The recommended projects and programs have been grouped into "System or Functional Element" categories.

IV. LIST OF PROJECTS

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South Dakota Transportation Improvement Program

Tentative 2017-2020

Report Date 08/15/2016

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 \$)	¥																					
2.00	IM-PH 0902(167)58	05MJ	Pennington	0.0	I90E I90W	I90 - Strs, Haines Ave Interchange	Diaphragm, Bent Cap, Approach Slab Repair, High Friction Surface Treatment Epoxy Chip Seal & Joints, Approach Pavement	0.782	2017	0.860																						
<p>Also Funded In:</p> <table border="0" style="width:100%"> <tr> <td style="width:10%">Item</td> <td style="width:10%">Category</td> <td style="width:10%">Length</td> <td style="width:10%">Route</td> <td style="width:10%">Location of Project</td> <td style="width:10%">Type of Improvement</td> <td style="width:10%">Federal Funds ¥</td> <td style="width:10%">Fiscal Year</td> <td style="width:10%">Total Project Cost</td> <td style="width:10%">Total Cost(Mil \$)</td> <td style="width:10%">¥</td> </tr> <tr> <td>36.00</td> <td>Roadway Safety Improvement</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.152</td> <td>1.012</td> <td></td> </tr> </table>											Item	Category	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Project Cost	Total Cost(Mil \$)	¥	36.00	Roadway Safety Improvement							0.152	1.012	
Item	Category	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Project Cost	Total Cost(Mil \$)	¥																						
36.00	Roadway Safety Improvement							0.152	1.012																							
10.00	* IM 0901(38)40	5580	Meade	4.8	I90E I90W	I90 - EBL & WBL between Exits 40 (Tilford) and 44 (Piedmont) & Reconstruct Exit 44 (Piedmont) Interchange	Reconstruct With PCCP Surf & Str.s & Exit 44 Interchange	30.278	2017	35.028																						
<table border="0" style="width:100%"> <tr> <td style="width:100%"></td> <td style="width:10%">2017</td> <td style="width:10%">4.8 Miles</td> <td style="width:10%">35.888</td> </tr> </table>												2017	4.8 Miles	35.888																		
	2017	4.8 Miles	35.888																													
25.00	IM 0902(165)53	04DL	Jackson Pennington	0.0	I90E I90W	I90 - Strs, Over Box Elder Crk 0.6 SE of Meade Co Line; Over I90 2.3 E of Exit 61 (US16B); Over I90 at Exit 112 (US14); Over County Road 3.6 NW of the SD240 Intch	Epoxy Deck Seal, Abutment Backwall Repair	0.791	2018	0.869																						
36.00	IM 0902(170)57	05YV	Pennington	20.2	I90W	Rapid City Area	Interstate Fence	0.236	2018	0.260																						
<table border="0" style="width:100%"> <tr> <td style="width:100%"></td> <td style="width:10%">2018</td> <td style="width:10%">20.2 Miles</td> <td style="width:10%">1.129</td> </tr> </table>												2018	20.2 Miles	1.129																		
	2018	20.2 Miles	1.129																													
50.00	IM 0902(168)59	05TH	Pennington	0.0	I90W	I-90 - Between Exit 59 & Exit 60	Median Crossover	0.475	2019	0.522																						
<table border="0" style="width:100%"> <tr> <td style="width:100%"></td> <td style="width:10%">2019</td> <td style="width:10%">0.0 Miles</td> <td style="width:10%">0.522</td> </tr> </table>												2019	0.0 Miles	0.522																		
	2019	0.0 Miles	0.522																													
53.00	* IM 0902(112)59	6568	Pennington	0.0	I90E I90W	I90 - Exit 59, (LaCrosse Street) in Rapid City	Interchange Reconstruction, PCC Surfacing, Aux. Lane Addition (WB & EB), Str Widening, Deck Overlay, Approach Slabs	17.069	2020	19.828																						

¥ Costs reflect anticipated inflation

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 0901(181)0	04NH	Jackson Lawrence Meade Pennington	131.6	I90E I90W	I-90 - Rapid City Region	Crossroad Improvements	0.985	2020	1.082	
							2020	131.6 Miles	20.910		

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
2.00	* NH 0016(84)67	049F	Pennington	0.6	US16	US16 - Fm Flormann St to St James St. in Rapid City	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Lighting, Signals & PCC Surfacing	5.381	2017	7.008	
								2017	0.6 Miles	7.008	
6.00	P 0231(12)80	02R5	Pennington	1.1	SD231 SD231N SD231S	SD231, SD231 N&S - Fm Sheffer St. to Sturgis Road in Rapid City; SD231 N&S - 0.3 West of SD 445 Over RCP&E RR, Drainage	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing; Epoxy Chip Seal	9.414	2018	12.115	
Also Funded In:								Total Project Cost			
Item Category								12.492			
43.00 Bridge Projects								0.377			
7.00	NH 0044(00)45	0515	Pennington	0.0	SD44	Intersection of SD44 (Omaha St) and East Boulevard in Rapid City	Intersection Improvements	0.000	2018	0.909	
								2018	1.1 Miles	13.024	
13.00	* NH 0044(167)44 P 0231(13)79	027K 03CP	Pennington	1.2	SD231 SD231N SD231S SD44 SD44E SD44W	SD231 (W Chicago/W Omaha) - Fm Sheffer St to Mt View Rd (SD44) in Rapid City; SD44 (W Omaha St) - Fm Mt. View Rd to the start of the divided lanes Near 12th St	Urban Grading, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, PCC Surfacing, Str Repair & Widening Over Rapid Creek, Lighting	10.448	2019	13.389	
								2019	1.2 Miles	13.389	

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
13.00	P 0040(00)17	04UU	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.000	2017	0.306		
								2017	0.0	Miles	0.306	
36.00	P 0040(00)18	04UY	Regionwide	0.0		Regionwide	Rapid City Region Bridge Rehabilitation	0.000	2018	0.208		
43.00	P 0231(12)80	02R5	Pennington	1.1	SD231 SD231N SD231S	SD231, SD231 N&S - Fm Sheffer St. to Sturgis Road in Rapid City; SD231 N&S - 0.3 West of SD 445 Over RCP&E RR, Drainage	Urban Grading, Roadway Lighting, Storm Sewer, Curb & Gutter, Sidewalk, Traffic Signals, Pedestrian Crossing & PCC Surfacing; Epoxy Chip Seal	0.309	2018	0.377		
Also Funded In:								Total Project Cost				
Item		Category						12.492				
6.00		State Highway System Urban Projects		12.115								
								2018	1.1	Miles	0.585	
73.00	NH 0044(203)39	05Q8	Pennington	0.0	SD44	SD44 - Str 4.1 SW of Jct SD231 Over Rapid Creek	Zone Painting, Replace Open Joints, Repair Spalling at Barrier Joints and Edge of Slab	0.252	2020	0.307		
								2020	0.0	Miles	0.307	

¥ Costs reflect anticipated inflation

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
9.00	PS 1575(16)	05RG	Pennington	0.0		Lacrosse St in Rapid City, DOT#190137R	Crossing Surface Rehabilitation	0.054	2017	0.060	
								2017	0.0 Miles	0.060	
32.00	PP 3269(01)	05RH	Pennington	0.0		Radar Hill Road, S of Hwy1416 Intersection, DOT#190122B	Install Crossing Gates & Pre-emption with New Traffic Signals	0.108	2018	0.120	
Coordinate with PCN 01DJ											
								2018	0.0 Miles	0.120	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
11.00	PH 0040(25)	03UV	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.204	2017	0.204	¥	
12.00	PH 0040(24)	03UW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.332	2017	0.332	¥	
19.00	PH 0040(217)	04H2	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.530	2017	0.530	¥	
33.00	PH 0040(313)	05W6	Regionwide	0.0		Various locations in the Rapid City Region	Radar Speed Feedback Signs	0.204	2017	0.204	¥	
35.00	PH 0901(194)36	05W7	Brookings Meade Moody	34.1	I29N I29S I90E I90W	I-90 - Fm Exit 37 to 2 miles south of Tilford, I-29 - Fm Exit 121 north to Brookings	Dynamic Advisory Speed Signs	0.459	2017	0.510	¥	
36.00	IM-PH 0902(167)58	05MJ	Pennington	0.0	I90E I90W	I90 - Strs, Haines Ave Interchange	Diaphragm, Bent Cap, Approach Slab Repair, High Friction Surface Treatment Epoxy Chip Seal & Joints, Approach Pavement	0.045	2017	0.152	¥	
Also Funded In:												
	Item	Category						Total Project Cost				
	2.00	Interstate Maintenance Projects						0.860			1.012	
38.00	PH 0040(314)	05X3	Butte Fall River Harding Lawrence Meade Oglala Lakota Pennington	88.6	SD34 SD407 SD44 US14A US18 US85	Rapid City Region	Centerline Rumble Stripes	0.459	2017	0.459	¥	
								2017	122.7	Miles	2.391	¥
50.00	PH 0040(236)	05G6	Regionwide	0.0		Rapid City Region	Intersection Improvements	0.468	2018	0.520	¥	
57.00	PH 0040(218)	04H9	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.208	2018	0.208	¥	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
58.00	PH 0040(219)	04HA	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.338	2018	0.338	¥	
66.00	PH 0040(229)	04Y1	Regionwide	0.0		Rapid City Region	Corridor Signing, PE	0.961	2018	0.961	¥	
80.00	PH 8040(20)	05W4	Regionwide	160.0		Various locations on the local system in the Rapid City Region	Rumble Stripes and Durable Pavement Markings	1.040	2018	1.040	¥	
								2018	160.0	Miles	3.067	¥
85.00	PH 3230(05)	01DJ	Pennington	3.0		Box Elder - Pennington Co Rd 14-16 - Radar Hill Rd Intersection and Commercial Gate Road	Intersection Reconstruction, Add Turn Lanes	3.270	2019	3.632	¥	
Coordinate with PCN 05RH												
93.00	PH 0040(220)	04HW	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Durable Pavement Marking	0.212	2019	0.212	¥	
94.00	PH 0040(221)	04HX	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Durable Pavement Marking	0.345	2019	0.345	¥	
103.00	PH 8052(71)	04L4	Pennington	0.0		Various County, City, & Township Roads in Pennington County	Signing & Delineation, PE	2.200	2019	2.200	¥	
								2019	3.0	Miles	6.389	¥
116.00	PH 0040(222)	04JP	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics Pavement Marking	0.216	2020	0.216	¥	
117.00	PH 0040(223)	04JQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Sprayable Pavement Marking	0.352	2020	0.352	¥	
								2020	0.0	Miles	0.568	¥

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
29.00	NH-P 0041(152)	055L	Meade Pennington	29.9	SD240 SD240E SD240W SD34 SD44	Various Routes in the Rapid City Area	Chip Seal	0.890	2017	1.086	
								2017	29.9 Miles	1.086	
72.00	NH-P 0041(157)	05LH	Lawrence Meade Pennington	9.4	I90E I90W SD34 SD44 SD445 US14A	Various Routes in the Rapid City Area	Joint and Spall Repair	1.240	2018	1.514	
								2018	9.4 Miles	1.514	
100.00	NH-P 0040()	05YE	Custer Fall River Lawrence Pennington	21.4	SD36 SD79N US16A US16AE US16AW US18 US385 US85	Various Routes in the Rapid City Region	Pavement Restoration	1.675	2019	2.043	
								2019	21.4 Miles	2.043	

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
1.00	P 6491(06) P 6446(04)	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4 mi. to N. Haines Ave	Grading, Interim Surfacing	2.056	2017	4.800	¥	
Total = \$4.8; STP/Match = \$2.509, Local Funds = \$2.291												
3.00	P 000S(00)013	043A	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2017	0.156	¥	
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2017	10.0	Miles	4.956	¥
7.00	P 6491(07) P 6446(05)	0437 042V	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4mi. To N Haines Ave.	AC Surfacing	1.004	2018	2.200	¥	
Total = \$2.2; STP/Match = \$1.24; Local Funds = \$0.96												
8.00	P 6480(04)	5777	Pennington	9.7		Sheridan Lake Road from Junction. of US385 to Alberta Road	Grading, Base Course, Curb & Gutter, AC Surfacing	4.437	2018	8.500	¥	
Total = \$8.5; STP/Match = \$5.415; Local Funds = \$3.085												
10.00	P 0040(00)215	04LM	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2018	0.156	¥	
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2018	19.7	Miles	10.856	¥
16.00	P 0040(00)219	04LU	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2019	0.156	¥	
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												
								2019	0.0	Miles	0.156	¥
20.00	P 000S(00)	04LY	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2020	0.156	¥	
\$0.156 - State funds at 60/40 (State - \$0.094, County - \$0.062)												

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
							2020	0.0	Miles	0.156	

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
5.00	BRO 8052(61)	033L	Pennington	0.0		Structure 3.5W & 1.3N of Caputa over Rapid Creek (Bradsky Road) SN 52-500-347	Structure & Approach Grading	0.400	2017	0.500	
.....											
42.00	BRO 8052(00)16-1	05R1	Pennington	0.0		Structure 0.1N of 12th & Omaha on Twelfth St. in Rapid City over Rapid Creek SN 52-408-298	Structure Preservation - Bridge Improvement Grant (BIG) Projects	0.000	2017	0.250	
Grant Cap = \$0.184											
.....											
43.00	BRO 8052(00)16-2	05R2	Pennington	0.0		Structure Cherry & E St. James (Cherry Ave.) in Rapid City over Rapid Creek SN 52-427-308	Structure Preservation - Bridge Improvement Grant (BIG) Projects	0.000	2017	0.163	
Grant Cap = \$0.120											
.....											
							2017	0.0	Miles	0.913	

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
6.00	P TAPU(05)	04U6	Meade	0.8		Black Hawk - On the south side of W. Elm St. from Short St. to Seeaire St., on the east side of Seeaire St. from W. Elm St. to Oak Ct. and a portion along Peaceful Pines Road from Seeaire St. west approximately 783 feet.	Sidewalk Construction	0.276	2017	0.337	
							2017	0.8	Miles	0.337	
21.00	P TAPU(15)	05CC	Pennington	0.5		Rapid City - Along I-190 and SD44 / Omaha St., from approximately 850 feet North of the Rapid Creek Bridge along I190, to N. Mount Rushmore Rd.	Shared Use Path Construction	0.138	2018	0.169	
22.00	P TAPU(09)	04UA	Pennington	0.9		Rapid City - On the east side of Cambell St. from the end of the side path south of Rocker Dr., north to the rail banked line south of Centre St., southeast on the rail bed to Kennel Dr., north on the west side of Kennel Dr. to Centre St., east on the north side of Centre St. to a private property connection to the intersection of E. Omaha St./Hwy. 44 and Mickelson Dr.	Shared Use Path Construction	0.207	2018	0.573	
							2018	1.4	Miles	0.742	

¥ Costs reflect anticipated inflation

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
7.00	NH 0044(00)44 NH 0016(00)69	04TG 05JH	Pennington	1.9	SD44 SD44E SD44W US16E US16W	SD44/US16 (Omaha Street) - Fm 12th Street to LaCrosse St in Rapid City	Traffic Signal Upgrades, ADA Upgrades	0.000	2018	1.853	
							2018	1.9 Miles	1.853		

¥ Costs reflect anticipated inflation

**Capital Plan for
Street, Drainage and MIP Projects
2017 through 2021 Summary
June 30, 2016**

Fund/Project Name	CIP #	2017	2018	2019	2020	2021	Fund Total
12th and Quincy	50927	95,000	1,310,000				1,405,000
12th Street Bidge Repairs	51139	40,000					
12th Street Outfall	50928					720,000	720,000
44th Street Phase 2 - W. Main to W. Chicago	50719			80,000			80,000
ADA Compliance Project	50761	60,000	60,000	60,000	60,000	60,000	300,000
Baldwin Street Reconstruction, Wedgewood to S Berry	50822.1-1	1,485,000					1,485,000
Bridge Inspections	50630	1,000	2,500	1,000	2,500	1,000	8,000
Bridge Maintenance	50752		170,000		180,000	150,000	500,000
Cherry Ave Bridge Repairs	51140	24,000					
Collector & Arterial Street Maintenance	50798	270,000	280,000	290,000	300,000	300,000	1,440,000
Contingency	8910cont	200,000	350,000	400,000	450,000	500,000	1,900,000
Disk and Haines Intersection - FUND W/ADA & PCC??	51121		200,000				200,000
North Maple Ave Reconstruction	51113			167,500		1,700,000	1,867,500
East Boulevard Water Transmission Main	50463		180,000		1,370,000		1,550,000
E Waterloo St Reconstruction - Milwaukee to Lacrosse	50919	47000		491,000			538,000
Erosion Control	50695	5000		5,000		5,000	15,000
Elmhurst, Forest, Juniper Reconst	51098			34,400		86,000	120,400
Fulton Street Sewer Reconstruction - 9th to Tompkins	50872	811,200					811,200
Geotechnical/Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Guardrail Project	51112	15,000	15,000	15,000	15,000	15,000	75,000
Idlewild Box Culvert	50715		50000		200,000		250,000
Jackson Blvd DBDP	50349		60,000		480,000		
Jackson Blvd & W. Main St Intersection Reconst	50858	625,000	750000				1,375,000
Knollwood Low Level Water Main Abandonment	51073	80,000					
La Crosse Street Interchange Utility Imp	51108			45,000			45,000
Lindbergh Avenue Reconstruction	51088			92,000			92,000
Meade Channel, Birch St. Crossing Improvements	50378						0
Meade Ditch Box Culvert Outlet Repair	51035	9,500					9,500
Miscellaneous Improvement Projects (MIP)	50298	180,000	190,000	200,000	210,000	210,000	990,000
Mt. Rushmore Road Reconst, Flormann - St James	50867	150,000					150,000
Omaha St Utilities - Sheffer St to 12th St	50904					510,000	510,000
Out-of-the-Dust, Various Locations	50297	60,000	60,000	60,000	60,000	60,000	300,000
Professional Services for Property Acquisition	51056	14,000	16,000	18,000	20,000	22,000	90,000
Red Dale Drainage Basin - Priority 1	50987				80,000		
Robbinsdale - Ivy, Iowa, Tallent	50389.4-1		200,000		1,960,000		2,160,000
Robbinsdale - Oakland	50390.5-2				195,000		195,000
Robbinsdale-Ivy, Fairlane, Willow, Nevada, E. Idaho	50421.3-1		225,000	3,070,000			3,295,000

**Capital Plan for
Street, Drainage and MIP Projects
2017 through 2021 Summary
June 30, 2016**

Fund/Project Name	CIP #	2017	2018	2019	2020	2021	Fund Total
San Marco Street Reconstruction	50429		180,000				180,000
Seger Drive Reconst - 143rd Ave to LaCrosse*	50277.1-4	1,975,000					1,975,000
Silverleaf Reconstruction	50837		96,000	840,000			936,000
Skyview Dr Water Main Replacement	51072				120,000		120,000
South Trailview Utility Reconstruction	50824	210,000					210,000
St. Cloud Street Reconstruction - 5th to Highland	51036	45,000		550,000			550,000
St. Patrick Street Reconstruction	50456	8,000	690,000				698,000
Street Rehabilitation - Utility Support Fund	50844	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Street Rehabilitation	50549	700,000	1,400,000	1,100,000	1,200,000	1,500,000	5,900,000
S Wildwood Reconstruction - Phase 2	51003			176,000		1,850,000	2,026,000
Sunburst Drive Reconstruction	51004	111,000	1,250,000				1,361,000
Traffic Operations Upgrades	51047	170,000	180,000	180,000	180,000	180,000	890,000
Una Del Drive	50914		64,000		620,000		684,000
Woodlawn Dr. Sanitary Sewer Replacement	50623		55,000				55,000
Wonderland - Phase 1	51070.1				96,000		96,000
W Chicago St. Utilities Reconst.	50448			50,000			50,000
W. Omaha Utilities Breakout Project	50904.1	2,800,000					2,800,000
W St Cloud Street and Utilities	50939						0
Project Total		11,715,700	9,558,500	9,449,900	9,323,500	9,394,000	48,632,600
Inflation 4%		468,628	779,974	1,164,228	1,536,513	1,938,922	5,888,264
Budget		8,655,145	8,914,799	9,182,243	9,457,710	9,741,441	36,209,897
Budget Minus Project Total		(3,529,183)	(1,683,329)	(1,699,329)	(1,677,770)	(1,875,212)	(18,310,967)
Urban Systems							
38th Street Reconstruction - Clifton to Range	50716.1	-					0
38th Street Reconstruction - Clifton to Range	50716.2	515,000					
Anamosa St Reconstruction, Midway to Milwaukee	50559	3,500,000					3,500,000
Catron Blvd Widening Project	51115		1,200,000				1,200,000
Dakota Dr Water Main Reconst	50399	7,500			666,500		674,000
East North St. Reconstruction, Rapid Creek to Herman	50866		5,750,000	2,000,000			7,750,000
Sheridan Lake Road Reconst - CLD to W Main	50967		3,000,000				3,000,000
Sheridan Lake Rd - Corral to Catron	51122	200,000			800,000	2,000,000	3,000,000
Skyline - Phase 1	50153.1					245,000	245,000
Skyline - Phase 2	50153.2						0
W. Blvd NE Reconstr North to Anamosa	50879	60,000			745,000		805,000
Project Total		4,282,500	9,950,000	2,000,000	2,211,500	2,245,000	20,174,000
Inflation 4%		171,300	811,920	246,400	364,455	463,368	2,057,443

**Capital Plan for
Street, Drainage and MIP Projects
2017 through 2021 Summary
June 30, 2016**

Fund/Project Name	CIP #	2017	2018	2019	2020	2021	Fund Total
Budget		4,453,800	10,761,920	2,246,400	2,575,955	2,708,368	22,746,443
Budget Minus Project Total		0	0	0	0	0	515,000
Budget Totals - Streets, Drainage, MIP		8,655,145	8,914,799	9,182,243	9,457,710	9,741,441	36,209,897
Budget Totals - Streets & Drainage .16 Funds		3,475,000	1,500,000	1,500,000	1,500,000	1,500,000	9,475,000
Urban System Funds		4,453,800	10,761,920	2,246,400	2,575,955	2,708,368	22,746,443
Project Totals - Streets, Drainage, MIP		16,638,128	21,100,394	12,860,528	13,435,968	14,041,290	54,520,864
Budget Totals Minus Project Totals		(54,183)	76,325	68,115	97,697	(91,481)	13,910,477
Total Cumulative Balance		22,362,834	22,439,159	22,507,275	22,604,972	22,513,491	22,513,491
Legend							
	Rescheduled	Revised	Added				

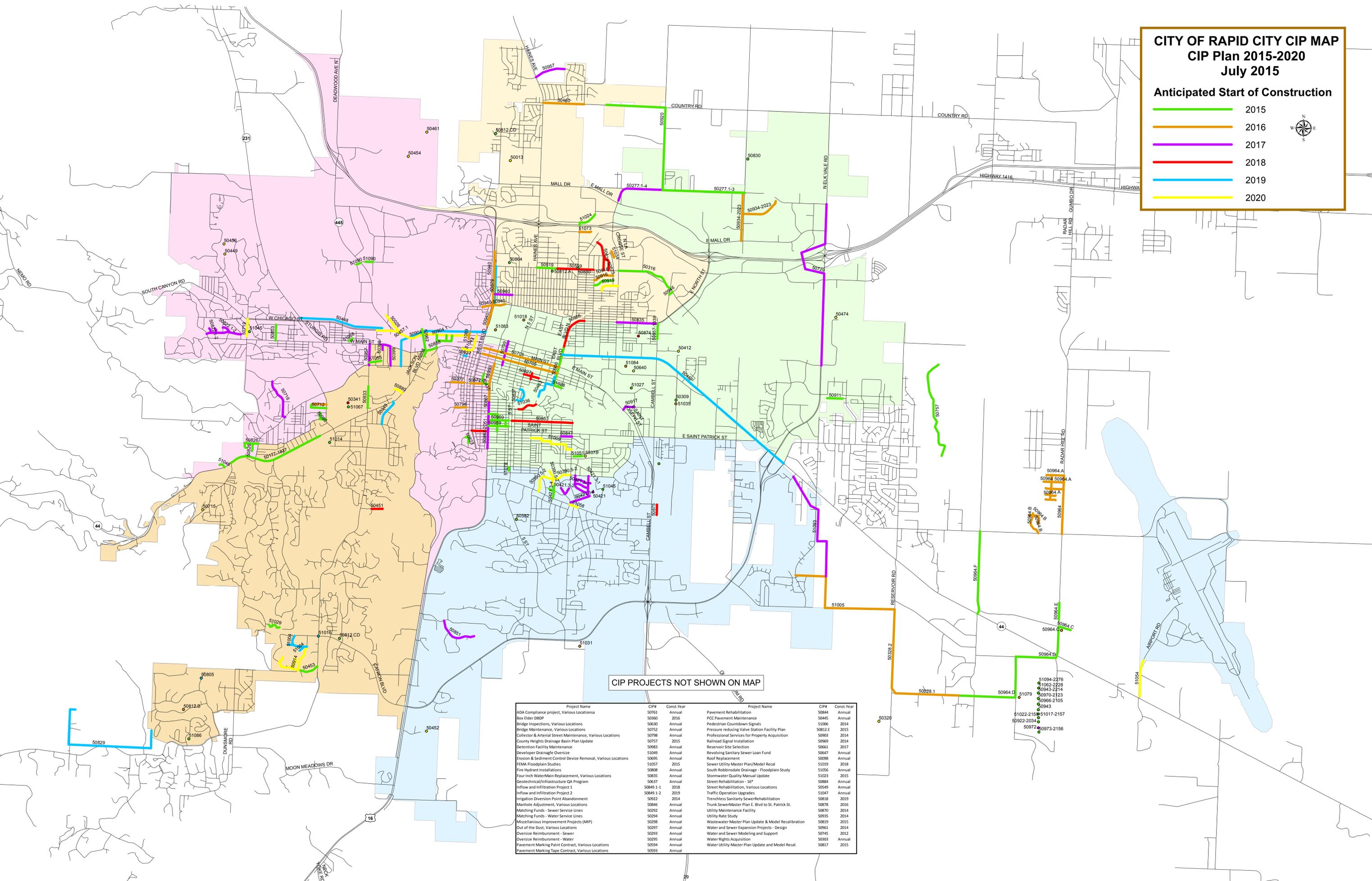
**Capital Plan Summary
Streets, Drainage, MIP
Project Totals vs. Budgets
2017 to 2021
April 30, 2016**

Fund	2016	2017	2018	2019	2020	2021
<u>Revenue</u>						
Budget	0	8,655,145	8,914,799	9,182,243	9,457,710	9,741,441
Utility Support Fund	22,507,437	3,475,000	1,500,000	1,500,000	1,500,000	1,500,000
Parks Supplement	1,500,000					
Urban Systems	3,500,000	4,453,800	10,761,920	2,246,400	2,575,955	2,708,368
DOT Reimbursement	110,000					
Total	27,617,437	16,583,945	21,176,719	12,928,643	13,533,665	13,949,809
<u>Expenses</u>						
Projects Totals	-6,000,000	16,638,128	21,100,394	12,860,528	13,435,968	14,041,290
Difference	33,617,437	(54,183)	76,325	68,115	97,697	(91,481)
Total Cumulative Balance		33,563,254	33,639,579	33,707,695	33,805,392	33,713,911

CITY OF RAPID CITY CIP MAP
CIP Plan 2015-2020
July 2015

Anticipated Start of Construction

- 2015
- 2016
- 2017
- 2018
- 2019
- 2020



CIP PROJECTS NOT SHOWN ON MAP

Project Name	CIP#	Const. Year	Project Name	CIP#	Const. Year
ADA Compliance project, Various Locations	50761	Annual	Pavement Rehabilitation	50844	Annual
Box Elder DBDP	50360	2016	PCC Pavement Maintenance	50445	Annual
Bridge Inspections, Various Locations	50630	Annual	Pedestrian Countdown Signals	51006	2014
Bridge Maintenance, Various Locations	50752	Annual	Pressure-reducing Valve Station Facility Plan	50832	2015
Collector & Arterial Street Maintenance, Various Locations	50798	Annual	Professional Services for Property Acquisition	50903	2014
County Heights Drainage Basin Plan Update	50757	2015	Railroad Signal Installation	50969	2014
Detention Facility Maintenance	50983	Annual	Reservoir Site Selection	50661	2017
Developer Drainage Oversize	51049	Annual	Revolving Sanitary Sewer Loan Fund	50647	Annual
Erosion & Sediment Control Device Removal, Various Locations	50395	Annual	Roof Replacement	50098	Annual
FEMA Floodplain Studies	51057	2015	Sewer Utility Master Plan/Model Recal	51019	2018
Fire Hydrant Installations	50808	Annual	South Robbinsdale Drainage - Floodplain Study	51056	Annual
Four Inch Water/Main Replacement, Various Locations	50835	Annual	Stormwater Quality Manual Update	51023	2015
Geotechnical/Infrastructure QA Program	50637	Annual	Street Rehabilitation - 16"	50884	Annual
Inflow and Infiltration Project 1	50849-1-1	2018	Street Rehabilitation, Various Locations	50549	Annual
Inflow and Infiltration Project 2	50849-1-2	2019	Traffic Operation Upgrades	51047	Annual
Irrigation Diversion Point Abandonment	50922	2014	Trenchless Sanitary Sewer Rehabilitation	50818	2019
Manhole Adjustment, Various Locations	50846	Annual	Trunk Sewer Master Plan E. Blvd to St. Patrick St.	50878	2016
Matching Funds - Sewer Service Lines	50292	Annual	Utility Maintenance Facility	50870	2014
Matching Funds - Water Service Lines	50294	Annual	Utility Rate Study	50935	2014
Miscellaneous Improvement Projects (MIP)	50298	Annual	Wastewater Master Plan Update & Model Recalibration	50819	2015
Out of the Dust, Various Locations	50297	Annual	Water and Sewer Expansion Projects - Design	50961	2014
Oversize Reimbursement - Sewer	50293	Annual	Water and Sewer Modeling and Support	50745	2012
Oversize Reimbursement - Water	50295	Annual	Water Rights Acquisition	50303	Annual
Pavement Marking Paint Contract, Various Locations	50594	Annual	Water Utility Master Plan Update and Model Recal.	50817	2015
Pavement Marking Tape Contract, Various Locations	50593	Annual			

- 51094-2216
- 51062-2228
- 50843-2214
- 50970-2123
- 50966-2105
- 50943
- 51022-2158
- 51017-2157
- 50922-2034
- 50972
- 50973-2156

Please see next page

Public Transit

Fiscal Year	Funding Category	County	Location	Type	Federal Funds	State Funds	Local Funds	Total
2017	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,240,965.00	\$37,837.00	\$826,839.00	\$2,105,641.00
2017	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2017	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$114,562.00	\$0.00	\$28,640.60	\$143,203.00

2018	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,321,153.00	\$37,837.00	\$871,896.00	\$2,230,886.00
2018	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2018	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$114,562.00	\$0.00	\$28,640.60	\$143,203.00

2019	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,393,192.00	\$37,837.00	\$904,668.00	\$2,335,697.00
2019	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2019	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$114,562.00	\$0.00	\$28,640.60	\$143,203.00

2020	Federal (Sec 5307)	Pennington	Rapid City Transit	Operating and Capital Assistance for Fixed Route and Dial-A-Ride service	\$1,434,988.00	\$37,837.00	\$931,808.00	\$2,404,633.00
2020	Federal (Sec 5310)	Pennington / Meade	Various agencies in the Rapid City Metropolitan Planning Area	Passenger vehicles for non-profit agencies that provide services to Seniors and Persons with Disabilities	\$128,000.00	\$0.00	\$32,000.00	\$160,000.00
2020	Federal (Sec 5339)	Pennington	Rapid City Metro	Capital Assistance	\$114,562.00	\$0.00	\$28,640.60	\$143,203.00

2016 - AIP 48							
Projects	Total	AIP	STATE AIP	PFC	CFC	AIRPORT CAP	OTHER
GA Apron Constr - Old Term Bldg (Ph 2)	\$ 1,300,000	1,170,000	65,000	-	-	65,000	-
Commercial Apron Rehab	\$ 850,000	765,000	42,500	-	-	42,500	-
SRE Procurement Loader (replace #9)	\$ 450,000	405,000	22,500	-	-	22,500	-
SRE Plow/Broom (replace #20)	\$ 400,000	360,000	20,000	-	-	20,000	-
Terminal Baggage Study	\$ 200,000	180,000	10,000	-	-	10,000	-
Sanitary Sewer Design	\$ 100,000	90,000	5,000	-	-	5,000	-
Apron CACO/Testing/AGIS	\$ 225,000	202,500	11,250	-	-	11,250	-
Grant Administration	\$ 10,000	9,000	500	-	-	500	-
Capital Improvements QTA	\$ 25,000	-	-	-	25,000	-	-
Slurry Base Pavement Rehabilitation	\$ 77,814	-	-	-	-	77,814	-
Replace Mower #30 (Red Toro)	\$ 52,319	-	-	-	-	52,319	-
Replace Mower #42	\$ 5,000	-	-	-	-	5,000	-
PFC Audit	\$ 4,000	-	-	4,000	-	-	-
Debt Service CFC	\$ 386,200	-	-	-	386,200	-	-
Debt Service PFC	\$ 967,645	-	-	967,645	-	-	-
Total 2016	5,052,978	3,181,500	176,750	971,645	411,200	311,883	-
2017 - AIP 49							
Projects	Total	AIP	STATE AIP	PFC	CFC	AIRPORT CAP	OTHER
Cost Overruns from 2016 AIP 48	\$ 377,844	340,060	18,892	-	-	18,892	-
GA Apron Constr-Westjet Area (Ph 3)	\$ 1,200,000	1,080,000	60,000	-	-	60,000	-
Apron CACO/Testing/AGIS	\$ 150,000	135,000	7,500	-	-	7,500	-
Rehabilitate Hangar Taxilanes	\$ 150,000	135,000	7,500	-	-	7,500	-
SRE Sander (replace #5)	\$ 350,000	315,000	17,500	-	-	17,500	-
Terminal Design	\$ 400,000	360,000	20,000	-	-	20,000	-
Grant Administration	\$ 10,000	9,000	500	-	-	500	-
Car Rental Capital Improvements	\$ 25,000	-	-	-	25,000	-	-
Access Road Shoulder Improvements	\$ 200,000	-	-	-	-	200,000	-
Digital Monitor System Replacement	\$ 25,000	-	-	-	-	-	25,000
Heaters Baggage Tunnel Replacement	\$ 7,500	-	-	-	-	-	7,500
Patio Furniture Replacement	\$ 10,000	-	-	-	-	-	10,000
GA Apron LED Lighting	\$ 60,000	-	-	-	-	60,000	-
Purchase Paint Truck	\$ 200,000	-	-	-	-	200,000	-
Replace Schulte Snow blower	\$ 14,200	-	-	-	-	14,200	-
Part 139 Automated Software	\$ 12,000	-	-	-	-	-	12,000
Rider Carpet Shampooer Terminal	\$ 16,000	-	-	-	-	16,000	-
Post Security Concourse Improvements	\$ 200,000	-	-	-	-	200,000	-
Jet Bridge 4 Luggage Lift Replacement	\$ 30,000	-	-	-	-	30,000	-
Replace Terminal Air Handler Unit	\$ 40,000	-	-	-	-	40,000	-
PFC Audit	\$ 4,000	-	-	4,000	-	-	-
Debt Service CFC	\$ 392,500	-	-	-	392,500	-	-
Debt Service PFC	\$ 970,645	-	-	970,645	-	-	-
Total 2017	4,844,689	2,374,060	131,892	974,645	417,500	892,092	54,500
2018 - AIP 50							
Projects	Total	AIP	STATE AIP	PFC	CFC	AIRPORT CAP	OTHER
Cost Overruns from 2017 AIP 49	\$ 230,688	207,620	11,534	-	-	11,534	-
Terminal - Baggage, Escalators, Sewer	\$ 6,000,000	5,400,000	300,000	-	-	-	300,000
Terminal CA/CO / AGIS	\$ 480,000	432,000	24,000	-	-	24,000	-
Taxiway A Rehab	\$ 600,000	540,000	30,000	-	-	30,000	-
Grant Administration	\$ 10,000	9,000	500	-	-	500	-

Car Rental Capital Improvements	\$ 25,000	-	-	-	25,000	-	-
Access Road Shoulder Improvements	\$ 500,000	-	-	-	-	500,000	-
Terminal Monitor Replacements	\$ 10,000	-	-	-	-	10,000	-
Parking Lot Exit Reconstruction	\$ 500,000	-	-	-	-	500,000	-
PFC Audit	\$ 4,500	-	-	4,500	-	-	-
Debt Service CFC	\$ 387,900	-	-	-	387,900	-	-
Debt Service PFC	\$ 971,942	-	-	971,942	-	-	-
Total 2018	9,720,030	6,588,620	366,034	976,442	412,900	1,076,034	300,000
2019 - AIP 51							
Projects	Total	AIP	STATE AIP	PFC	CFC	AIRPORT CAP	OTHER
General Aviation Access Road	\$ 1,191,400	1,072,260	59,570	-	-	59,570	-
Re-align Long View Road	\$ 1,737,000	1,563,300	86,850	-	-	86,850	-
Grant Administration	\$ 10,000	9,000	500	-	-	500	-
Car Rental Capital Improvements	\$ 25,000	-	-	-	25,000	-	-
Access Road Shoulder Improvements	\$ 500,000	-	-	-	-	500,000	-
Terminal Monitor Replacements	\$ 10,000	-	-	-	-	10,000	-
PFC Audit	\$ 4,500	-	-	4,500	-	-	-
Debt Service CFC	\$ 388,000	-	-	-	388,000	-	-
Debt Service PFC	\$ 971,433	-	-	971,433	-	-	-
Total 2019	\$ 4,837,333	\$ 2,644,560	\$ 146,920	\$ 975,933	\$ 413,000	\$ 656,920	\$ -
2020 - AIP 52							
Projects	Total	AIP	STATE AIP	PFC	CFC	AIRPORT CAP	OTHER
Cost Overruns from 2019 AIP 51	\$ 531,244	478,120	26,562	-	-	26,562	-
Precision Instrument Approach Rnwy 14	\$ 2,960,000	2,664,000	148,000	-	-	148,000	-
Grant Administration	\$ 10,000	9,000	500	-	-	500	-
Car Rental Capital Improvements	\$ 25,000	-	-	-	25,000	-	-
Access Road Shoulder Improvements	\$ 500,000	-	-	-	-	500,000	-
Terminal Monitor Replacements	\$ 10,000	-	-	-	-	10,000	-
PFC Audit	\$ 4,500	-	-	4,500	-	-	-
Debt Service CFC	\$ 388,000	-	-	-	388,000	-	-
Debt Service PFC	\$ 971,433	-	-	971,433	-	-	-
Total 2020	\$ 5,400,177	\$ 3,151,120	\$ 175,062	\$ 975,933	\$ 413,000	\$ 685,062	\$ -

Meade County Transportation Improvement Plan 2017-2021

Year	Project	Length In Miles	Location	Type of Improvement	Estimated Cost	Federal/BIG Bridge Funds	STP Funds	Rd &Brdg	TIFD	Total Funding
2017	P6491(07) P6446(05)	10	Elk Vale Rd from 225 th St at South Co. line, N 6 mi. to Elk Creek Rd then West on Elk Creek Rd 4 mi. to N Haines Ave.	Grading, Interim Surfacing	\$4,800,000	\$2,056,000	\$453,000	\$2,291,000		\$4,800,000
2017	Mnt. Shadows	0.8	Mnt. Shadows Rd off of 2 nd Street in Piedmont	Chip Seal	\$28,000			\$28,000		\$28,000
2017	New Und So	4	From Elk Creek Bridge N 4 mi. to Elk Creek Rd	PE Reconstruction	\$65,000			\$65,000		\$65,000
2017	Norman Ave	2.5	Norman Ave. from Peaceful pines North to end of County Asphalt	Chip Seal	\$70,000			\$70,000		\$70,000
2017	D AVE PPE	2.1	Peaceful Pines East of I-90 to Pennington Co line	Chip Seal	\$59,000			\$59,000		\$59,000
2017	Elk Creek Road	7	From I-90 to N. Haines Ave.	Chip Seal	\$200,000			\$200,000		\$200,000
2017	BRO 8047(18)	N.A.	7.5 mi. E & 3.0 mi. N of Bear Butte over Bear Butte Creek	Structure and Approach Grading	\$828,000	\$662,400		\$165,600		\$828,000
2017	Chimney Canyon Rd	0.8	From Sturgis Rd West 0.8 mi	Regrade and Asphalt Surfacing	\$600,000			\$600,000		\$600,000
2017	Structure No. 47-210-569	N.A.	Kammerer Bridge	Replace	\$500,000			\$500,000		\$500,000
2017	Structure No. 47-065-619	N.A.	11 mi. S & 0.6 mi. W of Tillford, SD (on Nemo Rd)	Low Slump Overlay	\$302,000	\$241,600		\$60,400		\$302,000
2017	Structure No. 47-114-553	N.A.	8.4 mi. E & 12.3 mi. S of Sturgis (Deerview Road)	Replace Bridge	\$900,000	\$720,000		\$180,000		\$900,000
2017	Structure No. 47-484-360	N.A.	3 mi. S & 3.4 mi E of Union Center (Ball Field Road)	Replace Bridge	\$250,000	\$200,000		\$50,000		\$250,000
2018	P6491(07) P6446(05)	10	Elk Vale Rd from 225 th St at South Co. line, N 6 mi. to Elk Creek Rd then West on Elk Creek Rd 4 mi. to N Haines	AC Surfacing	\$2,200,000	\$1,004,000	\$236,000	\$960,000		\$2,200,000
2018	Avalanch Rd	3	From Alder Pl. N. 3 mi. to Eden Rd	PE Reconstruction	\$65,000				\$65,000	\$65,000
2018	Erick Ran Rd	5	From .5 mi N of Peaceful Pines Rd 5 mi. North	Asphalt Surfacing	\$650,000			\$650,000		\$650,000
2018	Blucksburg	1	Second Access	PE	\$65,000				\$65,000	\$65,000
2018	Haines Ave	6	From Pennington Co line North 6 miles to Elk Creek Rd	Chip Seal	\$175,000			\$175,000		\$175,000
2018	New Und Nor	22.5	From Hwy 34 South 22.5 miles	Chip Seal	\$650,000			\$650,000		\$650,000
2018	Structure No. 47-300-455	N.A.	3.0 mi E & 0.5 mi S of Hereford, SD	Rip-Rap and Epoxy-Seal	\$595,000	\$476,000		\$119,000		\$595,000
2018	Structure No. 47-363-476	N.A.	17 mi N of New Underwood	Rip-Rap and Epoxy-Seal	\$353,764	\$283,011		\$70,753		\$353,764

Meade County Transportation Improvement Plan 2017-2021

Year	Project	Length In Miles	Location	Type of Improvement	Estimated Cost	Federal/BIG Bridge Funds	STP Funds	Rd &Brdg	TIFD	Total Funding
2018	Structure No. 47-140-555	N.A.	11 mi. E & 12.5 mi. S of Sturgis (Empire Place)	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2018	Structure No. 47-698-130	N.A.	12 mi. S & 6.1 mi W of Faith (Brushy Creek Rd)	PE Engineering	\$35,000	\$28,000		\$7,000		\$35,000
2018	Structure No. 47-348-093	N.A.	7 mi. S & 0.2 mi W of Mud Butte (Killdeer Rd)	PE Engineering	\$43,000	\$34,400		\$8,600		\$43,000
2018	Structure No. 47-350-070	N.A.	5 mi S of Mud Butte	PE Engineering	\$35,000	\$28,000		\$7,000		\$35,000
2019	Avalanch Rd	3	From Alder Pl. N. 3 mi. to Eden Rd.	AC Surfacing	\$3,575,000				\$3,575,000	\$3,575,000
2019	Blucksburg	1	Second Access	Second Access	\$1,000,000				\$1,000,000	\$1,000,000
2019	New Und So	4	From Elk Creek Bridge N 4 mi.to Elk Creek Rd	Reconstruct 4 mi	\$2,520,000			\$2,520,000		\$2,520,000
2019	Eden Rd	2.5	From Avalanch Rd West to HWY 79	PE Design	\$65,000				\$65,000	\$65,000
2019	Rolling Hills	2	From Nemo Rd N. 2.0 mi.	Fix Drainage	\$34,000			\$34,000		\$34,000
2019	Structure No. 47-460-128	N.A.	11.8 mi. S of Hwy 212 on Stoneville Rd.	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000
2019	Structure No. 47-079-547	N.A.	11.7 mi. S & 4.9 mi. E of Sturgis (L-E-L)	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000
2019	Structure No. 47-140-555	N.A.	11 mi. E & 12.5 mi. S of Sturgis (Empire Place)	Replace Bridge	\$1,000,000	\$800,000		\$200,000		\$1,000,000
2020	Alkali Rd	5	From Fort Meade Way East 5 mi. to end of Asphalt	2" overlay of existing Asphalt	\$975,000			\$975,000		\$975,000
2020	Eden Rd	2.5	From Avalanch Rd West to Hwy 79	Regrade	\$3,255,000				\$3,255,000	\$3,255,000
2020	Avalanch Road	0.9	From Lazelle Street to Alder Pl	Chip Seal	\$30,000			\$30,000		\$30,000
2020	Whitewood Service Rd	0.4	From Sturgis City limits to Lawerance Co. line	Chip Seal	\$16,000			\$16,000		\$16,000
2020	Blucksberg	0.5	From Service Rd to Blucksberg entrance	Chip Seal	\$17,000			\$17,000		\$17,000
2020	Pleasant Valley	1.7	From Service Rd to I-90	Chip Seal	\$60,000			\$60,000		\$60,000
2020	Stage Stop Rd	0.4	From I-90 to end of asphalt	Chip Seal	\$16,000			\$16,000		\$16,000
2020	Anderson Rd	0.8	From Service Rd to end of asphalt	Chip Seal	\$30,000			\$30,000		\$30,000
2020	Peaceful Pines (West)	2.1	From Service Rd to end of asphalt	Chip Seal	\$65,000			\$65,000		\$65,000
2020	Black Hawk (W. Elm/Seaire)	1.5	West Elm and Seaire St	Chip Seal	\$37,000			\$37,000		\$37,000
2020	Vanocker Canyon	11	From Sturgis City limits to Lawerance Co. line	Chip Seal	\$350,000			\$350,000		\$350,000
2020	Ft. Meade Way	4	Engineer remaining portion for asphalt	PE Engineering	\$75,000			\$75,000		\$75,000
2020	Structure No. 47-348-093	N.A.	7 mi. S & 0.2 mi W of Mud Butte (Killdeer Rd)	Replace Bridge	\$650,000	\$520,000		\$130,000		\$650,000
2020	Structure No. 47-350-070	N.A.	5 mi S of Mud Butte	Replace Bridge	\$300,000	\$240,000		\$60,000		\$300,000

Meade County Transportation Improvement Plan 2017-2021

Year	Project	Length In Miles	Location	Type of Improvement	Estimated Cost	Federal/BIG Bridge Funds	STP Funds	Rd &Brdg	TIFD	Total Funding
2020	Structure No. 47-499-460	N.A.	1.8 mi W & 4 mi N of Elm Springs	PE Engineering	\$50,000	\$40,000		\$10,000		\$50,000
2020	Structure No. 47-320-585	N.A.	29 mi E & 15.5 mi S of Sturgis (Brehm Rd)	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2020	Structure No. 47-549-149	N.A.	21.1 mi W & 13.9 mi S of Faith	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2020	Structure No. 47-635-190	N.A.	6 mi E & 12 mi N of White Owl (Whitetail Dr.)	PE Engineering	\$68,000	\$54,400		\$13,600		\$68,000
2021	Fort Meade Way	6	From Hwy 34 to I-90	Regrade and Asphalt surfacing	\$4,000,000			\$4,000,000		\$4,000,000
2021	Mnt. Shadows	0.8	From 2 nd St to end of asphalt	Chip Seal	\$31,000			\$31,000		\$31,000
2021	Norman Ave.	2.5	From Peaceful Pines to end of asphalt	Chip Seal	\$78,000			\$78,000		\$78,000
2021	Deadwood Ave / Peaceful Pines E	2.1	From I-90 to Pennington Co Line	Chip Seal	\$67,000			\$67,000		\$67,000
2021	Elk Creek Rd	7	From I-90 to N Haines Ave.	Chip Seal	\$220,000			\$220,000		\$220,000
2021	Structure No. 47-698-130	N.A.	12 mi. S & 6.1 mi W of Faith (Brushy Creek Rd)	Replace Bridge	\$320,000	\$256,000		\$64,000		\$320,000
2021	Structure No. 47-499-460	N.A.	1.8 mi W & 4 mi N of Elm Springs	Replace Bridge	\$400,000	\$320,000		\$80,000		\$400,000
2021	Structure No. 47-320-585	N.A.	29 mi E & 15.5 mi S of Sturgis (Brehm Rd)	Replace Bridge	\$580,000	\$464,000		\$116,000		\$580,000
2021	Structure No. 47-549-149	N.A.	21.1 mi W & 13.9 mi S of Faith	Replace Bridge	\$580,000	\$464,000		\$116,000		\$580,000
2021	Structure No. 47-666-400	N.A.	10 mi S & 11.3 E of White Owl	PE Engineering	\$57,000	\$45,600		\$11,400		\$57,000
2021	Structure No. 47-243-401	N.A.	2.9 mi N & 21.3 mi E of Sturgis (Impala Pl)	PE Engineering	\$68,000	\$54,400		\$13,600		\$68,000
				TOTALS:	\$35,028,764	\$9,768,611	\$689,000	\$16,546,153	\$8,025,000	\$35,028,764

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

Year	Project	PCEMS	Length	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Federal Bridge Funds	Federal Priority or Safety Funds	STP Funds	Rd & Brdg	Total Funding
2017	BRF 6403(09) SN 52-162-272	02JT	0.2	Structure 0.6W & 0.1S of Rochford over Rapid Creek SN 52-162-272	30' Concrete Bridge, 32' Deck (30' clear), 20° RHF Skew, Concrete Abuments, New Alignment	\$400,000			\$320,000			\$80,000	\$400,000
2017	BRO 8052(61) SN 52-500-347	033L	0.2	3.5 W & 1.3 N of Caputa on Bradsky Rd SN 52-500-347	PE, Structure & Approach Grading	\$500,000			\$400,000			\$100,000	\$500,000
2017	EM-BRF 6403(6)	00CL	9.5	South Rochford Road from Rochford south to end of Deerfield Road asphalt	PE, Grading, Base Course, & Asphalt Concrete, (Total = \$10.4; EM 85% = 7.65 Local Funds = \$2.75	\$10,000,000		\$2,350,000		\$7,650,000			\$10,000,000
2017	BRO 8052(27) SN 52-312-433	H099	0.1	0.8 W of Keystone over Battle Creek SN 52-312-433	PE, Structure Rehabilitation	\$188,000			\$150,400			\$37,600	\$188,000
2018	PH 6730(01)	01DJ	2.7	Box Elder-Pennington Co Rd 14-16, from exit 63 East to end of the divided section East of Ellsworth Rd	Reconstruct-convert divided section to a 3-lane section; PE	\$3,632,000		\$362,000		\$3,270,000			\$3,632,000
2018	P 6480(4)	5777	9.7	Sheridan Lake Road from Jct US385 to Alberta Drive	PE, Grading, Base Course, C&G, AC Surfacing (Total = \$8.5; STP/State = \$3.0; Local Funds = \$5.5)	\$8,500,000		\$6,419,236			\$2,080,764		\$8,500,000
2018	PP 3269(01)	05RH	0.0	Radar Hill Rd, S of Hwy 1416 Intersection	Install Crossing Gates & Pre-emption with New Traffic Signals	\$120,000				\$108,000		\$12,000	\$120,000
2019	P 6404	02DW	6.1	Nemo Road from the North County Line, E, SE 6.1 mi. (to between Palmer Road and Schmitz Trail)	Asphalt Concrete Surfacing	\$1,143,000		\$400,000			\$743,000		\$1,143,000
2020	PH8041(20)	05F8	0.6	Nemo Rd - Pennington and Meade County	Curve correction from broken-back curve to simple curve - Safety Project - Guardrail updates and signing	\$3,482,000		\$348,200		\$3,133,800			\$3,482,000
					Totals:	\$27,965,000	\$0	\$9,879,436	\$870,400	\$14,161,800	\$2,823,764	\$229,600	\$27,965,000

Please see next page

Attachment 2 Rapid City Area Metropolitan Planning Organization

CERTIFICATION

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

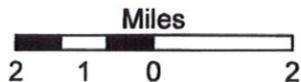
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

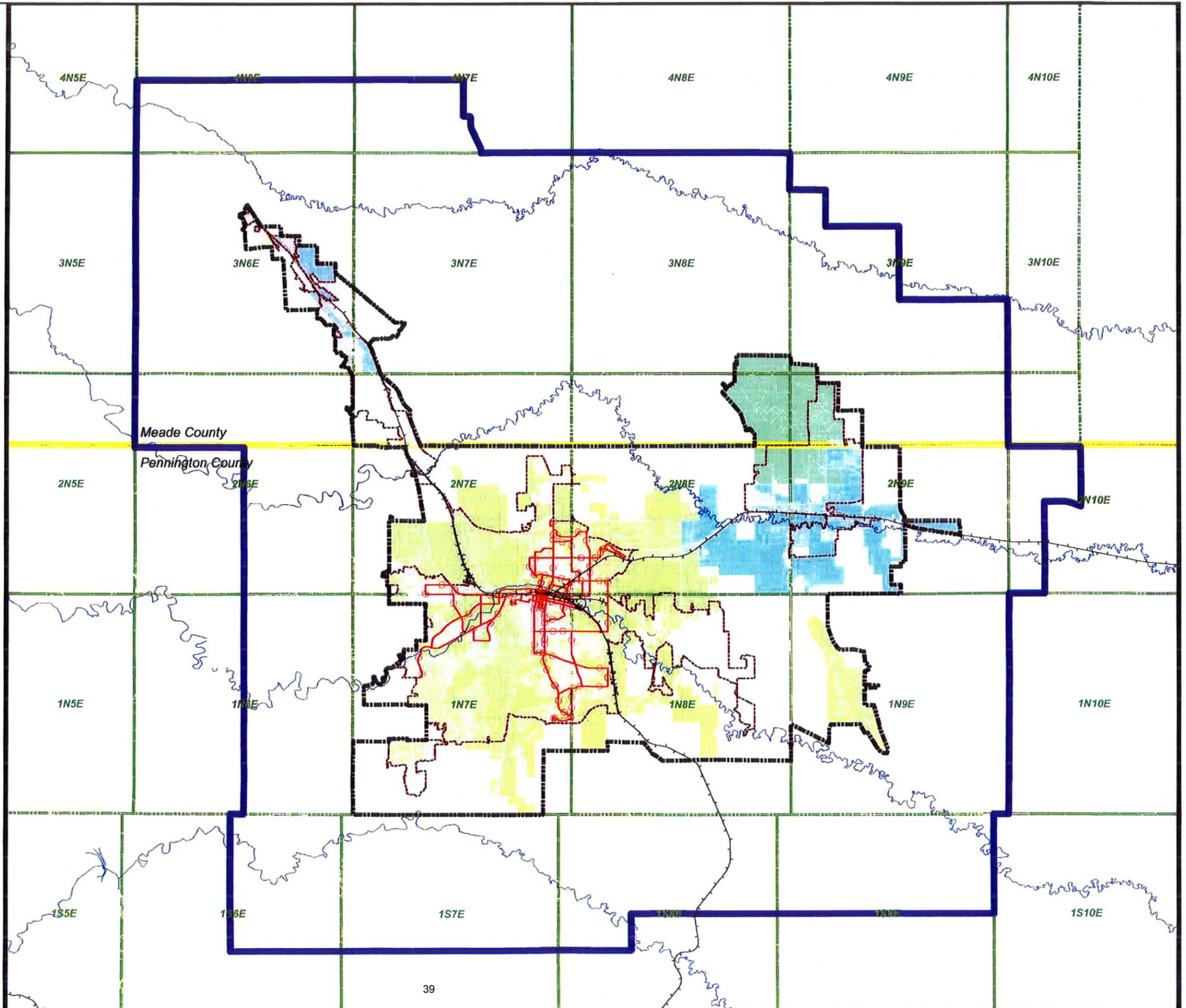
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



June 2013

Disclaimer

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



Please see next page

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

Revising an Approved TIP:

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

A revision to the TIP is:

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

Administrative Amendments to an Approved TIP:

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

An Administrative Amendment to the TIP is:

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

APPENDIX A

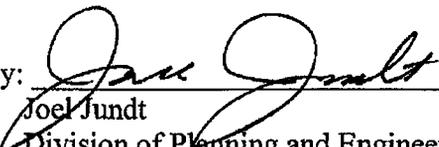
- b. Increases in the Federal funds less than \$100,000 and cost increases less than 100% of the total project cost. Any cost increase over \$3.0 million requires a TIP revision.
- c. Obvious data entry errors.
- d. Splitting or combining projects already in the program, with no change in overall project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

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

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

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

Date: 7-9-2009

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

Date: 8/7/09

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2016-2017

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 450.336).

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, the City of Summerset, the City of Piedmont, 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 450.312*)

Describe the Physical Boundaries/Provide a Map

The Rapid City Urbanized Area includes the lands within the City of Rapid City urban growth boundary and the densely populated adjoining areas of Pennington and Meade Counties. The area is shown in the attached map, page 37 herein.

3. Agreements (*Ref: 23 USC 134(d) and 23 CFR 450.314*)

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

1. Intergovernmental Agreement for the Purpose of Establishing the Rapid City Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2007 by the South Dakota Department of Transportation and the parties in the Rapid City Area Metropolitan Planning Organization;
2. Operations Plan was adopted in August 2009. The Operations Plan outlines the procedures and requirements for adopting transportation products and plans for the Metropolitan Planning Organization.

B. Agreements between the State and the MPO include:

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

C. Agreements between the MPO and other entities include:

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

4. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.310)

A. Cooperative Metropolitan Planning Process

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

The metropolitan transportation planning process includes:

1. Development and maintenance of a Long Range Transportation Plan (RapidTRIP2040)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP2040
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, RapidTRIP2040, 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 450.308)

The purpose of the Unified Planning Work Program is to describe the annual activities, planning studies, and products to be developed by the Metropolitan Planning Organization over a year time. The Unified Planning Work Program identifies who will be involved with the work tasks and the anticipated product or outcome. The Unified Planning Work Program also identifies funding for these tasks which includes total programmed expenditures for each one. The Metropolitan Planning Organization and its coordinating agencies work together to define work activities which will be performed over the year. The City of Rapid City oversees this work program in accordance with the agreements among the City of Rapid City, the City of Box Elder, Pennington County and Meade County. The South Dakota Department of Transportation (SDDOT), Ellsworth Air Force Base, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the local school districts also participate in the development of the Unified Planning Work Program as members of the Technical Coordinating Committee.

The tasks in the FY2016 UPWP for the Rapid City Area Metropolitan Planning Organization were developed with input from local entities to ensure all transportation issues within the Rapid City Metropolitan Planning Organization's boundaries were considered.

- B. Long Range Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.324)
The federally compliant RapidTRIP 2040 Long Range Transportation Plan was adopted in September 2015.
- C. Transportation Improvement Program (TIP) (Ref: 23 USC 134(h) and 23CFR 450.326)
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 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, global competitiveness, productivity, and efficiency.

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

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

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 of people and 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 participated in the Coordinated Human Services Public Transportation Plans.

E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

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 throughout the metropolitan region, 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. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation

The Transportation Improvement Program is reviewed by the member jurisdictions and resource agencies to conform to planned and existing drainage basin and environmental plans.

J. Enhance travel and tourism

Travel and tourism is a critical component of the economy in the Rapid City area. Projects to provide access to tourist and recreational destinations are included in the Long Range Transportation Plan. Additionally, numerous safety-related projects are implemented on popular tourist routes to enhance the travel experience for visitors.

7. Public Involvement (Ref: 23 CFR 450.316(b))

Rapid City Area Metropolitan Planning Organization Public Participation Plan

The Rapid City Area Metropolitan Planning Organization adopted a SAFETEA-LU compliant public participation plan in November 2011. This plan serves as the statement of transportation public participation policies adopted by the Rapid City Area Metropolitan Planning Organization. Participation of the public in transportation planning activities is vitally important to the Rapid City Area Metropolitan Planning Organization. The emphasis of the adopted policies in this report is on regional system planning products regularly produced in the transportation planning process. Various techniques will selectively be used to provide information and solicit public comment. Some examples of public participation activities are briefly described below.

- A. Newspaper Advertisements
- B. Web Site
- C. Articles
- D. Press Releases
- E. Flyers
- F. TV/Radio
- G. Public Service Announcements
- H. Interviews
- I. Community Forums
- J. Public Meetings
- K. Public Hearings
- L. Group Presentations
- M. Advisory Committee

8. Title VI (Ref: Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21)

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance” [42 USC 2000d]. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was signed by President Clinton on Feb. 11, 1994 and published in the Feb. 16, 1994 Federal Register, Vol. 59, No. 32. The Executive Order and accompanying memorandum reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focus federal attention on the environmental and human health condition in minority and low-income communities. Together these two laws promote non-discrimination in federal programs affecting human health and the environment, and provide minority and low income communities access to public information and an opportunity to participate in matters relating to transportation and the environment.

Through the regional planning process, the Metropolitan Planning Organization and partner agencies will thoroughly analyze the three fundamental environmental justice principles. The principles are:

- To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects of programs, policies and activities on minority populations and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction of, or significant delay in the receipt of transportation benefits by minority and low-income populations.

The Metropolitan Planning Organization staff is developing a Title VI Policy to ensure compliance with the Civil Rights Act of 1964 and to provide the public with procedures to request assistance in addressing any issues that may surface. Additionally, the Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

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

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

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

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

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

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

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

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

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

12. Lobbying Prohibition (Ref. 49 CFR 20)

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

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

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

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

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

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

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

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

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

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

The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.

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

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

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

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



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

300 Sixth Street

Kip Harrington, Planner III
Long Range Planning Division
city web: www.rcgov.org

DRINKING WATER QUALITY DETERMINATION
It appears, based on the information provided,
that this project will not have adverse
environmental effects to drinking water in
this area. This project is approved.

Approved by: *Mark Mayer*
Date: *8/30/16* ID No: *2016082*
605-773-3754 Fax 605-773-5286
SOUTH DAKOTA DEPARTMENT OF
ENVIRONMENT & NATURAL RESOURCES

Phone: 605-394-4120

Fax: 605-394-6636

e-mail: kip.harrington@rcgov.org

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

August 9, 2016

Mr. Mark Mayer
SD Dept of Environment & Natural Resources
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

RECEIVED
AUG 11 2016
AUG 12 2016
Drinking Water Program

Dear Mr. Mayer:

The Rapid City Area Metropolitan Planning Organization (MPO) is comprised of the City of Rapid City, the City of Box Elder, the City of Piedmont, the City of Summerset, portions of Pennington County and portions of Meade County. By law, all urbanized areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization that is responsible for area transportation planning and programming activities.

The Rapid City Area Metropolitan Planning Organization is currently updating its Transportation Improvements Program (TIP) for the years 2017-2020. The TIP is a five year plan for proposed capital and operation expenditures for public transportation, including potential funding sources, for the Rapid City Metropolitan Area. I have enclosed a draft of the 2017-2020 TIP for the Rapid City Metropolitan Area for your review and comment. An electronic version can be viewed at:

http://www.rcgov.org/index.php?option=com_docman&view=download&alias=2817-2017-2020-transportation-improvement-program-draft&category_slug=transportation-planning&Itemid=149

Please respond within 30 days with any comments or questions. Thank you for your time and consideration of this matter.

Sincerely,

Kip Harrington, Planner III
Long Range Planning

Enclosure



EQUAL OPPORTUNITY EMPLOYER



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

August 26, 2016

RECEIVED

Planning, Programs, and Project Management Division

Mr. Kip Harrington
City of Rapid City
Community Planning & Development Services
300 Sixth Street
Rapid City, South Dakota, 57701-5035

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

Dear Mr. Harrington:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated August 9, 2016 (received August 12, 2016) regarding the environmental review of the Transportation Improvements Program (TIP) proposed by the Rapid City Area Metropolitan Planning Organization in Pennington and Meade Counties, South Dakota. It is understood that the proposed TIP is planned for 2017-2020 and may include interstate maintenance, state highway intersection improvements, bridge rehabilitation, railroad crossing and safety improvements, pavement preservation projects, sidewalk and path construction, and traffic signal Americans with Disabilities Act (ADA) upgrades. We offer the following comments for your consideration:

Your plans should be coordinated with the state water quality office that has jurisdiction within the area where the project is located to ensure compliance with federal and state water quality standards and regulations mandated by the Clean Water Act and administered by the U.S. Environmental Protection Agency. Please coordinate with the South Dakota Department of Environment & Natural Resources concerning state water quality programs.

If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the South Dakota Department of Game, Fish and Parks regarding fish and wildlife resources. In addition, the South Dakota State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

It should be ensured that the proposed project is in compliance with floodplain management criteria of Pennington and Meade Counties and the State of South Dakota. The design should ensure that the one percent annual chance floodwater surface elevation of any stream affected that has a designated floodway, is not increased relative to pre-project conditions. If a designated floodway has not been identified then the design should ensure that the one percent annual chance floodwater surface elevation is not increased by more than one-foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

Since the proposed project area may contain federal flood control projects, your plans should be submitted to the local floodplain administrator for review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Pennington and Meade Counties and the State of South Dakota. In addition, please coordinate with the following floodplain management office:

South Dakota Division of Emergency Management
Attention: Mr. Marc Macy
118 W. Capitol Avenue
Pierre, South Dakota 57501
Telephone: 605-773-3231
Fax: 605-773-3580
Email: marc.macy@state.sd.us

Any proposed project that may alter Corps civil works projects requires Department of the Army authorization under Section 408 (33 USC 408) of the Rivers and Harbors Act. The Section 408 review is to ensure the proposed activities will not impair the usefulness of navigation or flood control structures and are not injurious to the public interest. Please coordinate with the Omaha District contact to determine the level of Section 408 review that is necessary. Also please make note of the Programmatic Environmental Assessment for the state of South Dakota that identifies Section 408 actions deemed categorical permissions and the steps needed to process requests in an expedited fashion.

U.S. Army Corps of Engineers, Omaha District
Operations Branch
Attention: Mr. Brent Cossette, CENWO-OD-TN
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

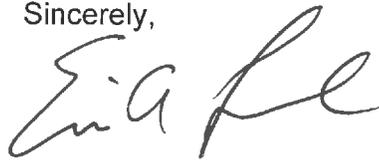
U.S. Army Corps of Engineers
Pierre Regulatory Office
Attention: Mr. Steve Naylor, CENWO-OD-R-SD
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Branch
Attention: Mr. Eric Laux, CENWO-PM-AC
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Anee Rief of my staff at
(402) 995-2544 or amee.l.rief@usace.army.mil and reference PD# 6942 in the subject line.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric A. Laux". The signature is fluid and cursive, with the first name "Eric" and last name "Laux" clearly distinguishable.

Eric A. Laux
Chief, Environmental Resources and Missouri River
Recovery Program Plan Formulation Section



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

300 Sixth Street

*Deanna -
no comments
Thanks
UK*

Kip Harrington, Planner III
Long Range Planning Division
city web: www.rcgov.org

RECEIVED

AUG 12 2016

Dept. of Environment and
Natural Resources
Waste Management

Phone: 605-394-4120

Fax: 605-394-6636

e-mail: kip.harrington@rcgov.org

August 9, 2016

Ms. Vonni Kallemeyn
SD Dept of Environment & Natural Resources
Division of Environmental Services
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

Waste Management Determination Hazardous Waste/Solid Waste/Asbestos

It appears, based on the information provided, that this project will have little or no impact on the waste management in this area.

Approved By: Vonni Kallemeyn
Date: 8-26-16

South Dakota Department of
Environment & Natural Resources
Phone: (605) 773-3153 Fax: (605) 773-6035

Dear Ms. Kallemeyn:

The Rapid City Area Metropolitan Planning Organization (MPO) is comprised of the City of Rapid City, the City of Box Elder, the City of Piedmont, the City of Summerset, portions of Pennington County and portions of Meade County. By law, all urbanized areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization that is responsible for area transportation planning and programming activities.

The Rapid City Area Metropolitan Planning Organization is currently updating its Transportation Improvements Program (TIP) for the years 2017-2020. The TIP is a five year plan for proposed capital and operation expenditures for public transportation, including potential funding sources, for the Rapid City Metropolitan Area. I have enclosed a draft of the 2017-2020 TIP for the Rapid City Metropolitan Area for your review and comment. An electronic version can be viewed at:

http://www.rcgov.org/index.php?option=com_docman&view=download&alias=2817-2017-2020-transportation-improvement-program-draft&category_slug=transportation-planning&Itemid=149

Please respond within 30 days with any comments or questions. Thank you for your time and consideration of this matter.

Sincerely,

Kip Harrington, Planner III
Long Range Planning

RECEIVED

AUG 30 2016

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

Enclosure



EQUAL OPPORTUNITY EMPLOYER



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

August 26, 2016

RECEIVED

AUG 30 2016

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

Kip Harrington, Planner III
Community Planning and Development Services, Long Range Planning
City of Rapid City
300 Sixth Street
Rapid City, SD 57701-5035

Re: The Rapid City Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2017 – 2020, Pennington and Meade Counties, South Dakota

Dear Mr. Harrington:

The South Dakota Department of Environment and Natural Resources' Ground Water Quality program has reviewed the above-referenced TIP plan update. Based on the information submitted in your letter dated August 9, 2016, the department has no specific groundwater concerns at this time. However, the department will comment on specific projects later when notification is received confirming the status of individual projects, or at a time when more details become available. Additionally, if construction for these projects disturb one or more acre(s) of soil, a storm water permit may be required. For more information or to obtain a storm water permit, please contact the Department at 1-800-SD-Storm or visit: <http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx>.

However, if you would like to do an initial review of one possible environmental concern, please note that there have been numerous petroleum and other chemical releases throughout the state. There have been a significant number of releases in the Rapid City region over time, and residual contamination from some releases may be encountered during the proposed construction projects. You can obtain more data regarding releases reported in South Dakota at the following website:

<http://arcgis.sd.gov/server/denr/spillviewer/>.

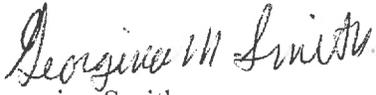
If contamination is encountered during construction activities or caused by the construction work, the Rapid City Area MPO or its designated representative must report the contamination to the department at (605) 773-3296.

Any contaminated soil encountered or caused by the construction must be temporarily stockpiled and sampled to determine disposal requirements.

Thank you for providing the program an opportunity to comment on this project and for the Metropolitan Planning Organization's concern in protecting South Dakota's environment.

If you have any questions regarding this letter, please contact me at the number listed below.

Sincerely,



Georgina Smith
Environmental Scientist II
Telephone: 605-773-3296

C: PJ Conover, Pennington County Planning Director, 130 Kansas City St. Suite 200, Rapid City, SD 57701
Kirk Chaffee, Meade County Director of Equalization/Planning, 1300 Sherman Street, Suite 222, Sturgis, SD 57785



**DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES**

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

August 16, 2016

Mr. Kip Harrington
City of Rapid City
300 Sixth Street
Rapid City, SD 57701-5035

RE: Air Quality Review of the Rapid City Area Transportation Improvement Plan

Dear Mr. Harrington:

The review of the Rapid City Area Transportation Improvement Plan (TIP) for 2017 – 2020 has been completed by the Air Quality Program. No special transportation conformity planning is required in the TIP because the area is attaining the National Ambient Air Quality Standards. The Department finds the Rapid City Area TIP as supplied in compliance with the South Dakota Air Quality State Implementation Plan.

Transportation planning is an important tool in maintaining good air quality levels in the state. It is the intent of the South Dakota Department of Environment and Natural Resources to maintain an air quality monitoring site in the City of Rapid City. The site will evaluate air pollution trends and control measures so this area continues to attain the National Ambient Air Quality Standards.

If you have questions or require further information please contact me at 605-773-6706. Thank you for supplying the information to the Air Quality Program for review.

Sincerely,

Rick Boddicker
Environmental Scientist III
SD-DENR – Air Quality Program

RECEIVED

AUG 22 2016

**RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES**



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

300 Sixth Street

Kip Harrington, Planner III
Long Range Planning Division
city web: www.rcgov.org

DRINKING WATER QUALITY DETERMINATION
It appears, based on the information provided,
that this project will not have adverse
environmental effects to drinking water in
this area. This project is approved.

Approved by: *Mark Mayer*
Date: *8/30/16* ID No: *2016082*
605-773-3754 Fax 605-773-5286
SOUTH DAKOTA DEPARTMENT OF
ENVIRONMENT & NATURAL RESOURCES

Phone: 605-394-4120

Fax: 605-394-6636

e-mail: kip.harrington@rcgov.org

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

August 9, 2016

Mr. Mark Mayer
SD Dept of Environment & Natural Resources
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

RECEIVED
AUG 11 2016
AUG 12 2016
Drinking Water Program

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Please respond within 30 days with any comments or questions. Thank you for your time and consideration of this matter.

Sincerely,

Kip Harrington, Planner III
Long Range Planning

Enclosure



EQUAL OPPORTUNITY EMPLOYER



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

August 26, 2016

Planning, Programs, and Project Management Division

Mr. Kip Harrington
City of Rapid City
Community Planning & Development Services
300 Sixth Street
Rapid City, South Dakota, 57701-5035

RECEIVED

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

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If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the South Dakota Department of Game, Fish and Parks regarding fish and wildlife resources. In addition, the South Dakota State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

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South Dakota Division of Emergency Management
Attention: Mr. Marc Macy
118 W. Capitol Avenue
Pierre, South Dakota 57501
Telephone: 605-773-3231
Fax: 605-773-3580
Email: marc.macy@state.sd.us

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U.S. Army Corps of Engineers, Omaha District
Operations Branch
Attention: Mr. Brent Cossette, CENWO-OD-TN
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

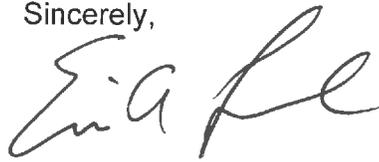
U.S. Army Corps of Engineers
Pierre Regulatory Office
Attention: Mr. Steve Naylor, CENWO-OD-R-SD
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Branch
Attention: Mr. Eric Laux, CENWO-PM-AC
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Anee Rief of my staff at
(402) 995-2544 or amee.l.rief@usace.army.mil and reference PD# 6942 in the subject line.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric A. Laux". The signature is written in a cursive, flowing style.

Eric A. Laux
Chief, Environmental Resources and Missouri River
Recovery Program Plan Formulation Section



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Community Planning & Development Services

300 Sixth Street

*Deanna -
no comments
Thanks
UK*

Kip Harrington, Planner III
Long Range Planning Division
city web: www.rcgov.org

RECEIVED

AUG 12 2016

Dept. of Environment and
Natural Resources
Waste Management

Phone: 605-394-4120

Fax: 605-394-6636

e-mail: kip.harrington@rcgov.org

August 9, 2016

Waste Management Determination Hazardous Waste/Solid Waste/Asbestos

It appears, based on the information provided, that this project will have little or no impact on the waste management in this area.

Approved By: Donni Kallemeyn
Date: 8-26-16

South Dakota Department of
Environment & Natural Resources
Phone: (605) 773-3153 Fax: (605) 773-6035

Ms. Vonni Kallemeyn
SD Dept of Environment & Natural Resources
Division of Environmental Services
Joe Foss Building, 523 E Capitol Avenue
Pierre, SD 57501

Dear Ms. Kallemeyn:

The Rapid City Area Metropolitan Planning Organization (MPO) is comprised of the City of Rapid City, the City of Box Elder, the City of Piedmont, the City of Summerset, portions of Pennington County and portions of Meade County. By law, all urbanized areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization that is responsible for area transportation planning and programming activities.

The Rapid City Area Metropolitan Planning Organization is currently updating its Transportation Improvements Program (TIP) for the years 2017-2020. The TIP is a five year plan for proposed capital and operation expenditures for public transportation, including potential funding sources, for the Rapid City Metropolitan Area. I have enclosed a draft of the 2017-2020 TIP for the Rapid City Metropolitan Area for your review and comment. An electronic version can be viewed at:

http://www.rcgov.org/index.php?option=com_docman&view=download&alias=2817-2017-2020-transportation-improvement-program-draft&category_slug=transportation-planning&Itemid=149

Please respond within 30 days with any comments or questions. Thank you for your time and consideration of this matter.

Sincerely,

Kip Harrington, Planner III
Long Range Planning

RECEIVED

AUG 30 2016

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

Enclosure



EQUAL OPPORTUNITY EMPLOYER



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

August 26, 2016

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AUG 30 2016

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

Kip Harrington, Planner III
Community Planning and Development Services, Long Range Planning
City of Rapid City
300 Sixth Street
Rapid City, SD 57701-5035

Re: The Rapid City Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2017 – 2020, Pennington and Meade Counties, South Dakota

Dear Mr. Harrington:

The South Dakota Department of Environment and Natural Resources' Ground Water Quality program has reviewed the above-referenced TIP plan update. Based on the information submitted in your letter dated August 9, 2016, the department has no specific groundwater concerns at this time. However, the department will comment on specific projects later when notification is received confirming the status of individual projects, or at a time when more details become available. Additionally, if construction for these projects disturb one or more acre(s) of soil, a storm water permit may be required. For more information or to obtain a storm water permit, please contact the Department at 1-800-SD-Storm or visit: <http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx>.

However, if you would like to do an initial review of one possible environmental concern, please note that there have been numerous petroleum and other chemical releases throughout the state. There have been a significant number of releases in the Rapid City region over time, and residual contamination from some releases may be encountered during the proposed construction projects. You can obtain more data regarding releases reported in South Dakota at the following website:

<http://arcgis.sd.gov/server/denr/spillviewer/>.

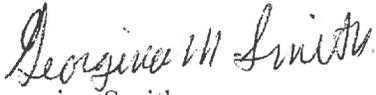
If contamination is encountered during construction activities or caused by the construction work, the Rapid City Area MPO or its designated representative must report the contamination to the department at (605) 773-3296.

Any contaminated soil encountered or caused by the construction must be temporarily stockpiled and sampled to determine disposal requirements.

Thank you for providing the program an opportunity to comment on this project and for the Metropolitan Planning Organization's concern in protecting South Dakota's environment.

If you have any questions regarding this letter, please contact me at the number listed below.

Sincerely,



Georgina Smith
Environmental Scientist II
Telephone: 605-773-3296

C: PJ Conover, Pennington County Planning Director, 130 Kansas City St. Suite 200, Rapid City, SD 57701
Kirk Chaffee, Meade County Director of Equalization/Planning, 1300 Sherman Street, Suite 222, Sturgis, SD 57785



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

August 16, 2016

Mr. Kip Harrington
City of Rapid City
300 Sixth Street
Rapid City, SD 57701-5035

RE: Air Quality Review of the Rapid City Area Transportation Improvement Plan

Dear Mr. Harrington:

The review of the Rapid City Area Transportation Improvement Plan (TIP) for 2017 – 2020 has been completed by the Air Quality Program. No special transportation conformity planning is required in the TIP because the area is attaining the National Ambient Air Quality Standards. The Department finds the Rapid City Area TIP as supplied in compliance with the South Dakota Air Quality State Implementation Plan.

Transportation planning is an important tool in maintaining good air quality levels in the state. It is the intent of the South Dakota Department of Environment and Natural Resources to maintain an air quality monitoring site in the City of Rapid City. The site will evaluate air pollution trends and control measures so this area continues to attain the National Ambient Air Quality Standards.

If you have questions or require further information please contact me at 605-773-6706. Thank you for supplying the information to the Air Quality Program for review.

Sincerely,

Rick Boddicker
Environmental Scientist III
SD-DENR – Air Quality Program

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AUG 22 2016

RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES