

# **Rapid City Area Transportation Improvement Program**

**(Fiscal Years 2024-2027)**

**Draft  
June 2023**

**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

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# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2024 - 2027)

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

**(Fiscal Years 2024 - 2027)**

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

<b>AC</b>	Asphalt Concrete
<b>ADA</b>	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
<b>AIP</b>	Airport Improvement Program
<b>C &amp; G</b>	Curb and Gutter
<b>CIP</b>	Capital Improvement Plan
<b>CY</b>	Calendar Year
<b>DOT</b>	United States Department of Transportation
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>IM</b>	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
<b>MPO</b>	Metropolitan Planning Organization
<b>PCC</b>	Portland Cement Concrete
<b>PE</b>	Preliminary Engineering
<b>PL</b>	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
<b>RCATPP</b>	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.

## ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

<b>RCP&amp;E</b>	Rapid City, Pierre, and Eastern Railroad
<b>RCRA</b>	Rapid City Regional Airport
<b>ROW</b>	Right-Of-Way
<b>SEC 5307</b>	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
<b>SEC 5310</b>	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
<b>SEC 5339</b>	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).
<b>SDDOT</b>	South Dakota Department of Transportation
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	Transportation Improvement Program

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM  
(Fiscal Years 2024- 2027)**

**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 Rapid City Area 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 (EPC). 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 Metropolitan Transportation (MTP).

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 twice before the Rapid City Planning Commission, the Rapid City Council, and the MPO 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 MPO 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).

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

FAST Act projects in urbanized areas must be included in a TIP that 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 the MTP, called RapidTRIP 2045, the Box Elder Strategic Transportation Plan, the Pennington County Transportation Plan, and the Meade County 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 2024-2027 Rapid City Area TIP represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, bicycles, and pedestrians. Projects are prioritized within each program year by funding category. The Rapid City Area TIP is developed cooperatively by the SDDOT, the local participating units of government, agencies, and the MPO committees. The Rapid City Area TIP development 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 TIP 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 STIP 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 STIP after the MPO acts on the TIP. Projects located within the cities are either drawn from 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 TIP must conform to the MTP for the MPO. The most recent MTP/LRTP was approved in August 2020. *RapidTRIP 2045* can be found on the MPO website at [http://rapidcityareampo.org/application/files/5115/9665/7703/20TP028 -  
\\_Metropolitan Transportation Plan - Final Report.pdf](http://rapidcityareampo.org/application/files/5115/9665/7703/20TP028_-_Metropolitan_Transportation_Plan_-_Final_Report.pdf). Only major projects identified in the approved MTP are selected as potential TIP projects. Currently, projects within the TIP are considered to be in compliance with the MTP.

Consistent with the project prioritization and evaluation criteria noted in the MTP, the TIP projects are prioritized in accordance with the policies and strategies that guide the activities of the Rapid City Area MPO process, including the FAST Act Planning Factors. The planning factors found in the FAST Act include:

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

In terms of selecting a project for construction, the 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 for the amendment process details.

## **B. Financial Constraint**

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

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

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

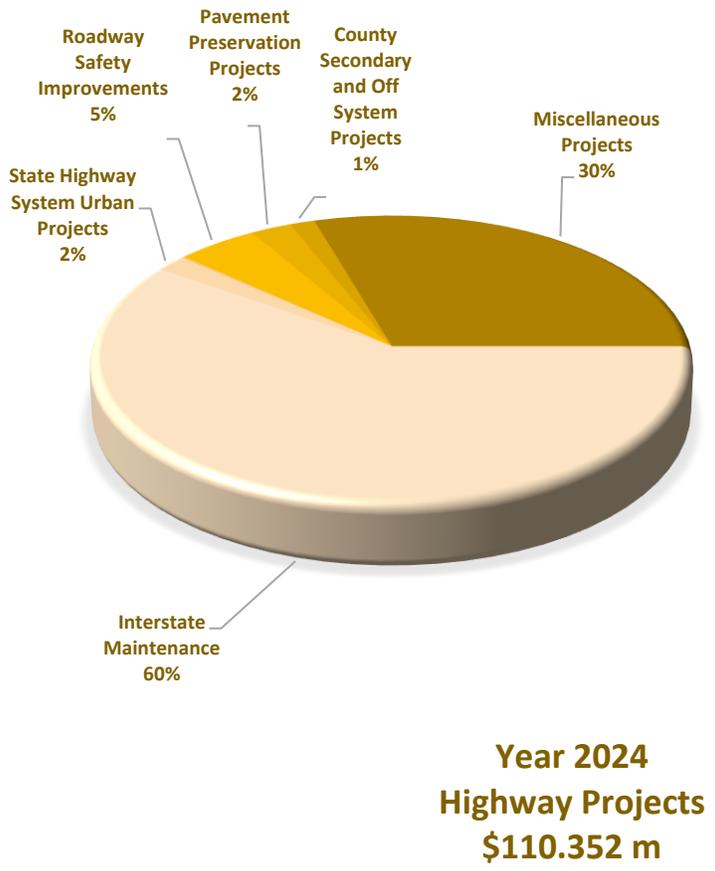
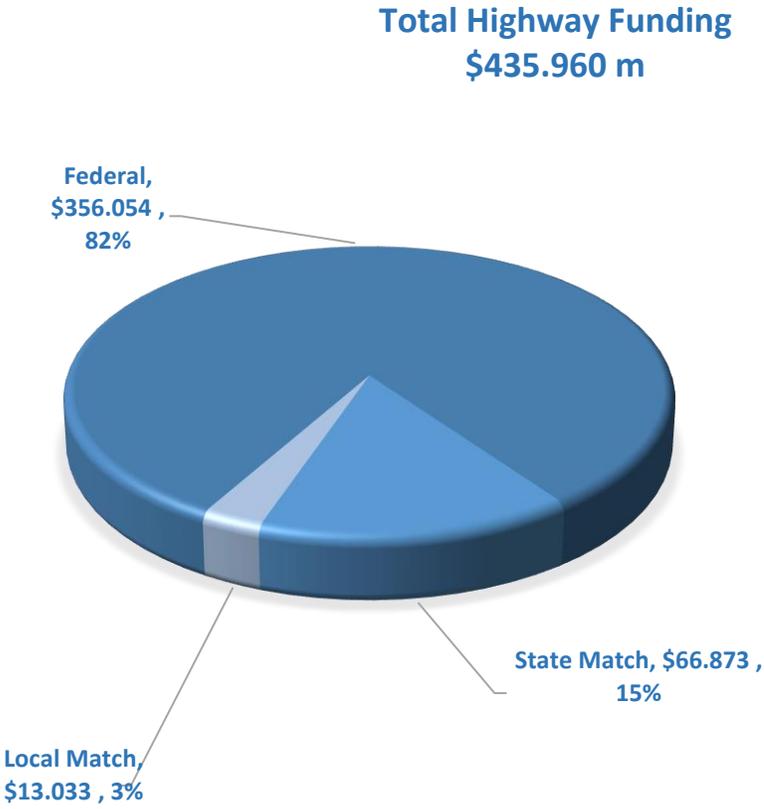
**Figure 1 - Federally Funded Programmed Projects  
by Project Type within the Metropolitan Planning Area**

	2024	2025	2026	2027	Total
<b>Interstate Maintenance</b>					
Federal	\$49,717,000	\$1,737,000	\$4,284,000	\$60,212,000	\$115,950,000
State Match	\$9,266,000	\$173,000	\$665,000	\$15,045,000	\$25,149,000
Interstate Maintenance	\$58,983,000	\$1,910,000	\$4,949,000	\$75,257,000	\$141,099,000
<b>Major Arterial Projects</b>					
Federal	\$1,086,000	\$5,509,000	\$0	\$0	\$6,595,000
State Match	\$306,000	\$1,593,000	\$0	\$0	\$1,899,000
Major Arterial Projects	\$1,392,000	\$7,102,000	\$0	\$0	\$8,494,000
<b>State Highway System Urban Projects</b>					
Federal	\$1,167,000	\$2,235,000	\$45,188,000	\$5,267,000	\$53,857,000
State Match	\$633,000	\$625,000	\$13,306,000	\$1,693,000	\$16,257,000
State Highway System Urban Projects	\$1,800,000	\$2,860,000	\$58,494,000	\$6,960,000	\$70,114,000
<b>Bridge Projects</b>					
Federal	\$0	\$0	\$1,068,000	\$11,665,000	\$12,733,000
State Match	\$0	\$0	\$237,000	\$3,126,000	\$3,363,000
Bridge Projects	\$0	\$0	\$1,305,000	\$14,791,000	\$16,096,000
<b>Railroad Crossing Improvement Projects</b>					
Federal	\$180,000	\$0	\$450,000	\$0	\$630,000
State Match	\$20,000	\$0	\$50,000	\$0	\$70,000
Local Match	\$0	\$0	\$0	\$0	\$0
Railroad Crossing Improvement Projects	\$200,000	\$0	\$500,000	\$0	\$700,000
<b>Roadway Safety Improvements</b>					
Federal	\$4,307,000	\$15,913,000	\$8,537,000	\$1,988,000	\$30,745,000
State Match	\$478,000	\$2,288,000	\$1,443,000	\$110,000	\$4,319,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$4,785,000	\$18,201,000	\$9,980,000	\$2,098,000	\$35,064,000
<b>Pavement Preservation Projects</b>					
Federal	\$1,975,000	\$0	\$0	\$0	\$1,975,000
State Match	\$435,000	\$0	\$0	\$0	\$435,000
Pavement Preservation Projects	\$2,410,000	\$0	\$0	\$0	\$2,410,000
<b>County Secondary and Off System Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$1,363,000	\$1,392,000	\$1,421,000	\$1,452,000	\$5,628,000
State Match	\$94,000	\$94,000	\$94,000	\$94,000	\$376,000
County Secondary and Off System Projects	\$1,457,000	\$1,486,000	\$1,515,000	\$1,546,000	\$6,004,000
<b>Local Bridge Replacement Projects</b>					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
County Secondary and Off System Projects	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous Projects</b>					
Federal	\$25,429,000	\$25,415,000	\$24,587,000	\$24,594,000	\$100,025,000
Local Match	\$3,856,000	\$3,854,000	\$3,647,000	\$3,648,000	\$15,005,000
Miscellaneous Projects	\$29,285,000	\$29,269,000	\$28,234,000	\$28,242,000	\$115,030,000
<b>Transportation Alternative Projects</b>					
Federal	\$8,196,000	\$8,796,000	\$8,196,000	\$8,196,000	\$33,384,000
Local Match	\$1,804,000	\$1,993,000	\$1,804,000	\$1,804,000	\$7,405,000
Transportation Alternative Projects	\$10,000,000	\$10,789,000	\$10,000,000	\$10,000,000	\$40,789,000

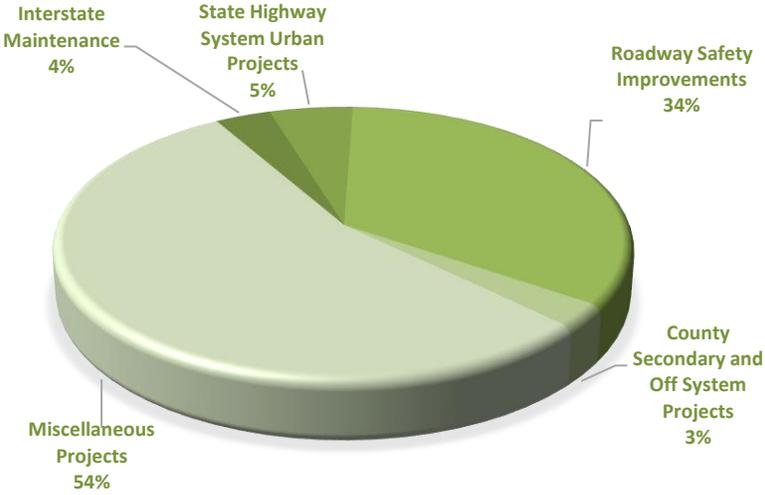
Figure 1 – Federally Funded Programmed Projects by Project Type within the Metropolitan Planning Area (con't.)					
	2024	2025	2026	2027	Total
<b>Safe Routes to Schools Projects</b>					
Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
State Match	\$0	\$0	\$0	\$0	\$0
Safe Routes To Schools Projects	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
<b>Highway Total for Fiscal Year</b>					
	\$110,352,000	\$71,657,000	\$115,017,000	\$138,934,000	\$435,960,000
<b>Public Transportation Projects</b>					
Federal	\$2,994,348	\$1,883,340	\$1,924,016	\$1,965,625	\$8,767,329
State Match	\$29,353	\$30,144	\$31,144	\$31,144	\$121,785
Local (Rapid City)	\$1,528,956	\$1,373,896	\$1,401,905	\$1,430,495	\$5,735,252
Public Transportation Projects	\$4,552,657	\$3,287,380	\$3,357,065	\$3,427,264	\$14,624,366
<b>Total FHWA and FTA Funding for Fiscal Year</b>					
	\$114,904,657	\$74,944,380	\$118,374,065	\$142,361,264	\$450,584,366

Figure 2 charts the yearly highway funding sources by year and the four year transit funding by funding sources within the Metropolitan Planning Area.

Figure 2 - Federally Funded Programmed Projects  
by Yearly Funding Source within the Metropolitan Planning Area



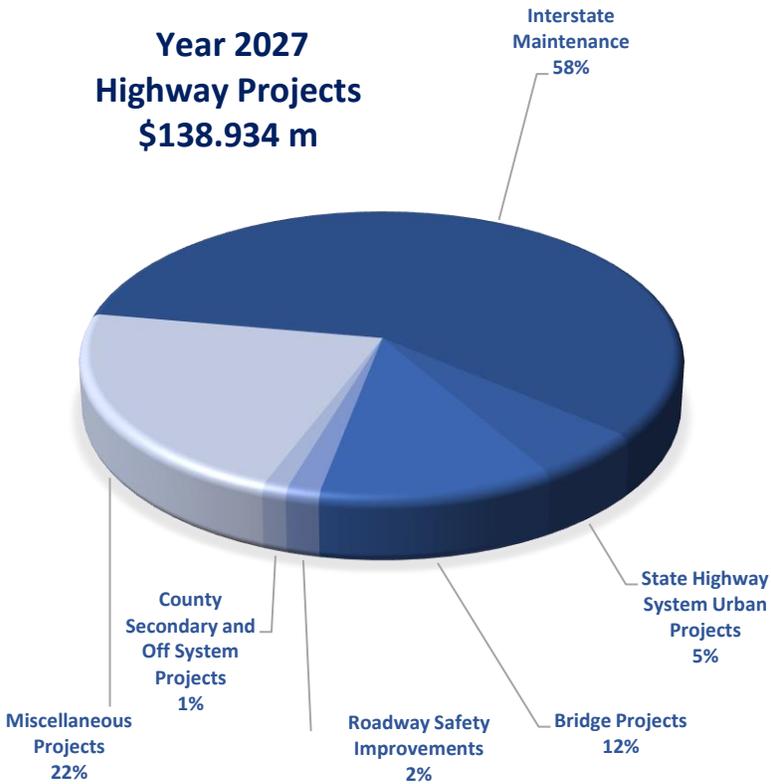
**Year 2025  
Highway Projects  
\$74.944 m**



**Year 2026  
Highway Projects  
\$115.017 m**

State Highway System Urban Projects  
60%

**Year 2027  
Highway Projects  
\$138.934 m**



**Public Transit Totals  
\$14.624 m**

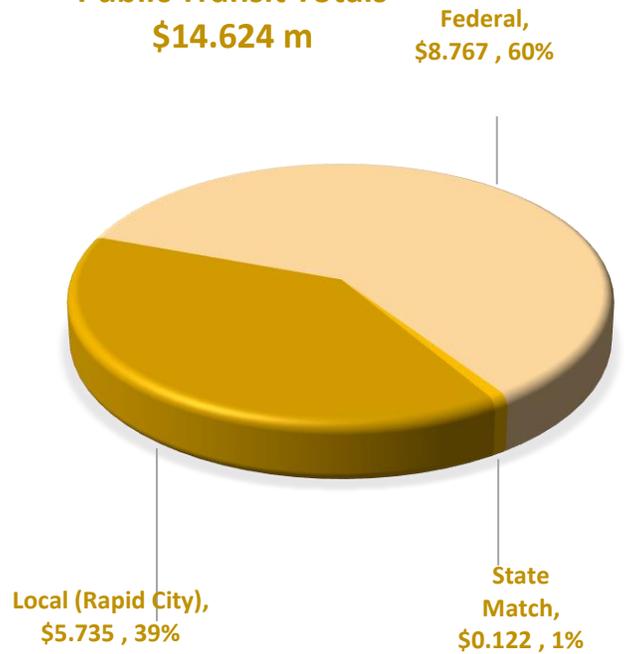


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2024	2025	2026	2027	Total
<b>Rapid City Regional Airport Improvements Program</b>					
Local	\$0	\$0	\$0	\$0	\$0
<b>Box Elder Capital Improvements Program</b>					
Local	TBD	TBD	TBD	TBD	TBD
<b>Rapid City Capital Improvements Program</b>					
Local	\$3,913,670	\$8,352,683	\$4,675,000	\$7,464,000	\$24,405,353
<b>Meade County Road and Bridge Fund</b>					
Local	\$6,500,000	\$2,000,000	\$0	\$7,500,000	\$16,000,000
<b>Pennington County Road and Bridge Fund</b>					
Local	\$9,650,000	\$0	\$2,500,000	\$1,300,000	\$13,145,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2024-2027 STIP is included on pages 13 - 26.

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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2028) 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 the Project Listing on pages 27 and 28.

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 2024-2028 is included in the Project Listing on page 29. 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 2024-2027 are listed in the Project Listing on page 29.

The City of Box Elder presently receives funding from the City’s general fund and The State of South Dakota. The City of Box Elder Five-Year Construction Program for 2024-2028 is included in the Project Listing on page 27.

Meade County presently receives funding from the County’s general fund. The Meade County Five-Year Construction Program for 2024-2028 is included in the Project Listing on page 28.

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 2024-2028 is included in the Project Listing on page 29.

FAST Act 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 \$23 million per year. Figure 4 depicts the O&M costs in each entity’s fiscally constrained budget.

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

Entity	2024	2025	2026	2027	Total
<b>SDDOT</b>	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
<b>Box Elder</b>	\$295,000	\$330,000	\$365,000	\$405,000	\$1,395,000
<b>Rapid City</b>	\$18,270,430	\$18,270,430	\$18,270,430	\$18,270,430	\$73,081,720
<b>Summerset</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>Meade County</b>	\$5,086,366	\$5,086,366	\$5,086,366	\$5,086,366	\$20,345,464
<b>Pennington County</b>	\$15,500,000	\$16,000,000	\$16,500,000	\$17,000,000	\$65,000,000
<b>Total Projected O&amp;M Costs</b>	\$41,326,796	\$41,861,796	\$42,396,796	\$42,936,796	\$168,522,184

**C. Performance Management Requirements**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promote the use of an objectives-driven, performance-based approach to planning for operations as an effective way to integrate operations into planning and programming. This approach focuses on short- and long-term system performance rather than simply focusing on implementation of projects as a measure of success.

FHWA defines Transportation Performance Management as a strategic approach using system information to make investment and policy decisions to achieve national performance goals. It is systematically applied and a regular ongoing process; provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes; improves communication between decision makers, stakeholders, and the traveling public; and ensures that performance targets and measures are developed through cooperative partnerships and based on data and objective information.

As a part of Moving Ahead for Progress in the 21st Century (MAP-21), and continued under the Fixing America's Surface Transportation (FAST) Act, states are to invest resources in projects that, collectively, will make progress toward achieving seven national goal areas that include:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

#### Safety Performance Management (PM1)

Safety was the first national performance goal area for which states and MPOs were required to set performance. The Safety Performance Measures Final Rule supports the Highway Safety Improvement Program (HSIP) as it establishes safety performance management requirements for the purpose of carrying out the HSIP and assesses fatalities and serious injuries on all public roads.

The Safety Performance Management Final Rule establishes five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Rather than setting its own safety targets, the Rapid City MPO has chosen to support the South Dakota DOT's safety targets as published in the South Dakota Highway Safety Improvement Program 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's TIP. Any South Dakota DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the South Dakota Transportation Commission.

The South Dakota DOT conferred with stakeholder groups, including the Rapid City MPO, as part of its target setting process. Working in partnership with local agencies, South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The South Dakota DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

## Pavement and Bridge Performance Measures (PM2)

The Federal Highway Administration (FHWA) published a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.

The Final Rule establishes the Pavement Performance Measures as follows.

1. Percent of Interstate pavements in Good condition
2. Percent of Interstate pavements in Poor condition
3. Percent of non-Interstate NHS pavements in Good condition
4. Percent of non-Interstate NHS pavements in Poor condition

The Final Rule also establishes the Bridge Performance Measures as:

1. Percent of NHS bridges by deck area classified as in Good condition
2. Percent of NHS bridges by deck area classified as in Poor condition

Rather than setting its own pavement and bridge performance targets, the Rapid City MPO has chosen to support the South Dakota DOT's pavement and bridge targets and will coordinate with the South Dakota DOT in the development of pavement and bridge targets.

## System Performance (PM3)

A final rule establishes performance measures that report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Final Rule establishes six performance measures:

1. Percent of reliable person-miles traveled on the Interstate
2. Percent of reliable person-miles traveled on the non-Interstate NHS
3. Percentage of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability Index
4. Total emissions reductions by applicable pollutants under the CMAQ program

5. Annual hours of peak hour excessive delay per capita
6. Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting

Rather than setting its system performance targets, the Rapid City MPO has chosen to support the South Dakota DOT's system performance and will coordinate with the South Dakota DOT in the development of system performance targets.

### **III. RECOMMENDED PROJECTS AND PROGRAMS**

A listing of projects, programs, and funding sources during Fiscal Years 2024– 2027 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 2024-2027

Report Date 06/05/2023

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
31.00	*IM 0901(187)44	034J	Meade	2.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48; Exit 46 (Elk Creek Rd)	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing	49.342	2024	58.571	
Construction planned for 2024 through 2026.											
41.00	IM 0901(207)29	091Q	Meade	0.0	I90E I90W	I90 E & W - 0.4 W of US14A Interch over Bear Butte Ck, 0.9 NW of Sturgis Interch over Dolan Ck Rd; I90 EF - 2.2 N of Exit 44 over Elk Ck	Polymer Chip Seal	0.375	2024	0.412	
				<b>2.8 Miles</b>			<b>2024</b>	<b>49.717 Federal</b>	<b>58.983 Total</b>		
4.00	IM 000S(418)	080J	Statewide	0.0		Statewide on the Interstate System	Install Dynamic Message Boards	1.737	2025	1.910	
				<b>0.0 Miles</b>			<b>2025</b>	<b>1.737 Federal</b>	<b>1.910 Total</b>		
63.00	IM 0902(183)62	06VT	Pennington	5.4	I90E I90W	I90 E & W - Fm W of Exit 63 (Dusters Corner) to E of Exit 67 (Liberty Blvd)	Construct Median & Ramp Crossovers	4.284	2026	4.949	
				<b>5.4 Miles</b>			<b>2026</b>	<b>4.284 Federal</b>	<b>4.949 Total</b>		
73.00	*IM 0902(111)62	3022	Pennington	2.1	I90E I90W	I90 E & W - Fm W of Exit 63 (Dusters Corner) E of West Gate Rd	Grading, PCC Surfacing, Interchange Replacement (Exit 63), Replace Str Bridge & RCBC, Intelligent Transportation System (ITS)	57.482	2027	72.256	
Construction planned for 2027 & 2028.											
910.00	IM 0902( )61	09J8	Pennington	0.0	I90E	I90 - US16B (SE Conn) Interchange over I90	Approach Slabs, Concrete Paving, Concrete Barrier Repair	2.730	2027	3.001	
				<b>2.1 Miles</b>			<b>2027</b>	<b>60.212 Federal</b>	<b>75.257 Total</b>		

¥ Costs reflect anticipated inflation

By Category

Major Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
22.11	NH 0016(105)61	09AE	Pennington	0.7	US16E	US16E - Jct of US16 & Neck Yoke Rd (Reptile Garden Ent)	Construct Median Crossovers	1.086	2024	1.392	
				<b>0.7 Miles</b>				<b>1.086 Federal</b>	<b>2024</b>	<b>1.392 Total</b>	
53.00	NH-PH-B 0016(91)60	06X3	Pennington	0.7	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	5.509	2025	7.102	
Also Funded In:								Total Project Cost			
	Item	Category						16.536			
	92.00	Roadway Safety Improvement					9.434				
				<b>0.7 Miles</b>				<b>5.509 Federal</b>	<b>2025</b>	<b>7.102 Total</b>	

¥ Costs reflect anticipated inflation

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
1.00	*NH 0016(94)65	078D	Pennington	1.8	US16E US16W	US16 E & W - Fm S of Enchantment Rd to the Tower Rd Overpass	Preliminary Engineering	0.000	2024	0.052	
18.00	NH 0044(227)40	08D9	Pennington	0.8	SD44	SD44 - Fm Canyon Rd to Chapel Lane in Rapid City	Rockfall Hazard Mitigation	1.167	2024	1.748	
				<b>2.6 Miles</b>			2024	1.167 <b>Federal</b>		1.800 <b>Total</b>	
23.00	NH 0016(99)63	08PG	Pennington	1.8	US16E US16W	US16/US16B - Intersection	Median Crossovers & Traffic Diversions	2.235	2025	2.860	
				<b>1.8 Miles</b>			2025	2.235 <b>Federal</b>		2.860 <b>Total</b>	
25.00	*NH-CR 0016(93)63	6874	Pennington	2.2	US16E US16EB US16W US16WB	US16/US16B - Intersection	Construct Interchange	43.011	2026	55.660	
Construction planned for 2026 & 2027.											
28.00	NH 016B(03)64	08RT	Pennington	17.3	US16EB US16WB	US16B - Fm I90 to US16	Modify Intersections	2.177	2026	2.834	
				<b>19.5 Miles</b>			2026	45.188 <b>Federal</b>		58.494 <b>Total</b>	
29.00	P 0231(16)81	078A	Pennington	0.6	SD231	SD231 - Fm N of Chicago St to 0.2 N of Knutson Ln in Rapid City	Grading, AC Surfacing, Curb & Gutter, Storm Sewer, ADA, Lighting	5.267	2027	6.960	
				<b>0.6 Miles</b>			2027	5.267 <b>Federal</b>		6.960 <b>Total</b>	

¥ Costs reflect anticipated inflation

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
79.00	NH-P 0044(235)39 NH 0016(103)67	08JE 091A	Pennington	0.0	SD44 US16EB	SD44 - 1.1 E of US16 over Rapid Ck & 0.7 SE of Farmingdale over Draw; US16B - 0.3 E SD79 over RR	Polymer Chip Seal	0.460	2026	0.562		
913.00	P 79NF( )69	09G8	Pennington	0.0	SD79NF	SD79NF - 1.2 S of SD44 over St Joseph St, RCP&E RR	Deck Repair	0.608	2026	0.743		
				0.0	<b>Miles</b>			2026	1.068	<b>Federal</b>	1.305	<b>Total</b>
72.00	NH 0044(203)39	05Q8	Pennington	0.3	SD44 SD44E SD44W	SD44 - Str 4.1, 4.2 SW of Jct SD231 Over Rapid Creek	Replace Str Bridges, Approach Grading	10.049	2027	12.819		
97.00	P 0231(17)80	07DE	Pennington	0.0	SD231N SD231S	SD231 (West Chicago) N & S - Strs 0.3 W of the SD445 (Deadwood Ave) Jct over RCP&E RR, Drainage	Deck Rehabilitation	0.887	2027	1.082		
100.00	P 0040(350)48 NH 0079( )68 NH 0016( )41	08HJ 0915 0918	Custer Pennington	0.0	SD40 SD79 US16	SD40 - 1.1 E of SD79 over Billover Ck; SD79 - 6.6 N Custer Co Line over Spring Ck; US16 - 200' E of Newton St over Spring Ck	LSDC Overlay	0.729	2027	0.890		
				0.3	<b>Miles</b>			2027	11.665	<b>Federal</b>	14.791	<b>Total</b>

¥ Costs reflect anticipated inflation

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥	
24.00	PP 1804(57)	08H0	Pennington	0.0		St. Patrick Street in Rapid City, RCP&E RR, DOT 190258N	Signals, CE	0.180	2024	0.200		
				0.0	<b>Miles</b>			2024	0.180	<b>Federal</b>	0.200	<b>Total</b>
42.00	PS 1573(01)	0627	Meade	0.0		Elk Creek Rd - near Piedmont (Exit 46), RCP&E RR, DOT #199671B	Remove Crossing	0.450	2026	0.500		
				0.0	<b>Miles</b>			2026	0.450	<b>Federal</b>	0.500	<b>Total</b>

¥ Costs reflect anticipated inflation

By Category

Safe Routes To School Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
2.00	P SRTS(51)	06W2	Statewide	0.0		Statewide	2024 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2024	0.040	
				0.0	<b>Miles</b>		2024	0.040	<b>Federal</b>	0.040	<b>Total</b>
3.00	P SRTS(52)	06W3	Statewide	0.0		Statewide	2025 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2025	0.040	
				0.0	<b>Miles</b>		2025	0.040	<b>Federal</b>	0.040	<b>Total</b>
4.00	P SRTS(53)	06W4	Statewide	0.0		Statewide	2026 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2026	0.040	
				0.0	<b>Miles</b>		2026	0.040	<b>Federal</b>	0.040	<b>Total</b>
5.00	P SRTS(54)	07RN	Statewide	0.0		Statewide	2027 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2027	0.040	
				0.0	<b>Miles</b>		2027	0.040	<b>Federal</b>	0.040	<b>Total</b>

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
70.00	PH 1757(02)	092U	Pennington	1.0		Deadwood Ave - Horizontal Curve N of Rapid City	PE, CE, ROW, Grading	3.277	2024	3.641	
Construction planned for 2025.											
900.00	PH 0040( )	09F3	Lawrence Pennington	0.0	I90E	Various Locations in the Rapid City Region	Guardrail Replacement	1.030	2024	1.144	
-----											
				<b>1.0 Miles</b>				<b>2024</b>	<b>4.307 Federal</b>	<b>4.785 Total</b>	
62.00	PH 000S(416)	06U9	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.424	2025	0.424	
66.00	PH 000S(417)	07A4	Regionwide	0.0		Rapid City Region	Modify Intersection	0.191	2025	0.212	
71.00	PH 0016(101)55	08U1	Pennington	1.6	US16E US16W	US16 E & W - Rockerville; US16 E & W - Intersections of Hillside Country Cabins & Silver Mountain Rd	Grading, Modify Intersections, Install Turn Lanes, Lighting	4.237	2025	4.947	
82.00	PH 0040(326)	06AQ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.531	2025	0.531	
89.00	PH 0040(347)	06U5	Regionwide	1.5		Various Locations on the state and local systems in the Rapid City Region	High Friction Surface Treatment	1.433	2025	1.592	
90.00	PH 0040(348)	07AP	Regionwide	0.0		Rapid City Region	Corridor Signing	1.061	2025	1.061	
92.00	NH-PH-B 0016(91)60	06X3	Pennington	0.7	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent.)	Grading, AC Surfacing, Replace Str Bridge	8.036	2025	9.434	
-----											
Also Funded In:											
						Total Project Cost					
Item Category											
53.00 Major Arterial Projects						7.102					
						Total Project Cost					
						16.536					
-----											
				<b>43.8 Miles</b>				<b>2025</b>	<b>15.913 Federal</b>	<b>18.201 Total</b>	
107.00	PH 0040(351)	06TJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.541	2026	0.541	

¥ Costs reflect anticipated inflation

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
123.00	PH 0044(214)36	0754	Pennington	1.0	SD44	SD44 – Fm 2 W to 1 W of the City Limits of Rapid City	Horizontal Curve Realignment, Grading, AC Surfacing	6.856	2026	8.058	
124.00	PH 6637(01)	08W0	Pennington	0.0		Reservoir Rd & Lamb Rd Jct	Grading, AC Surfacing	1.140	2026	1.381	
				<b>1.0 Miles</b>				<b>8.537 Federal</b>		<b>9.980 Total</b>	
111.00	PH 000S(446)	06UD	Regionwide	40.0		Various locations on the local system in the Rapid City and Pierre Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.442	2027	0.442	
114.00	PH 000S(447)	06UJ	Regionwide	0.0		Various Locations on the state and local systems in the Pierre and Rapid City Regions	Modify Horizontal Curve	0.994	2027	1.104	
132.00	PH 0040(352)	07AD	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Marking	0.552	2027	0.552	
				<b>40.0 Miles</b>				<b>1.988 Federal</b>		<b>2.098 Total</b>	

¥ Costs reflect anticipated inflation

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
70.00	IM-NH-P 0041(181)	0974	Jackson Lawrence Meade Pennington	62.4	I90E I90W SD34 SD34E SD34W SD44 US14	Various Locations in the Rapid City Area	Asphalt Surface Treatment	1.975	2024	2.410	
				<b>62.4 Miles</b>			<b>2024</b>	<b>1.975 Federal</b>		<b>2.410 Total</b>	

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
29.00	EV 2024(01)0	093C	Statewide	0.0		Various Locations Statewide	2024 NEVI Program	7.427	2024	9.285	
.....											
30.00	LR 2024(00)0	093D	Statewide	0.0		Various Locations Statewide	2024 CRP Projects	9.001	2024	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
31.00	LR 2024(00)0	093E	Statewide	0.0		Various Locations Statewide	2024 PROTECT Projects	9.001	2024	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
				<b>0.0 Miles</b>		<b>2024</b>		<b>25.429 Federal</b>	<b>29.285 Total</b>		
43.00	EV 2025(01)0	093F	Statewide	0.0		Various Locations Statewide	2025 NEVI Program	7.415	2025	9.269	
.....											
44.00	LR 2025(00)0	093G	Statewide	0.0		Various Locations Statewide	2025 CRP Projects	9.000	2025	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
45.00	LR 2025(00)0	093K	Statewide	0.0		Various Locations Statewide	2025 PROTECT Projects	9.000	2025	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
				<b>0.0 Miles</b>		<b>2025</b>		<b>25.415 Federal</b>	<b>29.269 Total</b>		
57.00	EV 2026(01)0	093L	Statewide	0.0		Various Locations Statewide	2026 NEVI Program	6.587	2026	8.234	
.....											
58.00	LR 2026(00)0	093Q	Statewide	0.0		Various Locations Statewide	2026 CRP Projects	9.000	2026	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											
59.00	LR 2026(00)0	093T	Statewide	0.0		Various Locations Statewide	2026 PROTECT Projects	9.000	2026	10.000	
<p>This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.</p>											
.....											

¥ Costs reflect anticipated inflation

By Category

Miscellaneous

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost (Mil \$)	¥
				0.0	<b>Miles</b>	2026		24.587	<b>Federal</b>	28.234	<b>Total</b>
71.00	EV 2027(01)0	093U	Statewide	0.0		Various Locations Statewide	2027 NEVI Program	6.594	2027	8.242	
.....											
72.00	LR 2027(00)0	093V	Statewide	0.0		Various Locations Statewide	2027 CRP Projects	9.000	2027	10.000	
This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											
.....											
73.00	LR 2027(00)0	093X	Statewide	0.0		Various Locations Statewide	2027 PROTECT Projects	9.000	2027	10.000	
This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											
.....											
				0.0	<b>Miles</b>	2027		24.594	<b>Federal</b>	28.242	<b>Total</b>

¥ Costs reflect anticipated inflation

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
11.00	P 000S(00)247	07E0	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2024	1.457	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	<b>Miles</b>		2024	0.000	<b>Federal</b>	1.457	<b>Total</b>
15.00	P 000S(00)295	07E4	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2025	1.486	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	<b>Miles</b>		2025	0.000	<b>Federal</b>	1.486	<b>Total</b>
19.00	P 000S(00)299	07E8	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2026	1.515	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	<b>Miles</b>		2026	0.000	<b>Federal</b>	1.515	<b>Total</b>
22.00	P 000S(00)258	07UH	Regionwide	0.0		Various Locations in the Rapid City Region	County Pavement Marking	0.000	2027	1.546	
State funds at 60/40 (State CAP - \$0.094, County - \$0.062); Remainder 100% Local - \$1.244.											
				0.0	<b>Miles</b>		2027	0.000	<b>Federal</b>	1.546	<b>Total</b>

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
27.00	P TAPE(06)24	07UV	Statewide	0.0		Various Locations Throughout South Dakota	2024 PE for Transportation Alternatives Projects	0.820	2024	1.000		
.....												
902.00	LR 2024(00)0	06L4	Statewide	0.0		Various Locations Throughout South Dakota	2024 Statewide Transportation Alternative Program Projects	7.376	2024	9.000		
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.												
.....												
				0.0	<b>Miles</b>			2024	8.196	<b>Federal</b>	10.000	<b>Total</b>
28.00	LR 2025(00)0	06L5	Statewide	0.0		Various Locations Throughout South Dakota	2025 Statewide Transportation Alternative Program Projects	7.376	2025	9.000		
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.												
.....												
29.00	P TAPE(07)25	07UP	Statewide	0.0		Various Locations Throughout South Dakota	2025 PE for Transportation Alternatives Projects	0.820	2025	1.000		
.....												
29.17	P TAPU(39)	09FW	Pennington	0.0		Box Elder - Along S Ellsworth Rd fm County HWY 1416 to 1/2 block N of Ruhe Ln	PCC Sidewalk, CE	0.600	2025	0.789		
.....												
				0.0	<b>Miles</b>			2025	8.796	<b>Federal</b>	10.789	<b>Total</b>
30.00	LR 2026(00)0	05K8	Statewide	0.0		Various Locations Throughout South Dakota	2026 Statewide Transportation Alternative Program Projects	7.376	2026	9.000		
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.												
.....												
31.00	P TAPE(08)26	07UW	Statewide	0.0		Various Locations Throughout South Dakota	2026 PE for Transportation Alternatives Projects	0.820	2026	1.000		
.....												
				0.0	<b>Miles</b>			2026	8.196	<b>Federal</b>	10.000	<b>Total</b>
32.00	LR 2027(00)0	05KD	Statewide	0.0		Various Locations Throughout South Dakota	2027 Statewide Transportation Alternative Program Projects	7.376	2027	9.000		
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.												
.....												
33.00	P TAPE(09)27	07UX	Statewide	0.0		Various Locations Throughout South Dakota	2027 PE for Transportation Alternatives Projects	0.820	2027	1.000		

¥ Costs reflect anticipated inflation

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
				0.0	<b>Miles</b>		2027	8.196	<b>Federal</b>	10.000	<b>Total</b>

¥ Costs reflect anticipated inflation

# 2024-2027 TIP PROJECT LISTING

FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL	
						FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	
SDDOT	INTERSTATE MAINTENANCE			SEE PAGES 13-26 FOR PROJECT DETAILS		\$49,717,000	\$58,983,000	\$1,737,000	\$1,910,000	\$4,284,000	\$4,949,000	\$60,212,000	\$75,257,000	
	MAJOR ARTERIAL			SEE PAGES 13-26 FOR PROJECT DETAILS		\$1,086,000	\$1,392,000	\$5,509,000	\$7,102,000	\$0	\$0	\$0	\$0	
	STATE HIGHWAY SYSTEM URBAN			SEE PAGES 13-26 FOR PROJECT DETAILS		\$1,167,000	\$1,800,000	\$2,235,000	\$2,860,000	\$45,188,000	\$58,494,000	\$5,267,000	\$6,960,000	
	BRIDGE			SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$1,068,000	\$1,305,000	\$11,665,000	\$14,791,000	
	RAILROAD CROSSING IMPROVEMENT			SEE PAGES 13-26 FOR PROJECT DETAILS		\$180,000	\$200,000	\$0	\$0	\$450,000	\$500,000	\$0	\$0	
	SAFE ROUTES TO SCHOOLS			SEE PAGES 13-26 FOR PROJECT DETAILS		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	
	ROADWAY SAFETY IMPROVEMENT			SEE PAGES 13-26 FOR PROJECT DETAILS		\$4,307,000	\$4,785,000	\$15,913,000	\$18,201,000	\$8,537,000	\$9,980,000	\$1,988,000	\$2,098,000	
	PAVEMENT PRESERVATION			SEE PAGES 13-26 FOR PROJECT DETAILS		\$1,975,000	\$2,410,000	\$0	\$0	\$0	\$0	\$0	\$0	
	MISCELLANEOUS			SEE PAGES 13-26 FOR PROJECT DETAILS		\$25,429,000	\$29,285,000	\$25,415,000	\$29,269,000	\$24,587,000	\$28,234,000	\$24,594,000	\$28,242,000	
	COUNTY SECONDARY AND OFF SYSTEM			SEE PAGES 13-26 FOR PROJECT DETAILS		\$0	\$1,457,000	\$0	\$1,486,000	\$0	\$1,515,000	\$0	\$1,546,000	
	TRANSPORTATION ALTERNATIVE			SEE PAGES 13-26 FOR PROJECT DETAILS		\$8,196,000	\$10,000,000	\$8,796,000	\$10,789,000	\$8,196,000	\$10,000,000	\$8,196,000	\$10,000,000	
	<b>Subtotal</b>						<b>\$92,097,000</b>	<b>\$110,352,000</b>	<b>\$59,645,000</b>	<b>\$71,657,000</b>	<b>\$92,350,000</b>	<b>\$115,017,000</b>	<b>\$111,962,000</b>	<b>\$138,934,000</b>
	CITY OF BOX ELDER		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
		PENNINGTON	TBD		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
<b>Total</b>		MEADE/PENNINGTON				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51098.2	PENNINGTON	Canyon Lake Area Reconstruction - 7th Ave, Cottonwood St and Minnekahta Dr	Urban Section	\$0	\$1,045,000							
	Capital Improvement Plan (CIP)	51165	PENNINGTON	Carriage Hills Drive Reconstruction - Cliff Dr. to Parkridge Pl.	Urban Section	\$0	\$750,000							
	Capital Improvement Plan (CIP)	50437.2	PENNINGTON	Deadwood Ave Reconstruction - Quarter Section Line to Meade County	Urban Section	\$0	\$440,000							
	Capital Improvement Plan (CIP)	50919	PENNINGTON	East Waterloo St. Reconstruction - LaCrosse to Van Buren	Design	\$0	\$210,000							
	Capital Improvement Plan (CIP)	51122.2	PENNINGTON	Sheridan Lake Road Reconstruction - Corral to Catron	Urban Section	\$0	\$3,473,670							
	Capital Improvement Plan (CIP)	50837	PENNINGTON	Silverleaf Avenue Reconstruction - 4th St to South St	Design	\$0	\$160,000							
	Capital Improvement Plan (CIP)	51365	PENNINGTON	Sioux Ave and E Saint Charles Street - Street and Utilities Improvements	Urban Section	\$0	\$2,610,000							
	Capital Improvement Plan (CIP)	51358	PENNINGTON	South Street Reconstruction - 12th Street to West Blvd	Urban Section	\$0	\$320,000							
	Capital Improvement Plan (CIP)	51214	PENNINGTON	Eglin Street Reconstruction - Luna Ave to E. North St.	Urban Section					\$380,000				
	Capital Improvement Plan (CIP)	50390.5-2	PENNINGTON	Robbinsdale Reconstruction - E. Oakland St, Oakland St, Lynnwood St, and Grandview Dr.	Design					\$350,000				
Capital Improvement Plan (CIP)	50390.5-1	PENNINGTON	Robbinsdale Reconstruction - E. Tallent Street and Willow Avenue	Urban Section					\$2,112,000					

¥ Costs reflect anticipated inflation

# 2024-2027 TIP PROJECT LISTING

FUNDING CATEGORY		PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51348	PENNINGTON		SD 79 & Old Folsom Road Intersection Traffic Signal Installation	Traffic Signal			\$0	\$545,000				
	Capital Improvement Plan (CIP)	51122.2	PENNINGTON		Sheridan Lake Road Reconstruction - Corral to Catron	Urban Section			\$0	\$6,596,683				
	Capital Improvement Plan (CIP)	50153.1	PENNINGTON		Skyline Drive Rehabilitation Phase 1 Construction - Quincy St to Clark St	Urban Section			\$0	\$1,090,000				
	Capital Improvement Plan (CIP)	51400	PENNINGTON		Valley Drive Reconstruction - Hwy 44 to Windhaven Drive	Design			\$0	\$286,000				
	Capital Improvement Plan (CIP)	51098.1	PENNINGTON		Canyon Lake Area Reconstruction - Elmhurst St	Urban Section						\$1,089,000		
	Capital Improvement Plan (CIP)	50919	PENNINGTON		East Waterloo St. Reconstruction - LaCrosse to Van Buren	Urban Section						\$2,340,000		
	Capital Improvement Plan (CIP)	51349	PENNINGTON		Racine Street Reconstruction - E. Anamosa St. to E. Waterloo St.	Urban Section						\$150,000		
	Capital Improvement Plan (CIP)	50837	PENNINGTON		Silverleaf Avenue Reconstruction - 4th St to South St	Urban Section						\$1,200,000		
	Capital Improvement Plan (CIP)	50797	PENNINGTON		Tompkins St. and Clark St. Street Reconstruction - Fulton St. to Forest Hills Dr. and Tompkins St. to West Terminus	Urban Section					\$0	\$160,000		
	Capital Improvement Plan (CIP)	50858	PENNINGTON		West Main Reconstruction - Jackson BLVD, West Main, Cross Street	Intersection Reconstruction					\$0	\$4,675,000		
	Capital Improvement Plan (CIP)	51070.2	PENNINGTON		Wonderland Drive Reconstruction Phase 2 - Ponderosa Ct to Starlite Dr	Urban Section					\$0	\$162,000		
	Capital Improvement Plan (CIP)	50839	PENNINGTON		Robbinsdale Reconstruction - E. Oakland St, Oakland St, Lynnwood St, and Grandview Dr.	Urban Section								\$3,685,000
	Capital Improvement Plan (CIP)	50389.4-1	PENNINGTON		Robbinsdale Reconstruction Indiana, Ivy and Iowa	Urban Section								\$370,000
	Capital Improvement Plan (CIP)	50153.2	PENNINGTON		Skyline Drive Rehabilitation Phase 2 Construction - Clark St to Flormann St	Urban Section								\$1,450,000
	Capital Improvement Plan (CIP)	51039	PENNINGTON		Sunrise Heights Area Reconstruction - Wentworth Dr	Urban Section								\$116,920
	Capital Improvement Plan (CIP)	51400	PENNINGTON		Valley Drive Reconstruction - Hwy 44 to Windhaven Drive	Urban Section								\$3,014,000
	Capital Improvement Plan (CIP)	50879	PENNINGTON		West Boulevard North Reconstruction - Van Buren St to Anamosa St	Urban Section								\$105,000
	Capital Improvement Plan (CIP)	51127	PENNINGTON		West Boulevard Reconstruction - St. Joseph St to Main St	Urban Section							\$0	\$355,000
	Capital Improvement Plan (CIP)	50858	PENNINGTON		West Main Reconstruction - Jackson BLVD, West Main, Cross Street	Intersection Reconstruction							\$0	\$3,000,000
	Capital Improvement Plan (CIP)	51070.3	PENNINGTON		Wonderland Drive Reconstruction Phase 3 - Starlite Dr to Rosemary Ln	Urban Section							\$0	\$187,500
			PENNINGTON		RAPID CITY	OPERATION & MAINTENANCE	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430	\$0	\$18,270,430
	<b>Total</b>						<b>\$0</b>	<b>\$27,279,100</b>	<b>\$0</b>	<b>\$29,630,113</b>	<b>\$0</b>	<b>\$28,046,430</b>	<b>\$0</b>	<b>\$30,553,850</b>
MPO	Co. Highway & Bridge		MEADE	1.95	North Haines Avenue: 1/2 mile south of Peterson Road to 1/4 miles south of Stagecoach Road ~1.95 miles	Full Depth Process in place new 6" base course and 5" asphalt	\$0	\$5,000,000						
	Co. Highway & Bridge		MEADE	1.00	Elk Creek Road: 2 miles east of I-90 to Edgewood Drive	Realign and Reconstruct 1 mile	\$0	\$1,500,000						

¥ Costs reflect anticipated inflation

# 2024-2027 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥
MEADE COUNTY	Co. Highway & Bridge		MEADE		Haines Avenue: Pennington County line north to 1/2 mile south of Peterson Road & 1/4 mile south of Stagecoach Road north to Elk Creek Road ~4miles	Mill & 2" overlay			\$0	\$2,000,000				
	Co. Highway & Bridge		MEADE	6.00	Elk Creek: Elk Vale Road east to Antelope Creek Road ~6miles	New construction & AC Surfacing							\$0	\$7,500,000
	<b>Total</b>						\$0	\$6,500,000	\$0	\$2,000,000	\$0	\$0	\$0	\$7,500,000
PENNINGTON COUNTY (MPO)	Co. Highway & Bridge	320701	PENNINGTON	0.5	143rd Avenue	Reconstruction 2024	\$0	\$6,500,000						
	Co. Highway & Bridge	126001	PENNINGTON		Deadwood Avenue	Reconstruct	\$2,800,000	\$3,150,000						
	Co. Highway & Bridge	420401	PENNINGTON	0.4	Albert Lane	Full Depth Reclamation & Overlay				\$430,000				
	Co. Highway & Bridge	120901 120902	PENNINGTON	0.3	Reservoir / Lamb Road	Reconstruct					\$0	\$2,500,000		
	Co. Highway & Bridge	221301	PENNINGTON		Dyess Avenue	Reconstruct							\$0	\$1,300,000
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416 / Radar Hill Road	Reconstruct							\$0	\$30,000,000
	Co. Highway & Bridge	TBD	PENNINGTON		Twilight Drive - Radar Hill Road	Construct							\$0	\$8,000,000
<b>Total</b>						\$2,800,000	\$9,650,000	\$0	\$430,000	\$0	\$2,500,000	\$0	\$39,300,000	
AVIATION			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase II	\$32,950,136	\$35,000,000						
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase III			\$32,950,136	\$35,000,000				
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Phase IV					\$23,450,136	\$25,000,000		
	<b>Total</b>						\$32,950,136	\$35,000,000	\$32,950,136	\$35,000,000	\$23,450,136	\$25,000,000	\$0	\$0
PUBLIC TRANSPORTATION	FTA § 5310		MEADE PENNINGTON		VARIOUS AGENCIES IN THE RAPID CITY URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0		
	FTA § 5310		PENNINGTON		VARIOUS AGENCIES IN THE RURAL AREA OF THE RAPID CITY MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$0	\$0	\$0	\$0	\$0	\$0		
	FTA § 5339		PENNINGTON		Rapid City Metro	Capital Assistance	\$144,658	\$170,186	\$150,444	\$176,993	\$156,462	\$184,073	\$162,720	\$191,435
	FTA § 5307		PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,702,190.00	\$3,032,471.40	\$1,732,896.00	\$3,110,387	\$1,767,554	\$3,172,992	\$1,802,905	\$3,235,829
	<b>Total</b>						\$1,846,848	\$3,202,657	\$1,883,340	\$3,287,380	\$1,924,016	\$3,357,065	\$1,965,625	\$3,427,264
						\$129,693,984	\$182,975,087	\$94,478,476	\$130,644,810	\$117,724,152	\$164,144,495	\$113,927,625	\$207,431,694	

¥ Costs reflect anticipated inflation



# Attachment 2 Rapid City Area Metropolitan Planning Organization

## CERTIFICATION

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

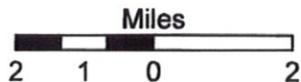
*W. Bryant* 7/10/12  
Secretary SD Department of Transportation Date

## APPROVAL

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

## Legend

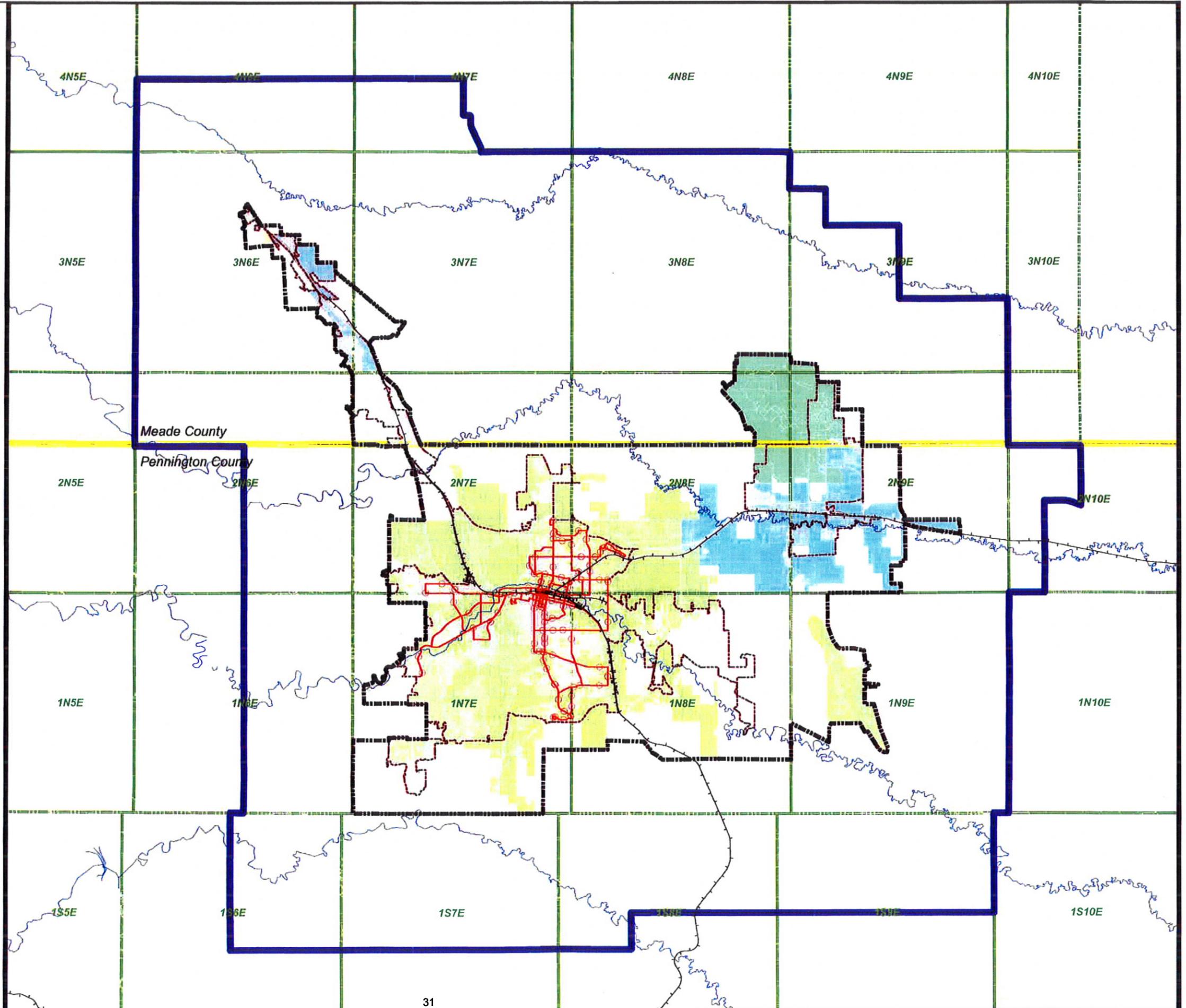
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



June 2013

## Disclaimer

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





**Rapid City 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

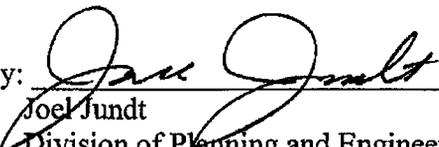
- b. Increases in the Federal funds less than \$100,000 and cost increases less than 100% of the total project cost. Any cost increase over \$3.0 million requires a TIP revision.
- c. Obvious data entry errors.
- d. Splitting or combining projects already in the program, with no change in overall project 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

**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.

Appendix B attached herein describes in detail how the Rapid City Area MPO complies with the transportation planning process requirements.

Rapid City, South Dakota MPO  
Metropolitan Planning Organization

South Dakota Department of Transportation  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date