

Rapid City Area Transportation Improvement Program

(Fiscal Years 2026-2029)

**Final
August 2025**

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."

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2026 - 2029)

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RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2026 - 2029)

- 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
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CY	Calendar Year
DOT	United States Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IIJA	The Infrastructure and Investment and Jobs Act
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.
MPO	Metropolitan Planning Organization
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.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

RCP&E	Rapid City, Pierre, and Eastern Railroad
RCRA	Rapid City Regional Airport
ROW	Right-Of-Way
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

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

Pats Roseland vice chair
Signature

Vice-chair
Title

6/12/2025
Date

South Dakota Department of Transportation
State Department of Transportation

[Signature]
Signature

MPO Coordinator, SDOOT
Title

6/12/2025
Date

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM (Fiscal Years 2026-2029)

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 South Dakota Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Infrastructure Investment and Jobs Act (IIJA) 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

IJJA 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 2026-2029 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 IIJA Planning Factors. The planning factors found in the IIJA 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 accessibility and mobility options 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, for people and freight;
- Promote efficient system management and operation;
- Emphasize preservation of the existing transportation system;
- Improve the 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 IIJA 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 IIJA 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 (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 annual construction totals for the federally and non-federally funded projects. The SDDOT 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.)

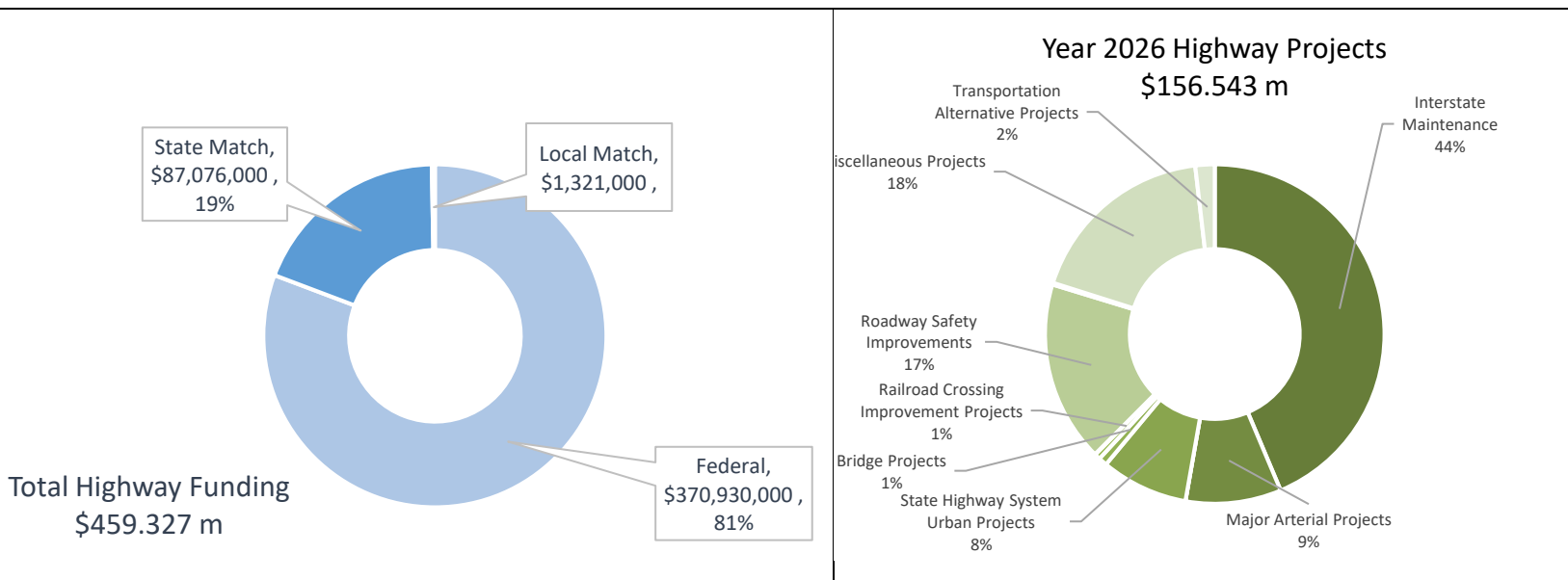
**Figure 1 - SDDOT Funded Programmed Projects
by Project Type within the Metropolitan Planning Area**

	2026	2027	2028	2029	Total
Interstate Maintenance					
Federal	\$52,307,000	\$4,827,000	\$394,000	\$109,112,000	\$166,640,000
State Match	\$16,028,000	\$479,000	\$39,000	\$21,153,000	\$37,699,000
Interstate Maintenance	\$68,335,000	\$5,306,000	\$433,000	\$130,265,000	\$204,339,000
Major Arterial Projects					
Federal	\$11,100,000	\$0	\$0	\$3,375,000	\$14,475,000
State Match	\$3,169,000	\$0	\$0	\$988,000	\$4,157,000
Major Arterial Projects	\$14,269,000	\$0	\$0	\$4,363,000	\$18,632,000
Minor Arterial Projects					
Federal	\$0	\$0	\$4,573,000	\$0	\$4,573,000
State Match	\$0	\$0	\$1,291,000	\$0	\$1,291,000
Minor Arterial Projects	\$0	\$0	\$5,864,000	\$0	\$5,864,000
State Highway System Urban Projects					
Federal	\$10,080,000	\$61,214,000	\$8,904,000	\$713,000	\$80,911,000
State Match	\$2,914,000	\$17,668,000	\$2,694,000	\$201,000	\$23,477,000
State Highway System Urban Projects	\$12,994,000	\$78,882,000	\$11,598,000	\$914,000	\$104,388,000
Bridge Projects					
Federal	\$1,049,000	\$3,750,000	\$17,006,000	\$0	\$21,805,000
State Match	\$231,000	\$826,000	\$5,130,000	\$0	\$6,187,000
Bridge Projects	\$1,280,000	\$4,576,000	\$22,136,000	\$0	\$27,992,000
Railroad Crossing Improvement Projects					
Federal	\$788,000	\$0	\$0	\$0	\$788,000
State Match	\$87,000	\$0	\$0	\$0	\$87,000
Railroad Crossing Improvement Projects	\$875,000	\$0	\$0	\$0	\$875,000
Safe Routes to Schools Projects					
Federal	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
State Match	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
Safe Routes to Schools Projects	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Roadway Safety Improvements					
Federal	\$23,245,000	\$6,542,000	\$1,529,000	\$19,292,000	\$50,608,000
State Match	\$3,758,000	\$1,043,000	\$121,000	\$3,335,000	\$8,257,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$27,003,000	\$7,585,000	\$1,650,000	\$22,627,000	\$58,865,000
Pavement Preservation Projects					
Federal	\$210,000	\$0	\$0	\$0	\$210,000
State Match	\$47,000	\$0	\$0	\$0	\$47,000
Pavement Preservation Projects	\$257,000	\$0	\$0	\$0	\$257,000
County Secondary and Off System Projects					
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
Local Bridge Replacement Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Local Bridge Replacement Projects	\$0	\$0	\$0	\$0	\$0

Figure 1 - SDDOT Funded Programmed Projects by Project Type within the Metropolitan Planning Area					
	2026	2027	2028	2029	Total
Miscellaneous Projects					
Federal	\$22,956,000	\$669,000	\$682,000	\$696,000	\$25,003,000
Local Match	\$5,647,000	\$74,000	\$76,000	\$77,000	\$5,874,000
Miscellaneous Projects	\$28,603,000	\$743,000	\$758,000	\$773,000	\$30,877,000
Transportation Alternatives Projects					
Federal	\$2,320,000	\$1,254,000	\$1,363,000	\$820,000	\$5,757,000
Local Match	\$567,000	\$275,000	\$299,000	\$180,000	\$1,321,000
Transportation Alternatives Projects	\$2,887,000	\$1,529,000	\$1,662,000	\$1,000,000	\$7,078,000
Highway Total for Fiscal Year	\$156,543,000	\$98,661,000	\$44,141,000	\$159,982,000	\$459,327,000
Public Transportation Projects					
Federal	\$1,851,998	\$1,892,167	\$1,930,010	\$1,971,930	\$7,646,105
State Match	\$36,527	\$37,258	\$38,003	\$38,763	\$150,551
Local (Rapid City)	\$1,306,700	\$1,333,386	\$1,360,053	\$1,387,841	\$5,387,980
Public Transportation Projects	\$3,195,225	\$3,262,811	\$3,328,066	\$3,398,534	\$13,184,636
Total FHWA and FTA Funding for Fiscal Year	\$159,738,225	\$101,923,811	\$47,469,066	\$163,380,534	\$472,511,636

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 - SDDOT Funded Programmed Projects
by Yearly Funding Source within the Metropolitan Planning Area



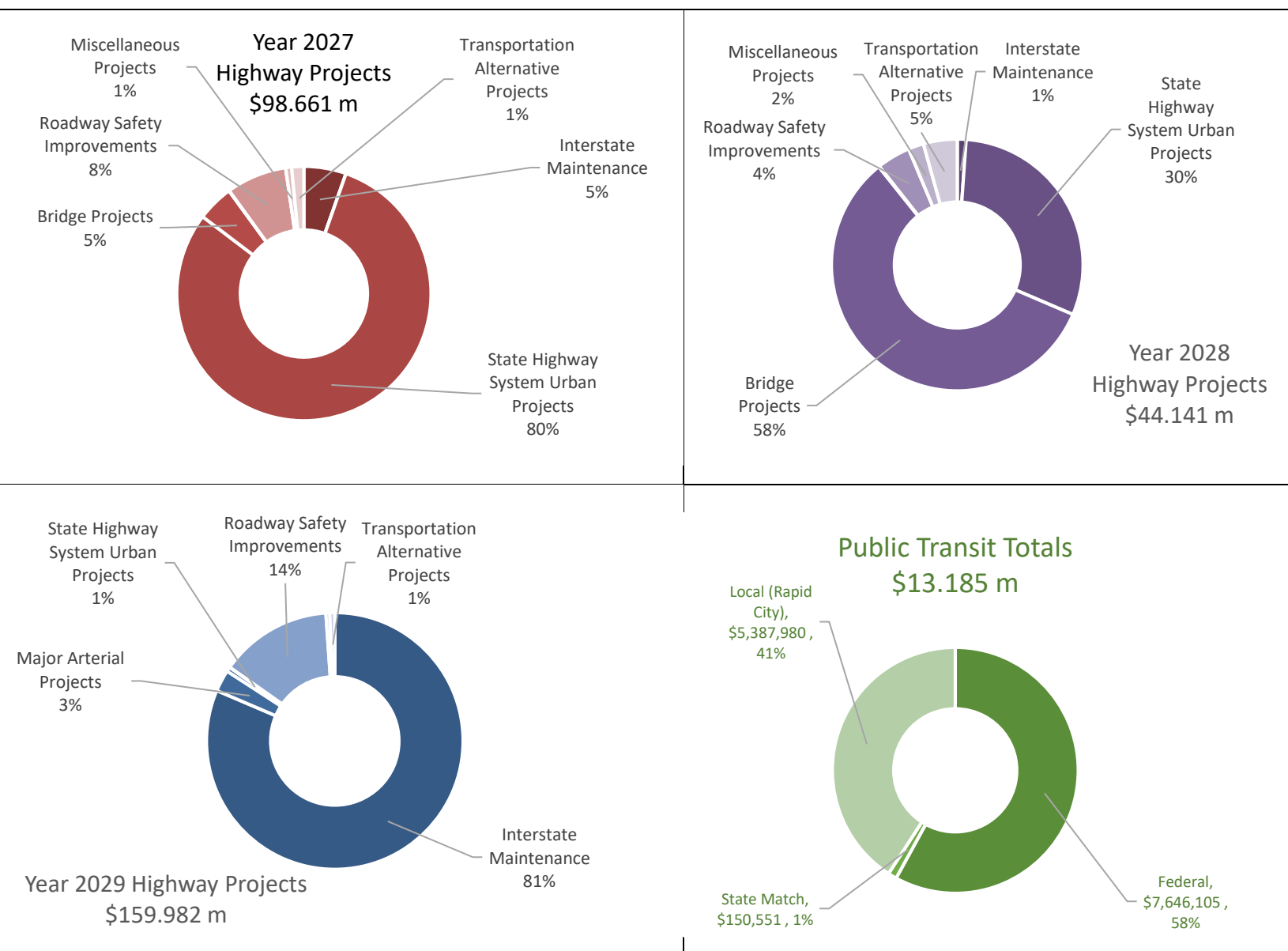


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2026	2027	2028	2029	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$0	\$0	\$0	\$0
Box Elder Capital Improvements Program					
Local	\$7,350,000	\$27,000,000	\$9,100,000	\$5,680,000	\$49,130,000

Rapid City Capital Improvements Program					
Local	\$1,653,120	\$5,073,906	\$8,003,891	\$3,961,000	\$18,691,917
Meade County Road and Bridge Fund					
Local	\$300,000	\$0	\$0	\$0	\$300,000
Pennington County Road and Bridge Fund					
Local	\$2,246,245	\$5,086,500	\$23,000,000	\$2,000,000	\$32,332,745

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2026-2029 STIP is included on pages 13 - 27.

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 (2026) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2027-2030) 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 page 29.

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 2026-2029 is included in the Project Listing on page 30. 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 2026-2029 are listed in the Project Listing on page 30.

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 2026-2030 is included in the Project Listing on page 29.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2026-2030 is included in the Project Listing on page 30.

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 2026-2030 is included in the Project Listing on page 30.

IIJA 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 \$41 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	2026	2027	2028	2029	Total
SDDOT	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Box Elder	\$295,000	\$330,000	\$365,000	\$405,000	\$1,395,000
Rapid City	\$18,270,430	\$18,270,430	\$18,270,430	\$18,270,430	\$73,081,720
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	\$15,500,000	\$16,000,000	\$16,500,000	\$17,000,000	\$65,000,000
Total Projected O&M Costs	\$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 and the Infrastructure Investment and Jobs Act (IIJA), 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 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million 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 SDDOT 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 SDDOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the South Dakota Transportation Commission.

The SDDOT 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. SDDOT 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 SDDOT 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 SDDOT pavement and bridge targets and will coordinate with SDDOT 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 SDDOT system performance and will coordinate with SDDOT in the development of system performance targets.

III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2026–2029 follows. The projects are listed in order of priority as designated by private citizens, the Technical and Citizens Committee, the Executive Policy Committee, Planning Staff, and 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
2026 - 2029 within
Rapid City MPO

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
1.00	*IM-CR-EM 0901(187)44 IM-CR-EM 0901(187)44	034J 0A9K	Meade	2.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48 & Exit 46 (Elk Creek Rd); I90 - Exit 46 (Elk Creek Rd) over RCP&E RR	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing; Grading, Str Bridge, Retaining Wall	50.121	2026	65.932	
Also Funded In:								Total Project Cost			
	Item	Category						85.893			
	1.00	Miscellaneous	19.961								
Construction planned for 2026 & 2027.											
6.00	CR 000S(418)	080J	Butte Lawrence Lyman Meade Pennington Stanley	0.0	I90E I90W US83 US85	Rapid City & Pierre Region on the Interstate System	Install Dynamic Message Boards	1.950	2026	2.143	
17.00	IM 0902(196)59	0AD0	Pennington	3.0	I90W	I90 W - Fm Exit 59 (N Lacrosse) to Exit 60 (E North St), Exit 61 (US16B) to Exit 63 (Box Elder)	Interstate Fence	0.236	2026	0.260	
				5.8	Miles	2026	52.307	Federal	68.335	Total	
20.00	IM 0901(194)28	05W7	Meade	13.1	I90E I90W	I90 - Fm 2 W of Exit 30 (Sturgis) to 1 W of Exit 44 (Piedmont)	Variable Speed Limit & ITS Device	4.827	2027	5.306	
				13.1	Miles	2027	4.827	Federal	5.306	Total	
55.00	IM 0901(213)41	09V0	Meade	0.0	I90E	I90 E - Near Tilford	Truck Parking Facility Modification	0.394	2028	0.433	
				0.0	Miles	2028	0.394	Federal	0.433	Total	

¥ Costs reflect anticipated inflation

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
58.00	*IM 0902(111)62	3022	Pennington	2.1	I90E I90W I90WF	I90 E & W - Fm W of Exit 63 (Dusters Corner) to E of West Gate Rd; I90 E & W - Fm W of Exit 63 (Dusters Corner) to E of Exit 67 (Liberty Blvd)	Grading, PCC Surfacing, Interchange Replacement (Exit 63), Replace Str Bridge & RCBC, Intelligent Transportation System (ITS); Construct Median & Ramp Crossovers	107.766	2029	128.786	
Construction planned for 2029 through 2031.											
69.00	IM 0902(190)55	09T7	Pennington	0.0	I90E	I90 - Exit 55 (SD445 Deadwood Ave in Rapid City over I90)	Approach Slabs	1.346	2029	1.479	
				2.1	Miles		2029	109.112	Federal	130.265	Total

¥ 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 \$)	¥
8.00	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, Construct Median Crossovers	11.100	2026	14.269	
Also Funded In:								Total Project Cost			
Item Category								26.435			
5.00 Roadway Safety Improvement								12.166			
Construction planned for 2026 & 2027.											
<hr/>											
				0.7	Miles	2026		11.100	Federal	14.269	Total
56.00	NH-PH 0016(97)57	07Y6	Pennington	4.0	US16E US16W	US16 E & W - Fm E of Rockerville to S of Reptile Gardens	Modify Intersections, Mill, AC Resurfacing	3.375	2029	4.363	
Also Funded In:								Total Project Cost			
Item Category								21.282			
91.00 Roadway Safety Improvement								16.919			
<hr/>											
				4.0	Miles	2029		3.375	Federal	4.363	Total

¥ Costs reflect anticipated inflation

By Category

Minor Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
57.00	P 0044(240)54	06QV	Pennington	10.8	SD44	SD44 - Fm Rapid City Airport, E 11	Mill, AC Resurfacing, Pipe Work	4.573	2028		5.864
.....											
				10.8	Miles			2028	4.573	Federal	5.864 Total

¥ 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(109)64	09NU	Pennington	0.0	US16E US16W	Intersection of US16 & Promise Rd	Grading, AC Surfacing, Curb & Gutter, Storm Sewer, Lighting, Curb Ramps, Sidewalk	7.202	2026		9.287
2.00	*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	2026		0.052
3.00	NH 0044(249)44	09VN	Pennington	1.2	SD44 SD44E SD44W	SD44 – Fm I190 (West Blvd) to Maple Ave in Rapid City	Modify Signals	1.193	2026		1.457
6.00	NH 016B(03)64	08RT	Pennington	17.3	US16EB US16WB	US16B - Fm I90 to US16	Modify Intersections	1.685	2026		2.198
				20.3	Miles		2026	10.080	Federal	12.994	Total
10.00	*NH-CR 0016(93)63	6874	Pennington	2.3	US16E US16EB US16W US16WB	US16/US16B - Intersection	Grading, Str Bridge, Lighting, PCC Surfacing, Sidewalk, Curb Ramps, Median Crossovers & Traffic Diversions	61.214	2027		78.882
Construction planned for 2027 & 2028.											
				2.3	Miles		2027	61.214	Federal	78.882	Total
13.00	P-CR 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, Curb Ramps, Lighting	5.764	2028		7.567
15.00	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, Grading, AC Surfacing, Curb Ramps, Sidewalk	0.905	2028		1.165
Also Funded In:											
		Item	Category					Total Project Cost			
		62.00	Bridge Projects					23.301			
16.00	P 0231(18)81	079X	Meade Pennington	4.3	SD231 SD231N SD231S	SD231 N & S - Fm Rapid City to Blackhawk	Mill, AC Resurfacing, Pipe Work	2.235	2028		2.866
				5.2	Miles		2028	8.904	Federal	11.598	Total

¥ 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 \$)	¥
18.00	NH 0016(112)62	09AK	Pennington	1.3	US16E US16W	US16 E & W - Fm N of Reptile Gardens to N of US16 & Moon Meadows Dr Intersection in Rapid City	Median Crossovers	0.713	2029		0.914
<hr/>											
				1.3	Miles			2029	0.713	Federal	0.914 Total

¥ 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 \$)	¥
11.00	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	0.464	2026		0.566
18.00	P 79NF(03)69	09G8	Pennington	0.0	SD79NF	SD79NF (Cambell St) - 1.2 S of SD44 over St Joseph St, RCP&E RR in Rapid City	Deck Repair	0.585	2026		0.714
				0.0	Miles		2026	1.049	Federal	1.280	Total
36.00	NH 0016(104)41 NH 0016(98)42 NH 0079(95)68 NH 0016(108)41	091C 07WP 0915 0918	Pennington	0.0	SD79 US16	US16 - Str 1.2 E of Hill City; US16 - 0.3 E & 0.3 N of Hill City over Spring Ck; SD79 - 6.6 N Custer Co Line over Spring Ck; US16 - 200' E of Newton St over Spring Ck	Polymer Chip Seal; LSDC Overlay, Approach Slabs, Approach Guardrail	2.898	2027		3.536
41.00	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	LSDC Overlay	0.852	2027		1.040
				0.0	Miles		2027	3.750	Federal	4.576	Total
62.00	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, Grading, AC Surfacing, Curb Ramps, Sidewalk	17.006	2028		22.136
				Also Funded In:				Total Project Cost			
				Item	Category			23.301			
				15.00	State Highway System Urban Projects	1.165					
				0.3	Miles		2028	17.006	Federal	22.136	Total

¥ 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 \$)	¥
8.00	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
19.00	PP-PS 1650(04)	0A90	Pennington	0.0		N Creek Dr - In Rapid City, RCP&E, DOT #190133N	Signals, Crossing Surface, CE	0.338	2026		0.375
				0.0	Miles		2026	0.788	Federal		0.875 Total

¥ 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 \$)	¥
1.00	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	Miles		2026	0.040	Federal		0.040 Total
2.00	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	Miles		2027	0.040	Federal		0.040 Total
3.00	P SRTS(55)	07RP	Statewide	0.0		Statewide	2028 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2028		0.040
				0.0	Miles		2028	0.040	Federal		0.040 Total
4.00	P SRTS(56)	08EL	Statewide	0.0		Statewide	2029 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2029		0.040
				0.0	Miles		2029	0.040	Federal		0.040 Total

¥ 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 \$)	¥
3.00	PH 0040(348)	07AP	Regionwide	0.0		Rapid City Region	Corridor Signing	1.040	2026		1.040
5.00	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, Construct Median Crossovers	10.395	2026		12.166
Also Funded In:								Total Project Cost			
Item Category								26.435			
8.00 Major Arterial Projects								14.269			
Construction planned for 2026 & 2027.											
11.00	PH 0040(351)	06TJ	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Markings	0.520	2026		0.520
13.00	PH 00SW(104)	06TL	Statewide	0.0		Statewide	2026 Traffic Engineering Services Performed by the SDDOT Traffic & Safety Engineer and Provide Traffic Control Devices	0.024	2026		0.026
19.00	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	10.136	2026		11.883
20.00	PH 6637(01)	08W0	Pennington	0.0		Reservoir Rd & Lamb Rd Jct	Grading, AC Surfacing	1.130	2026		1.368
			1.7 Miles			2026		23.245	Federal	27.003	Total
30.00	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	3.852	2027		4.540
39.00	PH 0040(352)	07AD	Regionwide	0.0		Various locations on the State System in the Rapid City Region	Cold Plastics/Sprayable Durable Pavement Markings	0.531	2027		0.531
41.00	PH 00SW(117)	07AF	Statewide	0.0		Statewide	2027 Traffic Engineering Services Performed by the SDDOT Traffic & Safety Engineer and Provide Traffic Control Devices	0.024	2027		0.027

¥ 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 \$)	¥
50.00	PH 6446(453)	07XN	Meade	0.0		Elk Creek Road in Meade Co	Grading, AC Surfacing	2.135	2027		2.487
				1.6	Miles		2027	6.542	Federal	7.585	Total
62.00	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	0.433	2028		0.433
65.00	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	0.974	2028		1.082
70.00	CR 00SW(106)	07AR	Pennington	1.0	SD44	Various Locations Statewide	2028 Corridor Signal Timing	0.097	2028		0.108
83.00	PH 00SW(111)	07XV	Statewide	0.0		Statewide	2028 Traffic Engineering Services Performed by the SDDOT Traffic & Safety Engineer and Provide Traffic Control Devices	0.025	2028		0.027
				41.0	Miles		2028	1.529	Federal	1.650	Total
91.00	NH-PH 0016(97)57	07Y6	Pennington	4.0	US16E US16W	US16 E & W - Fm E of Rockerville to S of Reptile Gardens	Modify Intersections, Mill, AC Resurfacing	14.373	2029		16.919
Also Funded In:								Total Project Cost			
Item Category								21.282			
56.00 Major Arterial Projects								4.363			
99.00	PH 00SW(113)	08PR	Statewide	0.0		Statewide	2029 Traffic Engineering Services Performed by the SDDOT Traffic & Safety Engineer and Provide Traffic Control Devices	0.025	2029		0.028
104.00	PH 000S(486)	09GD	Statewide	0.0		Statewide	Update the Strategic Highway Safety Plan (SHSP)	0.397	2029		0.442
105.00	PH 0041(189)	09TR	Meade Pennington	18.8	I90E I90W	Various Locations in the Rapid City Area	Median Cable Barrier	4.497	2029		5.238

¥ 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 \$)	¥
				22.8	Miles		2029	19.292	Federal	22.627	Total

¥ 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 \$)	¥
13.00	IM 0041(186)	09WG	Pennington	12.7	I90E I90W	Various Locations in the Rapid City Area	Rout & Seal	0.210	2026		0.257
.....											
				12.7	Miles		2026	0.210	Federal	0.257	Total

¥ 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 \$)	¥
1.00	*IM-CR-EM 0901(187)44 IM-CR-EM 0901(187)44	034J 0A9K	Meade	2.8	I90E I90W	I90 E & W - Fm E of Exit 44 to W of Exit 48 & Exit 46 (Elk Creek Rd); I90 - Exit 46 (Elk Creek Rd) over RCP&E RR	Grading, Interchange Reconstruction (Exit 46), PCC Surfacing; Grading, Str Bridge, Retaining Wall	15.969	2026	19.961	
Also Funded In:								Total Project Cost			
Item		Category						85.893			
1.00		Interstate Maintenance Projects				65.932					
Construction planned for 2026 & 2027.											
11.00	CR Z410(24)	07UR	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2026	0.655	2026	0.728	
12.00	EV 2026(01)0	093L	Statewide	0.0		Various Locations Statewide	2026 NEVI Program	6.332	2026	7.914	
				2.8	Miles		2026	22.956	Federal	28.603	Total
28.00	CR Z410(25)	07UT	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2027	0.669	2027	0.743	
				0.0	Miles		2027	0.669	Federal	0.743	Total
41.00	P Z410(26)	07UU	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2028	0.682	2028	0.758	
				0.0	Miles		2028	0.682	Federal	0.758	Total
52.00	P Z410(27)	08FT	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2029	0.696	2029	0.773	
				0.0	Miles		2029	0.696	Federal	0.773	Total

¥ 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 \$)	¥
6.00	P TAPU(39)	09FW	Pennington	0.4		Box Elder - Along S Ellsworth Rd fm County HWY 1416 to 1/2 block N of Ruhe Ln	PCC Sidewalk, CE	0.600	2026		0.789
7.00	P TAPE(08)26	07UW	Statewide	0.0		Various Locations Throughout South Dakota	2026 PE for Transportation Alternatives Projects	0.820	2026		1.000
9.00	P TAPU(47)	09QH	Pennington	0.4		Box Elder - Along 225th St fm Radial Lane to W side of Tower Rd; Along Tower Rd fm Don Williams Dr N to Existing Sidewalk in Front of Douglas Middle School	PCC Sidewalk, CE	0.900	2026		1.098
				0.8	Miles		2026	2.320	Federal		2.887 Total
17.00	P TAPE(09)27	07UX	Statewide	0.0		Various Locations Throughout South Dakota	2027 PE for Transportation Alternatives Projects	0.820	2027		1.000
24.00	P TAPU(52)	0A8E	Pennington	0.3		Rapid City - in Mary Hall Park	PCC Shared Use Path, CE	0.434	2027		0.529
				0.3	Miles		2027	1.254	Federal		1.529 Total
25.00	P TAPE(10)28	07UY	Statewide	0.0		Various Locations Throughout South Dakota	2028 PE for Transportation Alternatives Projects	0.820	2028		1.000
34.00	P TAPU(51)	0A8D	Pennington	0.4		Box Elder - Along Liberty Blvd fm Main St to Tower Rd & Along Tower Rd fm Liberty Blvd to Falcon Dr	PCC Sidewalk, CE	0.543	2028		0.662
				0.4	Miles		2028	1.363	Federal		1.662 Total
38.00	P TAPE(11)29	08KP	Statewide	0.0		Various Locations Throughout South Dakota	2029 PE for Transportation Alternatives Projects	0.820	2029		1.000
				0.0	Miles		2029	0.820	Federal		1.000 Total

¥ Costs reflect anticipated inflation

2026-2029 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥	2028 - FEDERAL FUNDS ¥	2028 - TOTAL FUNDS ¥	2029 - FEDERAL FUNDS ¥	2029 - TOTAL FUNDS ¥	4-YEAR-FEDERAL FUNDS ¥	4-YEAR-TOTAL FUNDS ¥
SDDOT	INTERSTATE MAINTENANCE			See Pages 13-14 for project listing			\$52,307,000	\$68,335,000	\$4,827,000	\$5,306,000	\$394,000	\$433,000	\$109,112,000	\$130,265,000	\$166,640,000	\$204,339,000
	MAJOR ARTERIAL			See Page 15 for project listing			\$11,100,000	\$14,269,000	\$0	\$0	\$0	\$0	\$0	\$3,375,000	\$4,363,000	\$18,632,000
	MINOR ARTERIAL			See Page 16 for project listing			\$0	\$0	\$0	\$0	\$4,573,000	\$5,864,000	\$0	\$0	\$4,573,000	\$5,864,000
	STATE HIGHWAY SYSTEM URBAN			See Pages 17-18 for project listing			\$10,080,000	\$12,994,000	\$61,214,000	\$78,882,000	\$8,904,000	\$11,598,000	\$713,000	\$914,000	\$80,911,000	\$104,388,000
	BRIDGE			See Page 19 for project listing			\$1,049,000	\$1,280,000	\$3,750,000	\$4,576,000	\$17,006,000	\$22,136,000	\$0	\$0	\$21,805,000	\$27,992,000
	RAILROAD CROSSING IMPROVEMENT			See Page 20 for project listing			\$788,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$788,000	\$875,000
	SAFE ROUTES TO SCHOOLS			See Page 21 for project listing			\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000	\$160,000
	ROADWAY SAFETY IMPROVEMENT			See Pages 22-24 for project listing			\$23,245,000	\$27,003,000	\$6,542,000	\$7,585,000	\$1,529,000	\$1,650,000	\$19,292,000	\$22,627,000	\$50,608,000	\$58,865,000
	PAVEMENT PRESERVATION			See Page 25 for project listing			\$212,000	\$259,000	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$259,000
	MISCELLANEOUS			See Page 26 for project listing			\$22,956,000	\$28,603,000	\$669,000	\$743,000	\$682,000	\$758,000	\$696,000	\$773,000	\$25,003,000	\$30,877,000
	TRANSPORTATION ALTERNATIVE			See Page 27 for project listing			\$2,320,000	\$2,887,000	\$1,254,000	\$1,529,000	\$1,363,000	\$1,662,000	\$820,000	\$1,000,000	\$5,757,000	\$7,078,000
	Subtotal						\$124,097,000	\$156,545,000	\$78,296,000	\$98,661,000	\$34,491,000	\$44,141,000	\$130,673,000	\$158,994,000	\$360,820,000	\$459,329,000
CITY OF BOX ELDER	Capital Improvement Plan (CIP)		PENNINGTON		Liberty Boulevard-Reagan Avenue	Traffic Signal	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
	Capital Improvement Plan (CIP)		PENNINGTON		East Mall Drive	Extension to Bennet Road	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
	Capital Improvement Plan (CIP)		PENNINGTON		Tower Road-Liberty to 225th	Street and Drainage-Urban	\$0	\$4,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100,000
	Capital Improvement Plan (CIP)		PENNINGTON		Cheyenne Boulevard	Street and Drainage-Urban	\$0	\$0	\$0	\$21,000,000	\$0	\$0	\$0	\$0	\$0	\$21,000,000
	Capital Improvement Plan (CIP)		PENNINGTON		N Ellsworth Rd- Liberty & 225th	Intersection Improvements	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
	Capital Improvement Plan (CIP)		PENNINGTON		N Ellsworth Rd- Liberty to 225th	Street and Drainage-Urban	\$0	\$0	\$10,600,000	\$10,600,000	\$0	\$0	\$0	\$0	\$10,600,000	\$10,600,000
	Capital Improvement Plan (CIP)		PENNINGTON		Cimarron Drive	Street and Drainage-Urban	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000
	Capital Improvement Plan (CIP)		PENNINGTON		Hwy 1416/Radar Hill Rd	Street and Drainage-Urban	\$0	\$0	\$0	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$40,000,000	\$40,000,000
	Capital Improvement Plan (CIP)		PENNINGTON		Westgate Rd	Street and Drainage-Urban	\$0	\$0	\$0	\$0	\$0	\$9,100,000	\$0	\$0	\$0	\$9,100,000
	Capital Improvement Plan (CIP)		PENNINGTON		Creekside Dr to Prairie View Estates	Street and Drainage-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000
	Capital Improvement Plan (CIP)		PENNINGTON		Tower Rd- 225th to 224th	Street and Drainage-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,180,000	\$0	\$3,180,000
	Total						\$0	\$7,350,000	\$16,600,000	\$43,600,000	\$40,000,000	\$49,100,000	\$0	\$5,680,000	\$56,600,000	\$105,730,000
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	50153.1	PENNINGTON		Skyline Drive Rehabilitation Phase 1- Quincy to Clark	Urban Section	\$0	\$1,653,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,653,120
	Capital Improvement Plan (CIP)	50153.2	PENNINGTON		Skyline Drive Rehabilitation Phase 2- Quincy to Flormann	Urban Section	\$0	\$0	\$0	\$2,059,906	\$0	\$0	\$0	\$0	\$0	\$2,059,906
	Capital Improvement Plan (CIP)	51400	PENNINGTON		Valley Drive Reconstruction- Hwy 44 to Windhaven	Urban Section	\$0	\$0	\$0	\$3,014,000	\$0	\$0	\$0	\$0	\$0	\$3,014,000
	Capital Improvement Plan (CIP)	51214	PENNINGTON		Eglin Street Reconstruction- Luna to E North	Urban Section	\$0	\$0	\$0	\$0	\$0	\$4,540,000	\$0	\$0	\$0	\$4,540,000
	Capital Improvement Plan (CIP)	50153.3	PENNINGTON		Skyline Drive Rehabilitation Phase 3- Flormann to Tower	Urban Section	\$0	\$0	\$0	\$0	\$0	\$3,463,891	\$0	\$0	\$0	\$3,463,891
	Capital Improvement Plan (CIP)	50967	PENNINGTON		Sheridan Lake Road Reconstruction- Canyon Lake Dr to W Main St	Urban Section	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$0	\$3,700,000
	Capital Improvement Plan (CIP)	51127	PENNINGTON		West Boulevard Reconstruction- St Joseph to W Main	Urban Section	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$261,000	\$0	\$261,000
	Total						\$0	\$1,653,120	\$0	\$5,073,906	\$0	\$8,003,891	\$0	\$3,961,000	\$0	\$18,691,917

¥ Costs reflect anticipated inflation

2026-2029 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥	2028 - FEDERAL FUNDS ¥	2028 - TOTAL FUNDS ¥	2029 - FEDERAL FUNDS ¥	2029 - TOTAL FUNDS ¥	4-YEAR-FEDERAL FUNDS ¥	4-YEAR-TOTAL FUNDS ¥
MEADE COUNTY (MPO)	Co. Highway & Bridge	PH 6446(453)	MEADE	1.00	Elk Creek Road: 2 miles east of I-90 to Edgewood Drive	Realign and Reconstruct 1 mile	\$2,700,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
	Total						\$2,700,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$3,000,000
PENNINGTON COUNTY (MPO)	Co. Highway & Bridge	120901 120902	PENNINGTON		Reservoir / Lamb Road	Reconstruct	\$0	\$2,246,245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,246,245
	Co. Highway & Bridge	123502	PENNINGTON	4.9	Neck Yoke Road	Overlay	\$0	\$0	\$0	\$1,086,500	\$0	\$0	\$0	\$0	\$0	\$1,086,500
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416	Reconstruct-RAISE Grant	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416 / Radar Hill Road	Reconstruct-RAISE Grant	\$0	\$0	\$0	\$0	\$7,000,000	\$30,000,000	\$0	\$0	\$0	\$30,000,000
	Co. Highway & Bridge	621203	PENNINGTON		Twilight Drive - Radar Hill Road	Extend Twilight to Radar Hill Road-RAISE Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
	Total						\$0	\$2,246,245	\$0	\$5,086,500	\$7,000,000	\$30,000,000	\$0	\$2,000,000	\$0	\$39,332,745
AVIATION			PENNINGTON		Rapid City Regional Airport	Terminal Apron Phase 1 & 2	\$24,511,039	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,511,039	\$30,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Concourse - Project 2A	\$0	\$0	\$22,562,529	\$55,000,000	\$0	\$0	\$0	\$0	\$22,562,529	\$55,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Concourse - Project 2B	\$0	\$0	\$0	\$0	\$20,000,000	\$55,000,000	\$0	\$0	\$0	\$55,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Apron Phase 3	\$0	\$0	\$0	\$0	\$9,000,000	\$10,000,000	\$0	\$0	\$0	\$10,000,000
	Total Aviation Funding						\$24,511,039	\$30,000,000	\$22,562,529	\$55,000,000	\$29,000,000	\$65,000,000	\$0	\$0	\$47,073,568	\$150,000,000
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	\$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	\$0	\$0	\$0	\$0
	FTA § 5339		PENNINGTON		Rapid City Metro	Capital Assistance	\$156,462	\$184,073	\$162,720	\$191,435	\$165,974	\$195,263	\$172,613	\$203,074	\$657,769	\$773,845
	FTA § 5307		PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,695,536	\$3,011,152	\$1,729,447	\$3,071,376	\$1,764,036	\$3,132,803	\$1,799,317	\$3,195,460	\$6,988,336	\$12,410,791
	Total Transit						\$1,851,998	\$3,195,225	\$1,892,167	\$3,262,811	\$1,930,010	\$3,328,066	\$1,971,930	\$3,398,534	\$7,646,105	\$13,184,636
	Total Funding						\$153,160,037	\$203,989,590	\$119,350,696	\$210,684,217	\$112,421,010	\$199,572,957	\$132,644,930	\$174,033,534	\$474,839,673	\$789,268,298

¥ 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.



7/10/12

Secretary
SD Department of Transportation

Date

APPROVAL



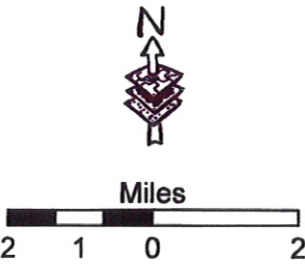
6/13/13

Executive Policy Committee Chair
Rapid City Area Metropolitan Planning Organization

Date

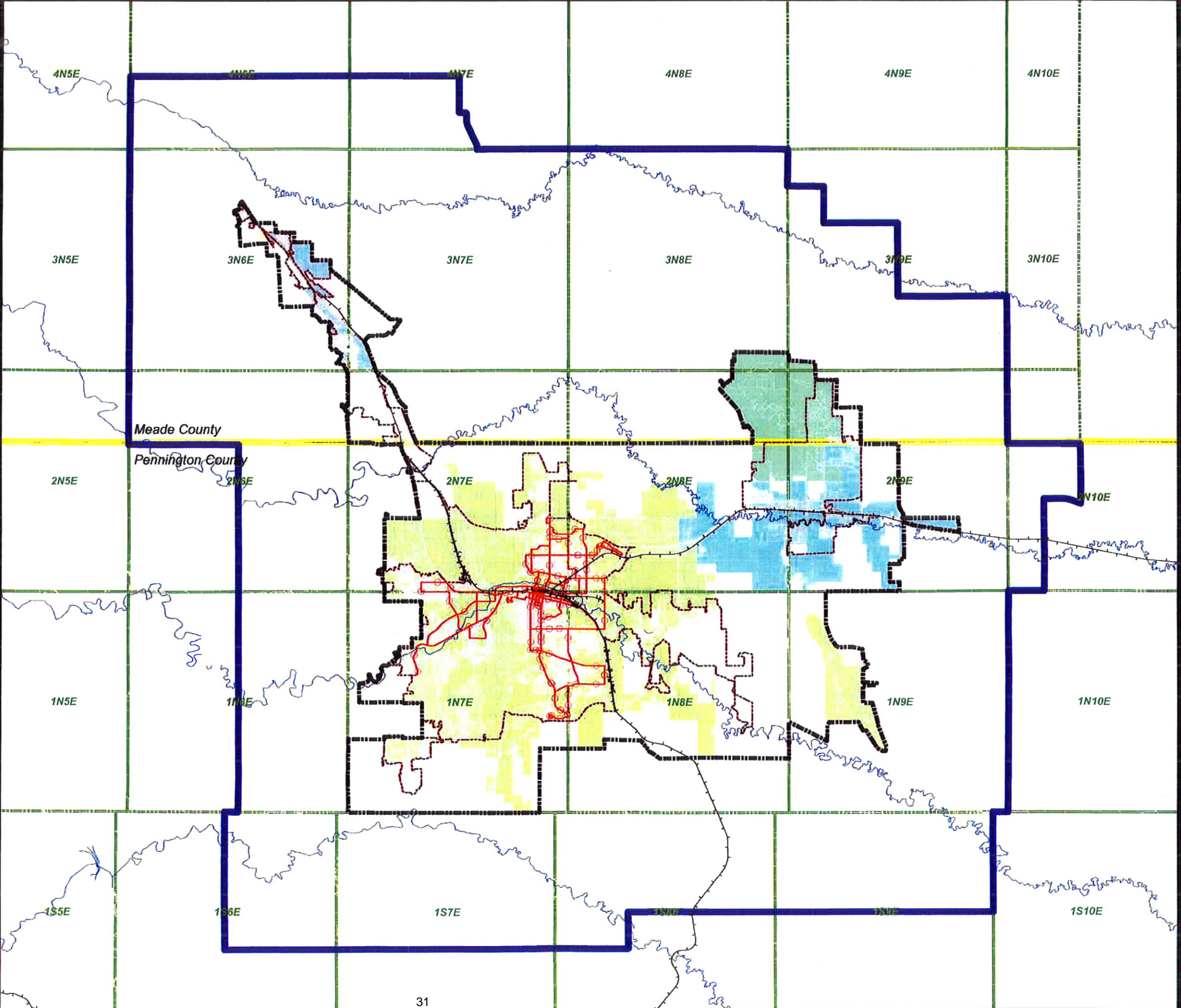
Legend

- 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.

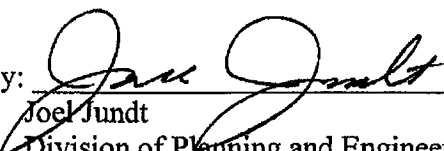
Approved by: _____


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

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2026-2029

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

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

Describe the Entity Designated as the MPO

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

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

Describe the Physical Boundaries/Provide a Map

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

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

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

1. Intergovernmental Agreement for the Purpose of Establishing the Rapid City Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2007 by the South Dakota Department of Transportation and the parties in the Rapid City Area Metropolitan Planning Organization;
2. The Operations Plan was adopted in September 2023. The Operations Plan outlines the procedures and requirements for adopting transportation products and plans for the Metropolitan Planning Organization.

B. Agreements between the State and the MPO include:

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

C. Agreements between the MPO and other entities include:

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

4. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.312)

A. Cooperative Metropolitan Planning Process

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

The metropolitan transportation planning process includes:

1. Development and maintenance of a Metropolitan Transportation Plan (RapidTRIP 2045 adopted in August 2020)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with RapidTRIP 2045
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, Metropolitan 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, RapidTRIP2045, and Transportation Improvement Program. This work is coordinated with all of the Rapid City Area Metropolitan Planning Organization agencies.

5. Metropolitan Transportation Planning Products

A. Unified Planning Work Program (Ref: 23 CFR 450.314)

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

The tasks in the FY2024 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. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)

The federally compliant RapidTRIP 2045 Metropolitan Transportation was adopted in August 2020.

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

The Rapid City Area Metropolitan Planning Organization develops the Transportation Improvement Program in cooperation and coordination with all of the members of the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization will coordinate its prioritization process and its list of transportation project priorities with SDDOT.

6. Planning Emphasis Areas

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

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

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

*B. **Increase the safety of the transportation system for motorized and non-motorized users in support of a complete streets approach***

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

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

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

D. *Increase the accessibility and mobility options available to people and for freight to support equity and justice*

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

E. *Protect and enhance the environment, promote energy conservation, and improve quality of life through planning and environmental linkages*

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

F. *Enhance the integration and connectivity of the transportation system, across and between modes for people and freight to support equity and justice and a complete streets approach*

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 to support the use of data in transportation planning*

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 Metropolitan 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 Metropolitan Transportation Plan devotes a large portion of available funds to the maintenance and preservation of existing transportation system.

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

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

J. *Enhance the technical capability of the transportation planning processes*

The Rapid City Area Metropolitan Planning Organization programs funds in the Unified Planning Work Program and Transportation Improvement Program to upgrade the travel

demand model, update the underlying travel data by participating in joint surveys, and provide training opportunities for staff.

K. *Linking the NEPA and planning processes*

The adopted RapidTRIP 2045 Metropolitan Transportation Plan includes environmental considerations that identify known historical, cultural, archeological, and natural resources. This amendment also identifies potential mitigation activities. The data in this amendment will help improve the project development process and hopefully speed project delivery.

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

Metropolitan Planning Organization staff and local transit service providers began working in 2007 to develop a coordinated human services transportation plan. A plan was completed in October 2007, updated in 2013, and was recently updated by SDDOT in 2024. The goal of this project was to develop and implement a public transportation plan for the Rapid City Urbanized Area with a particular focus on providing access to critical services for lower income residents, seniors, and other special needs populations. The Rapid City Area Metropolitan Planning Organization has been involved in that effort to ensure the continued availability of federal transportation funds.

M. *Strategic Highway Network and U.S. Department of Defense Coordination*

The MPO's Technical and Citizens Committee is represented by staff and participating agencies responsible for or affected by the implementation of transportation plans, products, or improvements. Membership includes Ellsworth Air Force Base to support Strategic Highway Network/U.S. Department of Defense coordination.

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 FAST Act compliant public participation plan in February 2020. This plan serves as the statement of transportation public participation policies adopted by the Rapid City Area Metropolitan Planning Organization. Participation of the public in transportation planning activities is vitally important to the Rapid City Area Metropolitan Planning Organization. The emphasis of the adopted policies in this report is on regional system planning products regularly produced in the transportation planning process. Various techniques will selectively be used to provide information and solicit public comment. Some examples of public participation activities are briefly described below.

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

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

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on

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

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

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

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

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

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

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

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

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

- 11. Air Quality** (*Ref: 40 CFR 51; OAR 340-2-710 through 340-20-1080*)
- A. Regional Air Quality Status of the Rapid City Area Metropolitan Planning Organization Area**
The Rapid City Urbanized Area is not in violation of EPA's National Ambient Air Quality Standards (NAAQS). The area, therefore, is not designated nonattainment for any of the Air Quality Criteria Pollutants.
- B. Describe Conformity Status of the Rapid City Area Metropolitan Planning Organization Plan and TIP**
According to the Clean Air Act Amendments (CAAA) of 1990, the Rapid City Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan.
- 12. Lobbying Prohibition** (*Ref. 49 CFR 20*)
The funding agreement and all contracts with the Rapid City Area Metropolitan Planning Organization include language regarding breach of any federal statutes, rules, program requirements and grant provisions applicable to the federal funds. Through approval of that agreement, the Rapid City Area Metropolitan Planning Organization agrees to follow all applicable rules.
- 13. Employment & Business Opportunity Discrimination** (*Ref. 49 USC 5332*)
The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of race, color, creed, national origin, sex, or age in any employment or business opportunity.
- 14. Equal Employment Opportunity - Federal Aid Construction Projects** (*Ref. 23 CFR part 230*)
This requirement is not applicable to the Rapid City Area Metropolitan Planning Organization. The Rapid City Area Metropolitan Planning Organization is a planning organization and does not construct projects.
- 15. Older Americans Act** (*Ref. 42 USC 6101*)
The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of age. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.
- 16. Gender Discrimination** (*Ref. Section 324 of title 23 USC*)
The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.
- It is the policy of Rapid City Area Metropolitan Planning Organization to ensure no discrimination on the basis of sex. The Metropolitan Planning Organization's public participation plan addresses the full and fair participation of all populations.

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

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

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