

Rapid City Area Transportation Improvement Program

(Fiscal Years 2027-2030)

**Draft
June 2026**

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.

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"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 2027 - 2030)

TABLE OF CONTENTS

	<u>Page</u>
Abbreviations Used in this Document.....	iii
Metropolitan Transportation Planning Process Self Certification.....	v
I. INTRODUCTION	
A. Transportation Improvement Program.....	1
B. Transportation Improvement Program in Perspective.....	2
II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS	
A. Project Selection and Prioritization.....	2
B. Financial Constraint.....	3
C. Performance Management Requirements.....	9
III. RECOMMENDED PROJECTS AND PROGRAMS.....	11
IV. LIST OF PROJECTS.....	12
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS	
Interstate Maintenance Projects.....	13
Major Arterial Projects.....	14
Minor Arterial Projects.....	15
State Highway System Urban Projects.....	16
Bridge Projects.....	18
Railroad Crossing Improvement Projects.....	19
Safe Routes To School Projects.....	20
Roadway Safety Improvement Projects.....	21
Miscellaneous Projects.....	23
Local Bridge Improvement Projects.....	24
Transportation Alternatives Projects.....	25
CITY OF BOX ELDER 2027–2031 PROJECT LIST.....	27
RAPID CITY CAPITAL IMPROVEMENTS PROJECT	
2027-2031 Capital Improvements Program Project List.....	27

MEADE COUNTY 2027-2031 CONSTRUCTION PROGRAM	29
PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM 2027-2031 Project List.....	29
RAPID CITY REGIONAL AIRPORT PROJECTS 2027-2031 Airport Improvement Projects.....	29
PUBLIC TRANSIT PROJECTS Rapid City Public Transit and Private Non-Profit Organizations	30
RAPID CITY METROPOLITAN PLANNING AREA Boundary Map	31
Appendix A	
RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION Guidelines for Administrative Amendments and Revisions to the Transportation Improvement Program	33
Appendix B	
RAPID CITY AREA METROPOLITAN PLANNING ORGANIZATION Self-Certification Review.....	35

RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2027 - 2030)

- 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

South Dakota Department of Transportation
State Department of Transportation

Signature

Signature

Title

Title

Date

Date

**RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM
(Fiscal Years 2027-2030)**

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

IIJA 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 Rapid TRIP 2050, 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 2027-2030 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 2025. Rapid TRIP 2050 can be found on the MPO website. 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 IJJA Planning Factors. The planning factors found in the IJJA 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 IJJA 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 IJJA 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.)

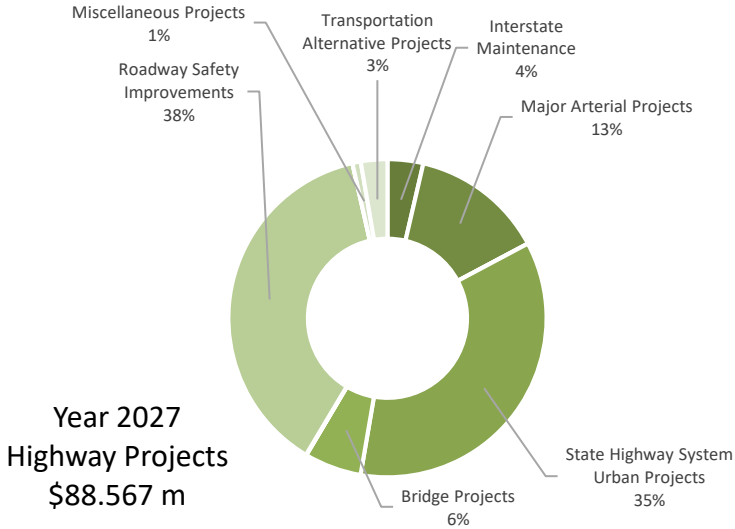
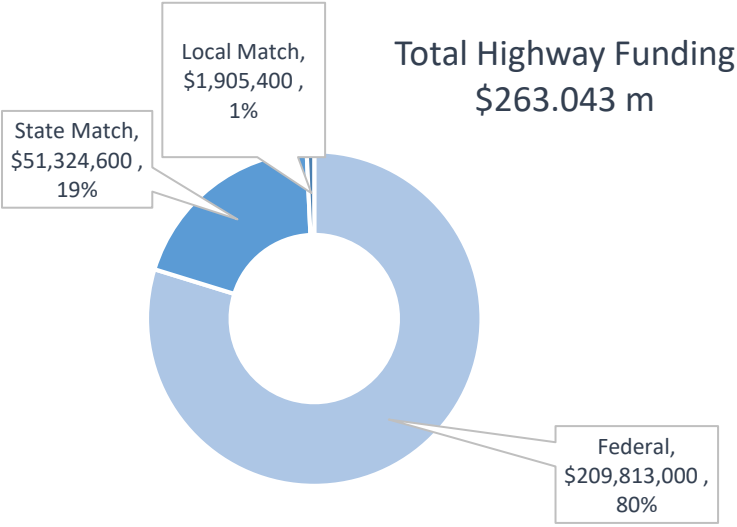
**Figure 1 - SDDOT Funded Programmed Projects
by Project Type within the Metropolitan Planning Area**

	2027	2028	2029	2030	Total
Interstate Maintenance					
Federal	\$2,839,000	\$386,000	\$23,522,000	\$5,200,000	\$31,947,000
State Match	\$282,000	\$38,000	\$2,334,000	\$515,000	\$3,169,000
Interstate Maintenance	\$3,121,000	\$424,000	\$25,856,000	\$5,715,000	\$35,116,000
Major Arterial Projects					
Federal	\$8,843,000	\$0	\$4,130,000	\$5,646,000	\$18,619,000
State Match	\$2,850,000	\$0	\$1,204,000	\$1,659,000	\$5,713,000
Major Arterial Projects	\$11,693,000	\$0	\$5,334,000	\$7,305,000	\$24,332,000
Minor Arterial Projects					
Federal	\$0	\$4,122,000	\$0	\$8,626,000	\$12,748,000
State Match	\$0	\$1,221,000	\$0	\$2,410,000	\$3,631,000
Minor Arterial Projects	\$0	\$5,343,000	\$0	\$11,036,000	\$16,379,000
State Highway System Urban Projects					
Federal	\$22,139,000	\$8,529,000	\$31,568,000	\$0	\$62,236,000
State Match	\$8,390,000	\$2,517,000	\$9,934,000	\$0	\$20,841,000
State Highway System Urban Projects	\$30,529,000	\$11,046,000	\$41,502,000	\$0	\$83,077,000
Bridge Projects					
Federal	\$4,098,000	\$16,421,000	\$0	\$0	\$20,519,000
State Match	\$902,000	\$4,957,000	\$0	\$0	\$5,859,000
Bridge Projects	\$5,000,000	\$21,378,000	\$0	\$0	\$26,378,000
Railroad Crossing Improvement Projects					
Federal	\$0	\$0	\$338,000	\$0	\$338,000
State Match	\$0	\$0	\$37,000	\$0	\$37,000
Railroad Crossing Improvement Projects	\$0	\$0	\$375,000	\$0	\$375,000
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	\$27,342,000	\$6,707,000	\$20,368,000	\$25,000	\$54,442,000
State Match	\$5,254,000	\$983,000	\$3,503,000	\$1,000	\$9,741,000
Local	\$0	\$0	\$0	\$0	\$0
Roadway Safety Improvements	\$32,596,000	\$7,690,000	\$23,871,000	\$26,000	\$64,183,000
Pavement Preservation Projects					
Federal	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
Pavement Preservation Projects	\$0	\$0	\$0	\$0	\$0
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 Improvement Projects					
Federal	\$0	\$0	\$0	\$0	\$0
Local	\$508,400	\$0	\$0	\$0	\$508,400
State	\$2,033,600	\$0	\$0	\$0	\$2,033,600
Local Bridge Replacement Projects	\$2,542,000	\$0	\$0	\$0	\$2,542,000

Figure 1 - SDDOT Funded Programmed Projects by Project Type within the Metropolitan Planning Area					
	2027	2028	2029	2030	Total
Miscellaneous Projects					
Federal	\$655,000	\$669,000	\$682,000	\$696,000	\$2,702,000
Local Match	\$73,000	\$74,000	\$76,000	\$77,000	\$300,000
Miscellaneous Projects	\$728,000	\$743,000	\$758,000	\$773,000	\$3,002,000
Transportation Alternatives Projects					
Federal	\$1,854,000	\$1,363,000	\$2,065,000	\$820,000	\$6,102,000
Local Match	\$464,000	\$299,000	\$454,000	\$180,000	\$1,397,000
Transportation Alternatives Projects	\$2,318,000	\$1,662,000	\$2,519,000	\$1,000,000	\$7,499,000
Highway Total for Fiscal Year	\$88,567,000	\$48,326,000	\$100,255,000	\$25,895,000	\$263,043,000
Public Transportation Projects					
Federal	\$1,882,879	\$1,958,194	\$1,997,358	\$2,037,305	\$7,875,736
State Match	\$37,258	\$38,003	\$38,763	\$39,538	\$153,562
Local (Rapid City)	\$1,343,534	\$1,371,181	\$1,398,605	\$1,426,577	\$5,539,897
Public Transportation Projects	\$3,263,671	\$3,367,378	\$3,434,726	\$3,503,420	\$13,569,195
Total FHWA and FTA Funding for Fiscal Year	\$91,830,671	\$51,693,378	\$103,689,726	\$29,398,420	\$276,612,195

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



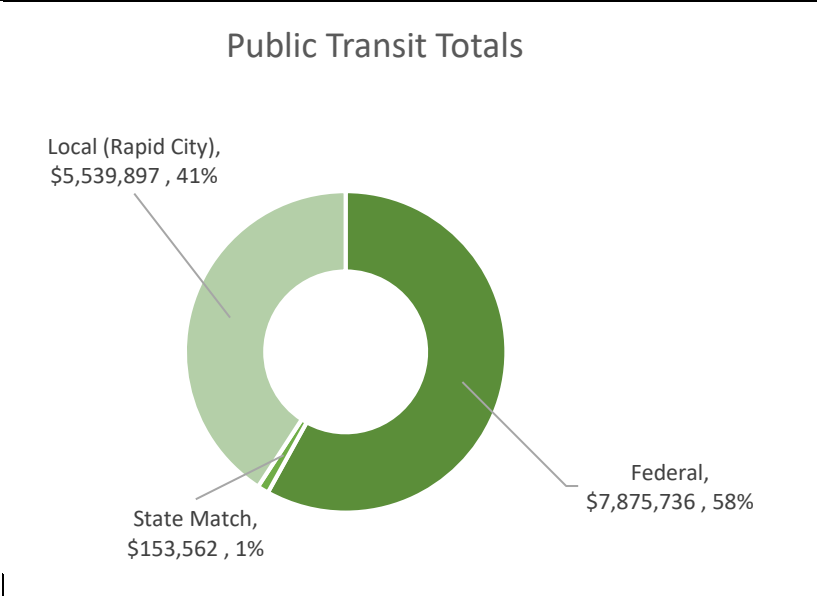
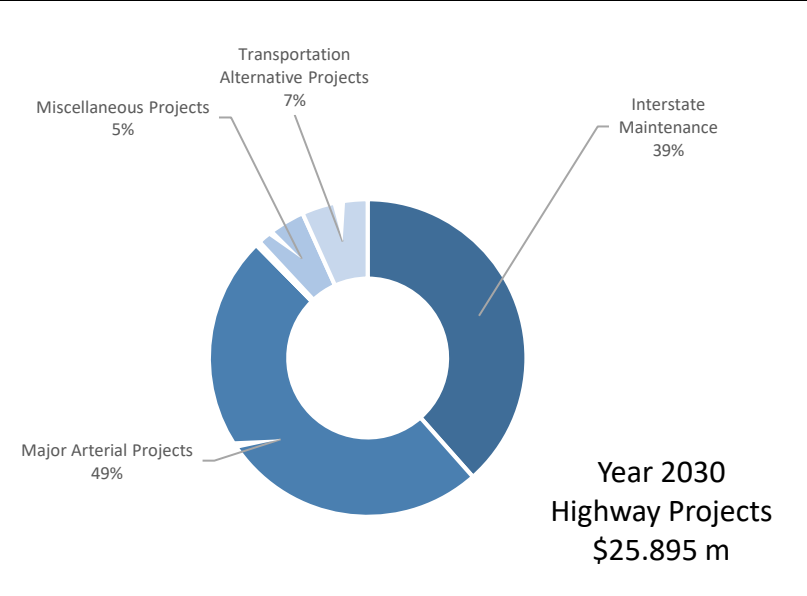
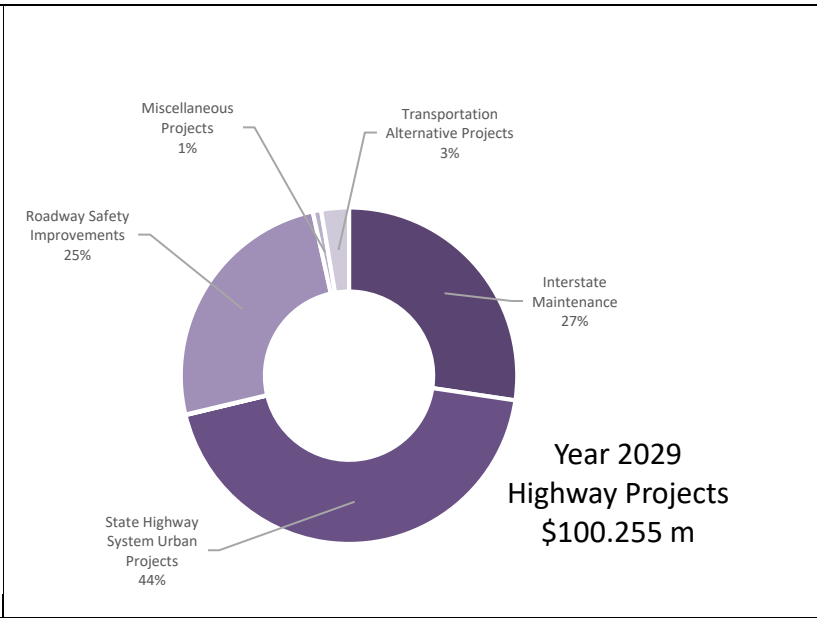
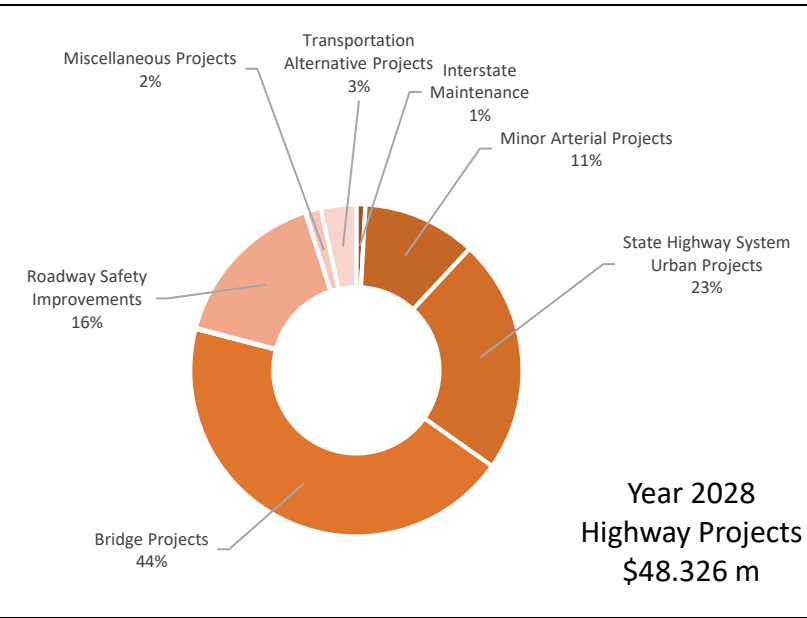


Figure 3 identifies the regionally significant local projects by the MPO member agencies throughout the Metropolitan Planning Area.

Figure 3 – Regionally Significant Non-Federally Funded Projects in the Metropolitan Planning Area					
ENTITY	2027	2028	2029	2030	Total
Rapid City Regional Airport Improvements Program					
Local	\$0	\$45,750,000	\$0	\$0	\$45,750,000
Box Elder Capital Improvements Program					
Local	\$0	\$21,000,000	\$0	\$0	\$21,000,000

Rapid City Capital Improvements Program					
Local	\$5,049,000	\$4,078,000	\$7,202,000	\$2,095,000	\$18,424,000
Meade County Road and Bridge Fund					
Local	\$0	\$3,000,000	\$0	\$0	\$3,000,000
Pennington County Road and Bridge Fund					
Local	\$400,000	\$1,600,000	\$0	\$0	\$2,000,000

The SDDOT provides the match for State sponsored federally funded projects using State Fuel Tax Revenue and Motor Vehicle Excise Tax. The 2027-2030 STIP is included on pages 13 - 25.

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 (2027) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2028-2031) 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 27.

Rapid City Public Transit receives funding from the Federal Transit Administration, the South Dakota Department of Transportation and the City of Rapid City. The breakdown of these funds and the Transit Program for 2027-2030 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 2027-2030 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 2027-2031 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 2027-2031 is included in the Project Listing on page 29.

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 2027-2031 is included in the Project Listing on page 29.

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	2027	2028	2029	2030	Total
SDDOT	*To be included in the	Final Transportation	Improvement Program		
Box Elder					
Rapid City					
Summerset					
Meade County					
Pennington County					
Total Projected O&M Costs					

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 2027–2030 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 SDDOT. The recommended projects and programs have been grouped into "System or Functional Element" categories.

IV. LIST OF PROJECTS

	<u>Page</u>	
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PROJECTS		
Interstate Maintenance Projects	13	
Major Arterial Projects	14	
Minor Arterial Projects	15	
State Highway System Urban Projects	16	
Bridge Projects	18	
Railroad Crossing Improvement Projects.....	19	
Safe Routes To School Projects	20	
Roadway Safety Improvement Projects	21	
Miscellaneous Projects	23	
Local Bridge Improvement Projects	24	
Transportation Alternatives Projects	25	
CITY OF BOX ELDER 2027–2031 PROJECT LIST		27
RAPID CITY CAPITAL IMPROVEMENTS PROGRAM		
2027-2031 Capital Improvements Program Project List.....	27	
MEADE COUNTY 2027-2031 CONSTRUCTION PROGRAM.....		29
PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM		
2027-2031 Project List.....	29	
RAPID CITY REGIONAL AIRPORT PROJECTS		
2027-2031 Airport Improvement Projects	29	
PUBLIC TRANSIT PROJECTS		
Rapid City Public Transit and Private Non-Profit Organizations.....	30	

South Dakota Transportation Improvement Program

Tentative 2027 - 2030

Report Date 05/28/2026

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
20.00	CR 0901(194)28	05W7	Meade	13.1	I90E I90W	I90 - Fm 2 W of Exit 30 (Sturgis) to 1 E of Exit 40 (Tilford)	Variable Speed Limit & ITS Device	2.839	2027	3.121	
				13.1 Miles			2027	2.839 Federal		3.121 Total	
55.00	IM 0901(213)41	09V0	Meade	0.0	I90E	I90 E - Near Tilford	Truck Parking Facility Modification	0.386	2028	0.424	
				0.0 Miles			2028	0.386 Federal		0.424 Total	
58.00	*IM 0902(111)62	3022	Pennington	0.8	I90E I90W	I90 E & W – Fm Exit 61 to W of Exit 63 (Dusters Corner)	Construct Median Crossovers, Grading, PCC Surfacing	22.239	2029	24.446	
Construction planned for 2029 & 2030.											
69.00	IM 0902(190)55	09T7	Pennington	0.0	I90E	I90 - Exit 55 (SD445 Deadwood Ave in Rapid City over I90)	Approach Slabs, Approach Guardrail, End Block Modification	1.283	2029	1.410	
				0.8 Miles			2029	23.522 Federal		25.856 Total	
73.00	IM 0902(187)61	09J8	Pennington	0.0	I90E	I90 - US16B (SE Conn) Interchange over I90	Approach Slabs, Concrete Paving, Concrete Barrier Repair	5.200	2030	5.715	
				0.0 Miles			2030	5.200 Federal		5.715 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	0.8	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent)	Grading, AC Surfacing, Replace Str Bridge, Construct Median Crossovers	8.843	2027	11.693		
Also Funded In:								Total Project Cost				
	Item	Category						24.695				
	5.00	Roadway Safety Improvement				13.002						
Construction planned for 2027 & 2028.												

				0.8 Miles				2027	8.843 Federal	11.693 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, Spot Grading	4.130	2029	5.334		
Also Funded In:								Total Project Cost				
	Item	Category						23.358				
	91.00	Roadway Safety Improvement				18.024						

				4.0 Miles				2029	4.130 Federal	5.334 Total		
67.00	NH 0016(115)57	08YF	Pennington	5.4	US16E US16W	US16 E & W - Fm E of Rockerville to S Urban Boundary in Rapid City	Mill, AC Resurfacing, Pipe Work	5.646	2030	7.305		

				5.4 Miles				2030	5.646 Federal	7.305 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	4.122	2028	5.343	
				10.8 Miles				4.122	Federal	5.343	Total
91.00	P 0445(18)74	09AR	Pennington	2.4	SD445	SD445 (Deadwood Ave) - Fm SD231 (West Chicago St) to I90 in Rapid City	Curb Ramps, Sidewalk, Signals, Lighting	8.626	2030	11.036	
				2.4 Miles				8.626	Federal	11.036	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	0.7	US16E US16W	US16 E & W - Fm S of Promise Rd to S of Enchantment Rd	Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Lighting, Signals, Sidewalk	21.485	2027	29.678	
Project 1 of 3 is the reconstruction of the US16 and the frontage roads north of the future US16/16B interchange and the grading of the interchange ramps. Construction planned for 2027 & 2028.											
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	2027	0.052	
901.00	NH 0041(191)	0AK0	Pennington	0.0		Various Intersections Throughout Rapid City	Traffic Signal Modifications	0.654	2027	0.799	
				2.5 Miles				22.139	Federal	30.529	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	5.225	2028	6.860	
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	0.873	2028	1.125	
Also Funded In:											
Item Category 62.00 Bridge Projects								Total Project Cost 22.503		21.378	
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	2.431	2028	3.061	
				5.2 Miles				8.529	Federal	11.046	Total
12.90	*NH 0016(93)63	6874	Pennington	1.1	US16E US16W	US16 E & W - Fm N of Moon Meadows Dr to S of Promise Rd	Grading, PCC Surfacing, Str Bridge, Curb & Gutter, Storm Sewer, Lighting, Sidewalk, Median Crossovers, Traffic Diversions	30.882	2029	40.622	
Project 2 of 3 is the reconstruction of US16 including 2 bridges for the grade separation over US16B/Catron Blvd, frontage road south of the future US16/16B interchange and paving of the interchange ramps. Construction planned for 2029 & 2030.											

¥ 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	0.686	2029	0.880		
				2.4	Miles			2029	31.568	Federal	41.502	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 \$)	¥	
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	2.679	2027	3.269		
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	1.419	2027	1.731		
				0.0	Miles			2027	4.098	Federal	5.000	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	16.421	2028	21.378		
Also Funded In:									Total Project Cost			
	Item	Category								22.503		
	15.00	State Highway System Urban Projects						1.125				
				0.3	Miles			2028	16.421	Federal	21.378	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 \$)	¥
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	2029	0.375	
				0.0 Miles				0.338 Federal		0.375 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 \$)	¥
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
5.00	P SRTS(57)	08VA	Statewide	0.0		Statewide	2030 Safe Routes To School Non Infrastructure, Incentives and Walk to School Day	0.040	2030	0.040	
				0.0	Miles		2030	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 \$)	¥
5.00	NH-PH-B 0016(91)60	06X3	Pennington	0.8	US16E US16W	US16 - Intersection of US16 & Neck Yoke Rd (Reptile Garden Ent)	Grading, AC Surfacing, Replace Str Bridge, Construct Median Crossovers	10.799	2027	13.002	
Also Funded In:								Total Project Cost		24.695	
	Item Category					11.693					
8.00 Major Arterial Projects											
Construction planned for 2027 & 2028.											
19.00	PH 0044(214)36	0754	Pennington	1.3	SD44	SD44 – Fm 2 W to 1 W of the City Limits of Rapid City	Horizontal Curve Realignment, Grading, AC Surfacing	8.842	2027	10.374	
20.00	PH 6637(01)	08W0	Pennington	0.0		Reservoir Rd & Lamb Rd Jct	Grading, AC Surfacing	1.778	2027	2.174	
30.00	PH 0016(101)55	08U1	Pennington	1.6	US16E US16W	US16 E & W - Rockerville; US16 E & W - Intersections of Hillside Country Cabins	Grading, Modify Intersections, Install Turn Lanes, Lighting	2.458	2027	3.036	
39.00	PH 0040(352) PH 000S(452)	07AD 07XE	Regionwide	64.0		Various Locations on the State System in the Rapid City Region; Various Locations on the Local System in the Pierre & Rapid City Region	Cold Plastics/Sprayable Durable Pavement Markings; High Grade Polymer Pavement Markings	0.916	2027	0.916	
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	0.026	
50.00	PH 6446(453)	07XN	Meade	0.0		Elk Creek Road in Meade Co	Grading, AC Surfacing	1.876	2027	2.275	
927.00	PH 0016(114)67	0AJX	Pennington	1.6	US16 US16E US16W	US16 - Fm Highland Park Dr to South St in Rapid City	Modify Pedestrian Crossings	0.649	2027	0.793	
				69.3	Miles			27.342	Federal	32.596	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	0.424	2028	0.424	

¥ 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 \$)	¥
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	0.955	2028	1.061	
71.00	PH 0041(182)	094V	Meade Pennington	18.8	I90E I90W	Various Locations in the Rapid City Area	Median Cable Barrier	5.304	2028	6.178	
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	0.024	2028	0.027	
				58.8 Miles			2028	6.707 Federal		7.690 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, Spot Grading	15.329	2029	18.024	
Also Funded In:		Item Category						Total Project Cost			
		56.00 Major Arterial Projects				5.334		23.358			
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	0.027	
104.00	PH 000S(486)	09GD	Statewide	0.0		Statewide	Update the Strategic Highway Safety Plan (SHSP)	0.390	2029	0.433	
105.00	PH 0041(189)	09TR	Meade	16.3	I90E I90W	Various Locations in the Rapid City Area	Median Cable Barrier	4.624	2029	5.387	
				20.3 Miles			2029	20.368 Federal		23.871 Total	
125.00	PH 00SW(131)	08YQ	Statewide	0.0		Statewide	2030 Traffic Engineering Services Performed by the SDDOT Traffic & Safety Engineer and Provide Traffic Control Devices	0.025	2030	0.028	
				0.0 Miles			2030	0.025 Federal		0.028 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 \$)	¥
28.00	CR Z410(25)	07UT	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2027	0.655	2027	0.728	
				0.0	Miles		2027	0.655	Federal	0.728	Total
41.00	CR Z410(26)	07UU	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2028	0.669	2028	0.743	
				0.0	Miles		2028	0.669	Federal	0.743	Total
52.00	CR Z410(27)	08FT	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2029	0.682	2029	0.758	
				0.0	Miles		2029	0.682	Federal	0.758	Total
63.00	P Z410(28)	08VM	Statewide	0.0		Statewide	ITS Device Deployment, Operation & Maintenance CY2030	0.696	2030	0.773	
				0.0	Miles		2030	0.696	Federal	0.773	Total

¥ Costs reflect anticipated inflation

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
54.17	BRO 8047(00)26-1	0AGC	Meade	0.2		Structure 24 E & 13.5 S of Sturgis on Antelope Creek Rd over Elk Ck SN 47-270-575	Structure Replacement – Bridge Improvement Grant	0.000	2027	2.542		
				0.2	Miles			2027	0.000	Federal	2.542	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	2027	0.789	
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	
				0.7 Miles			2027	1.854 Federal		2.318 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	
38.19	P TAPU(53)	0AGH	Pennington	0.5		Rapid City - Fm Jct of W South St & Sioux San Dr W 1700' then S 820' to Range Rd	AC Shared Use Path, CE	0.599	2029	0.731	
38.20	P TAPU(54)	0AGJ	Pennington	0.5		Box Elder - Along Tower Rd fm Bull Run Dr to Ballista Blvd; Along Liberty Blvd fm Tower Rd to Prairie Rd	PCC Sidewalk, CE; PCC Shared Use Path, CE	0.646	2029	0.788	
				1.0 Miles			2029	2.065 Federal		2.519 Total	
40.00	P TAPE(12)30	08VY	Statewide	0.0		Various Locations Throughout South Dakota	2030 PE for Transportation Alternatives Projects	0.820	2030	1.000	
				0.0 Miles			2030	0.820 Federal		1.000 Total	

¥ Costs reflect anticipated inflation

2027-2030 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥	2028 - FEDERAL FUNDS ¥	2028 - TOTAL FUNDS ¥	2029 - FEDERAL FUNDS ¥	2029 - TOTAL FUNDS ¥	2030 - FEDERAL FUNDS ¥	2030 - TOTAL FUNDS ¥	4-YEAR-FEDERAL FUNDS ¥	4-YEAR-TOTAL FUNDS ¥	
SDDOT	INTERSTATE MAINTENANCE			See Page 13 for project listing			\$2,839,000	\$3,121,000	\$386,000	\$424,000	\$23,522,000	\$25,856,000	\$5,200,000	\$5,715,000	\$31,947,000	\$35,116,000	
	MAJOR ARTERIAL			See Page 14 for project listing			\$8,843,000	\$11,693,000	\$0	\$0	\$4,130,000	\$5,334,000	\$5,646,000	\$7,305,000	\$18,619,000	\$24,332,000	
	MINOR ARTERIAL			See Page 15 for project listing			\$0	\$0	\$4,122,000	\$5,343,000	\$0	\$0	\$8,626,000	\$11,036,000	\$12,748,000	\$16,379,000	
	STATE HIGHWAY SYSTEM URBAN			See Pages 16-17 for project listing			\$22,139,000	\$30,529,000	\$8,529,000	\$11,046,000	\$31,568,000	\$41,502,000	\$0	\$0	\$62,236,000	\$83,077,000	
	BRIDGE			See Page 18 for project listing			\$4,098,000	\$5,000,000	\$16,421,000	\$21,378,000	\$0	\$0	\$0	\$0	\$20,519,000	\$26,378,000	
	RAILROAD CROSSING IMPROVEMENT			See Page 19 for project listing			\$0	\$0	\$0	\$0	\$338,000	\$375,000	\$0	\$0	\$338,000	\$375,000	
	SAFE ROUTES TO SCHOOLS			See Page 20 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 21-22 for project listing			\$27,342,000	\$32,596,000	\$6,707,000	\$7,690,000	\$20,368,000	\$23,871,000	\$25,000	\$26,000	\$54,442,000	\$64,183,000	
	MISCELLANEOUS			See Page 23 for project listing			\$655,000	\$728,000	\$669,000	\$743,000	\$682,000	\$758,000	\$696,000	\$773,000	\$2,702,000	\$3,002,000	
	LOCAL BRIDGE IMPROVEMENT			See Page 24 for project listing			\$0	\$2,542,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542,000
	TRANSPORTATION ALTERNATIVE			See Page 25 for project listing			\$1,854,000	\$2,318,000	\$1,363,000	\$1,662,000	\$2,065,000	\$2,519,000	\$820,000	\$1,000,000	\$6,102,000	\$7,499,000	
	Subtotal						\$67,810,000	\$88,567,000	\$38,237,000	\$48,326,000	\$82,713,000	\$100,255,000	\$21,053,000	\$25,895,000	\$209,813,000	\$263,043,000	
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	N Ellsworth Rd- Liberty to 225th	Street and Drainage-Urban		\$10,700,000	\$10,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,700,000	\$10,700,000	
	Capital Improvement Plan (CIP)		PENNINGTON	N. Elk Vale Road/East Mall Drive	Traffic Signal		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	Creekside Connector to Prairie View Estates	Street and Drainage-Urban		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	
	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	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	Southgate Road	Repair Haul Roads		\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000	
	Capital Improvement Plan (CIP)		PENNINGTON	Tower Rd- 225th to 224th	Street and Drainage-Rural		\$0	\$0	\$0	\$0	\$0	\$3,180,000	\$0	\$0	\$0	\$3,180,000	
	Capital Improvement Plan (CIP)		PENNINGTON	225th-Tower to 150th	Street and Drainage-Rural		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,620,000	\$0	\$1,620,000	
	Total						\$10,700,000	\$18,550,000	\$0	\$21,000,000	\$40,000,000	\$46,780,000	\$0	\$1,620,000	\$50,700,000	\$87,950,000	
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51164	PENNINGTON	Carriage Hills Drive Reconstruction - Parkridge Pl. to Corral Dr.	Urban Section		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
	Capital Improvement Plan (CIP)	51330.1	PENNINGTON	Chapel Lane Bridge Replacement	Urban Section		\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600,000	
	Capital Improvement Plan (CIP)	51450	PENNINGTON	Creek Drive Bridge Replacement	Urban Section		\$0	\$1,720,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,720,000	
	Capital Improvement Plan (CIP)	50153.1	PENNINGTON	Skyline Drive Rehabilitation Phase 1 Construction	Urban Section		\$0	\$2,035,000	\$0	\$2,035,000	\$0	\$0	\$0	\$0	\$0	\$4,070,000	
	Capital Improvement Plan (CIP)	50153.2	PENNINGTON	Skyline Drive Rehabilitation Phase 2 Construction	Urban Section		\$0	\$310,000	\$0	\$0	\$0	\$2,095,000	\$0	\$2,095,000	\$0	\$4,500,000	
	Capital Improvement Plan (CIP)	51400	PENNINGTON	Valley Drive Reconstruction - Hwy 44 to Windhaven Drive	Urban Section		\$0	\$3,014,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,014,000	

¥ Costs reflect anticipated inflation

2027-2030 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥	2028 - FEDERAL FUNDS ¥	2028 - TOTAL FUNDS ¥	2029 - FEDERAL FUNDS ¥	2029 - TOTAL FUNDS ¥	2030 - FEDERAL FUNDS ¥	2030 - TOTAL FUNDS ¥	4-YEAR-FEDERAL FUNDS ¥	4-YEAR-TOTAL FUNDS ¥
CITY OF RAPID CITY	Capital Improvement Plan (CIP)	51165	PENNINGTON		Carriage Hills Drive Reconstruction - Cliff Dr. to Parkridge Pl.	Urban Section	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
	Capital Improvement Plan (CIP)	51214	PENNINGTON		Eglin Street Reconstruction - Luna Ave to E. North St.	Urban Section	\$0	\$0	\$0	\$2,043,000	\$0	\$2,497,000	\$0	\$0	\$0	\$4,540,000
	Capital Improvement Plan (CIP)	51127	PENNINGTON		West Boulevard Reconstruction- St Joseph to W Main	Urban Section	\$0	\$0	\$0	\$355,000	\$0	\$2,610,000	\$0	\$0	\$0	\$2,965,000
	Capital Improvement Plan (CIP)	50967	PENNINGTON		Sheridan Lake Road Reconstruction - Canyon Lake Dr to West Main St.	Urban Section	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$100,000	\$0	\$260,000
	Capital Improvement Plan (CIP)	50153.3	PENNINGTON		Skyline Drive Rehabilitation Phase 3 Construction	Urban Section	\$0	\$0	\$0	\$0	\$0	\$326,000	\$0	\$0	\$0	\$326,000
	Total						\$0	\$10,679,000	\$0	\$5,933,000	\$0	\$7,688,000	\$0	\$2,195,000	\$0	\$26,495,000
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	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
	Total						\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
PENNINGTON COUNTY (MPO)	Co. Highway & Bridge	121701	PENNINGTON		Old Folsom Road	Reconstruct-Full Depth Reclamation	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
	Co. Highway & Bridge	223202	PENNINGTON		Long View Road	Widen to 3 Lanes, Drainage	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000
	Co. Highway & Bridge	227203	PENNINGTON		151st Avenue	Full Depth Reclamation and Widen	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
	Co. Highway & Bridge	241401	PENNINGTON		Highway 1416	Reconstruct- Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000,000	\$33,000,000	\$0	\$33,000,000
	Total						\$0	\$400,000	\$0	\$5,600,000	\$0	\$0	\$33,000,000	\$33,000,000	\$0	\$39,000,000
AVIATION			PENNINGTON		Rapid City Regional Airport	Terminal Construction Concourse - Project 2 Phase 1	\$42,842,782	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$42,842,782	\$50,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Apron Phase 1	\$13,372,300	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,372,300	\$15,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Construction Concourse - Project 2 Phase2	\$0	\$0	\$0	\$45,000,000	\$0	\$0	\$0	\$0	\$0	\$45,000,000
			PENNINGTON		Rapid City Regional Airport	Terminal Apron Phase 2	\$0	\$0	\$13,500,000	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000
			PENNINGTON		Rapid City Regional Airport	Runway 14-32 Relocation - Environmental Assessment	\$0	\$0	\$0	\$0	\$540,000	\$600,000	\$0	\$0	\$0	\$600,000
			PENNINGTON		Rapid City Regional Airport	Pavement Rehabilitation - Taxiway A, Runway 5-23, Taxiway B and General Aviation Area	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$5,000,000	\$4,500,000	\$5,000,000
	Total Aviation Funding						\$56,215,082	\$65,000,000	\$13,500,000	\$60,000,000	\$540,000	\$600,000	\$4,500,000	\$5,000,000	\$56,215,082	\$130,600,000

¥ Costs reflect anticipated inflation

2027-2030 TIP PROJECT LISTING

	FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥	2028 - FEDERAL FUNDS ¥	2028 - TOTAL FUNDS ¥	2029 - FEDERAL FUNDS ¥	2029 - TOTAL FUNDS ¥	2030 - FEDERAL FUNDS ¥	2030 - TOTAL FUNDS ¥	4-YEAR-FEDERAL FUNDS ¥	4-YEAR-TOTAL FUNDS ¥
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	\$155,450	\$194,313	\$161,668	\$202,085	\$164,901	\$206,126	\$168,199	\$210,249	\$650,218	\$812,773
	FTA § 5307		PENNINGTON		Rapid Transit System	Operating and Capital Assistance for Fixed Route and ADA paratransit service	\$1,727,429	\$3,069,358	\$1,796,526	\$3,165,293	\$1,832,457	\$3,228,600	\$1,869,106	\$3,293,171	\$7,225,518	\$12,756,422
	Total Transit						\$1,882,879	\$3,263,671	\$1,958,194	\$3,367,378	\$1,997,358	\$3,434,726	\$2,037,305	\$3,503,420	\$7,875,736	\$13,569,195
	Total Funding						\$136,607,961	\$189,459,671	\$53,695,194	\$144,226,378	\$125,250,358	\$158,757,726	\$60,590,305	\$71,213,420	\$324,603,818	\$563,657,195

¥ 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.

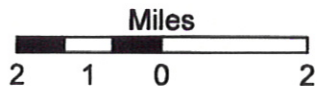
W. Bryant 7/10/12
Secretary SD Department of Transportation Date

APPROVAL

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

Legend

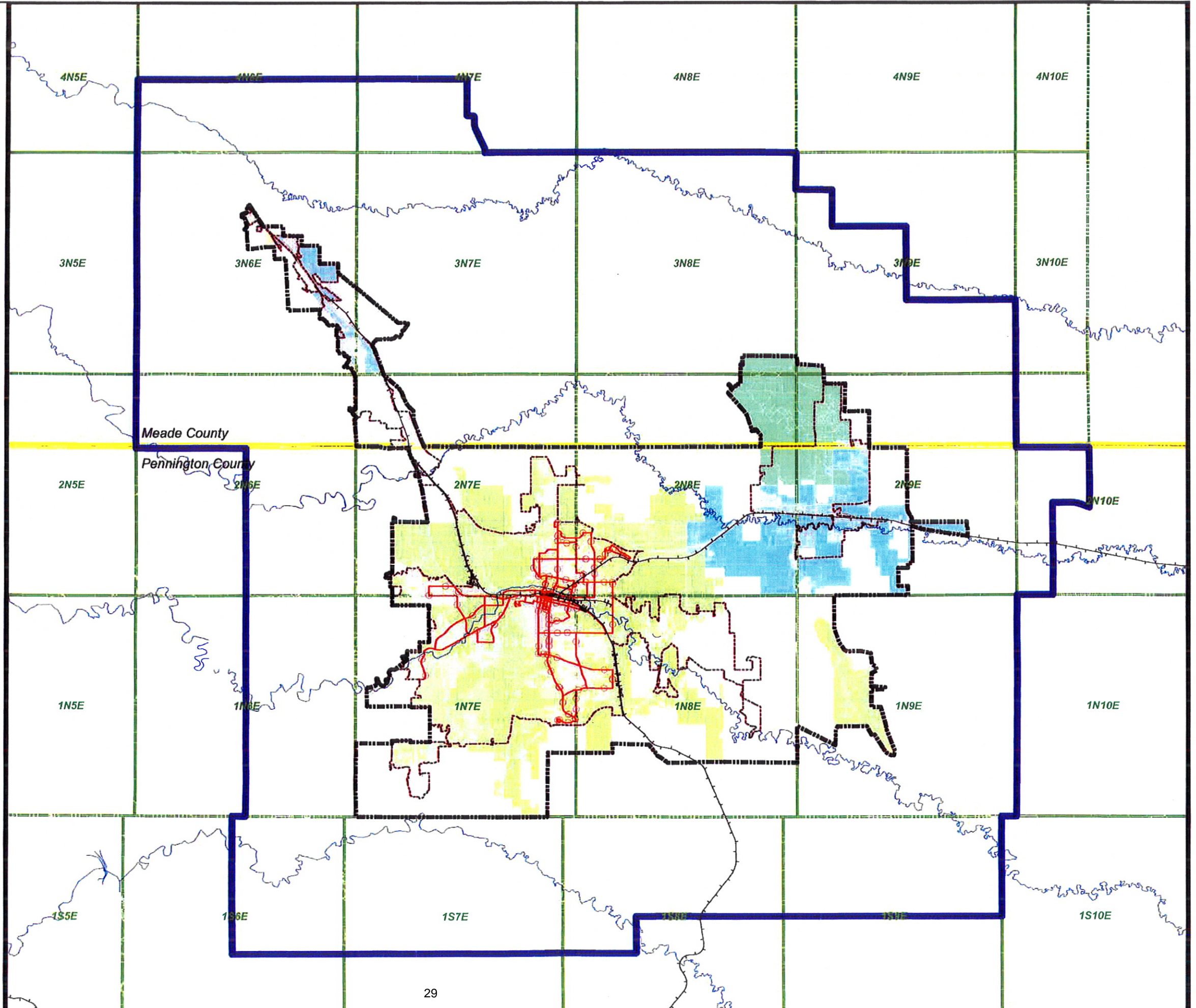
- MPO Boundary 2013
- FHWA Urbanized Area 2013
- Census Urban Boundaries 2010
- Box Elder City Limits
- Ellsworth AFB Limits
- Piedmont City Limits
- Rapid City Limits
- Summerset City Limits
- Townships
- Roads
- Transit Routes
- Railroads
- Rivers



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:

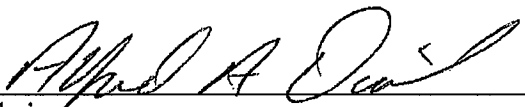
- a. Shifting funds within TIP project categories or Federal funding categories without a change in total program TIP funding amounts.

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

Appendix B
Metropolitan Transportation Planning Self-Certification
For the Rapid City Area Metropolitan Planning Organization (RCAMPO)
Fiscal Year 2027-2030

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, Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). Rapid Transit is represented on the TCC. SDDOT, FHWA and FTA designate staff to serve on the TCC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a Metropolitan Transportation Plan (Rapid TRIP 2050 adopted in August 2025)
2. Development and maintenance of a Transportation Improvement Program (TIP)
3. Review of specific transportation and development proposals for consistency with Rapid TRIP 2050
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, Rapid TRIP 2050, 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 FY2025 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 Rapid TRIP 2050 Metropolitan Transportation was adopted in August 2025.

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*

Rapid TRIP 2050, the approved Metropolitan Transportation Plan, includes environmental considerations that identify known historical, cultural, archeological, and natural resources. This documents also identifies potential mitigation activities. The data in this document 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)*

The RCAMPO was involved with the Statewide Coordinated Public Transit - Human Services Transportation Plan that was approved in 2024. An Action Plan was developed and is updated annually to identify goals, successes, and coordination with other agencies.

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

The MPO's Technical Coordinating 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.