

# 2019-2022 Transportation Improvement Program



## Acknowledgments:

This document was prepared by:  
The South Eastern Council of Governments,  
the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea,  
Lincoln and Minnehaha Counties, the Sioux Falls Regional Airport Authority,  
and the South Dakota Department of Transportation

In cooperation with:  
The Federal Highway Administration  
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United States Department of Transportation

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*Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.*

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## Abbreviations and Acronyms

AC	Asphalt Concrete
ADA	Americans with Disabilities Act
Appr	Approach
Asph	Asphalt
Ave(s)	Avenue(s)
Bldg	Building
Blvd	Boulevard
BNSF	Burlington Northern Santa Fe Railroad
C & G	Curb and Gutter
CIP	Capital Improvement Plan
CO	County
Conc	Concrete
DENR	Department of Environment and Natural Resources
Dk	Deck
Dr	Drive
E	East
EBL	East Bound Lane
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
Fm	From
FY	Fiscal Year
FTA	Federal Transit Administration
I	Interstate (i.e. I-29)
Intch	Interchange
Ln	Lane
Jct	Junction
LRTP	Long Range Transportation Plan
Mi	Mile
MPO	Metropolitan Planning Organization
MPA	Metropolitan Planning Area
N	North



NE	Northeast
NBL	North Bound Lane
OCEP	Other Capital Expenditures Program
PCC	Portland Cement Concrete
PCCP	Portland Cement Concrete Paving
Rd	Road
Rehab	Rehabilitation
Repl	Replace
ROW	Right-Of-Way
RR	Railroad
RTP	Recreational Trails Program
RSI	Roadway Safety Improvement Program
S	South
SBL	South Bound Lane
SDDOT	South Dakota Department of Transportation
St	Street
STIP	Statewide Transportation Improvement Program
Str(s)	Structure(s)
STBG	Surface Transportation Block Grant Program
TIP	Transportation Improvement Program
TPC	Total Project Cost
UDC	Urbanized Development Commission
W	West
WBL	West Bound Lane



# The 2019-2022 Transportation Improvement Program

## Project Evaluation and Prioritization

The 2019-2022 Sioux Falls Metropolitan Planning Organization Transportation Improvement Program (TIP) represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, aviation, railroads, bicycles, and pedestrian. Projects are prioritized within each program year by funding category.

The Sioux Falls TIP is developed jointly by the South Dakota Department of Transportation (SDDOT), the local participating units of government, agencies, and the committees of the Metropolitan Planning Organization (MPO). The development of the TIP 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 TIP by the governmental entity having jurisdiction.

The TIP is a compilation of projects extracted from plans of the units of government and other agencies participating in the local transportation planning process. 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 drawn from either the city's Capital Improvement Program (CIP), as in the case of Sioux Falls, 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 Long Range Transportation Plan (LRTP) for the Sioux Falls Metropolitan Planning Area (MPA). The current LRTP was approved in 2015 and can be found on the Sioux Falls MPO website at <http://siouxfallsmpo.org/resources/publications/>. Currently, projects within the TIP are considered to be in compliance with the LRTP.

Consistent with the project prioritization and evaluation criteria noted in the LRTP, the TIP projects are prioritized in accordance with the policies and strategies that guide the activities of the Sioux Falls MPO process, including the Fixing America's Surface Transportation Act (FAST ACT) Planning Factors. The Planning Factors found in FAST ACT include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight;

7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The various types of multimodal projects in the TIP are also prioritized and programmed to achieve the LRTP goals and the national performance measure goals. The LRTP goals are to:

1. Create a more efficient transportation system through system management and operational improvements.
2. Support regional economic vitality through a transportation network that serves inter- and intra- regional accessibility and mobility needs for both people and goods.
3. Preserve the social and environmental character of the region through an integrated approach that incorporates both transportation strategies and land use considerations.
4. Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.
5. Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.
6. Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.

The LRTP goals are consistent with the national performance goals including:

1. Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction—To achieve a significant reduction in congestion on the National Highway System.
4. System reliability—To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality—To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

All projects listed in the TIP support LRTP and national performance goals and the MPO strives to maximize the funding to achieve these goals.

In accordance with 23 CFR 450.336, the SDDOT and Sioux Falls MPO for the Sioux Falls, South Dakota metropolitan planning area have certified that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable state and federal requirements. A copy of the signed certification statement is attached in Appendix F.

### **Performance Management Requirements**

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

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

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

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. 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 Sioux Falls MPO has chosen to support the SDDOT's safety targets as published in the South Dakota Highway Safety Improvement Program 2018 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 Transportation Improvement Program. 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 Sioux Falls MPO, as part of its target setting process. Working in partnership with local agencies, SDDOT 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. The SDDOT and MPO conduct studies to identify safety issues on the roadway system and program projects to address those safety concerns. Many of the projects identified in the TIP will support the established safety targets. The safety targets are established every year and are located in the annual HSIP report which can be found on FHWA's website: <https://safety.fhwa.dot.gov/hsip/reports/>.

#### 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 and SDDOT targets are as follows.

1. 62.6% of Interstate pavements in Good condition
2. 2.4% of Interstate pavements in Poor condition
3. 41.5% of non-Interstate NHS pavements in Good condition
4. 1.5% of non-Interstate NHS pavements in Poor condition

The Final Rule also establishes the Bridge Performance Measures and the SDDOT targets are as follows:

1. >20% of NHS bridges by deck area classified as in Good condition
2. <5% of NHS bridges by deck area classified as in Poor condition

Rather than setting its own pavement and bridge performance targets, the Sioux Falls MPO has chosen to support the SDDOT's pavement and bridge targets and will coordinate with the SDDOT in the development of pavement and bridge targets. The SDDOT uses a pavement management system and bridge management system to prioritize projects. This isn't a worst/first methodology but a management system utilizing a benefit/cost methodology to program projects to maximize funding. Reconstruction, PCC paving, and AC paving projects programmed in the TIP improve the

condition of the pavements. Bridge reconstruction, deck overlays, epoxy chip seals and deck replacement projects programmed in the TIP improve the condition of the bridge deck area.

### 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); and freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP).

The Final Rule establishes the system performance measures and the SDDOT targets are as follows:

1. Percent of reliable person-miles traveled on the Interstate – State Target: 90%
2. Percent of reliable person-miles traveled on the non-Interstate NHS – State Target: 85%
3. Percentage of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability Index – State Target: <1.5

Rather than setting its system performance targets, the Sioux Falls MPO has chosen to support the SDDOT's system performance and will coordinate with the SDDOT in the development of system performance targets. SDDOT utilized the National Performance Management Research Data Set (NPMRDS) to analyze congestion in the state. At locations where congestion occurs, projects are programmed to mitigate the congestion. A majority of South Dakota's congestion is intersection or event related. Intersection improvements are programmed to mitigate intersection congestion and the SDDOT and MPO conducts studies to identify and program projects where other congestion occurs and programs projects to mitigate congestion at the identified locations. SDDOT and the MPO will continue to monitor traffic travel times and program mitigation projects.

### **Financial Constraint Affirmation**

FAST ACT requires that all TIPs be financially constrained and include a financial plan that indicates how projects can be implemented while the existing transportation system is being adequately operated and maintained using existing or expected revenues. The Sioux Falls area TIP has been developed to be financially constrained for each of the four years. A general breakdown of cost estimates for each calendar year has been tabulated to provide total anticipated expenditures. Additional information regarding SDDOT and local funding levels can be found in Figures 1 and 2.

#### *City of Brandon*

Projects are identified by the City of Brandon in its Comprehensive Plan. Projects are further identified from the CIP, which is reviewed and updated annually, and from staff recommendations. Currently, the City of Brandon requires landowners/developers to construct a standard street section, and the City pays for all over sizing. Design Standards and Standard Specification have been approved by the City, are available to the public and are applied to all projects.

The City has identified the following funding sources:

1. General Fund—the fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.

2. Sales Tax—a two 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.
3. Special Assessments—cost recoveries that are levied against real property based upon the cost of improvements made by the City.
4. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.
5. 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.
6. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
7. Federal Funds—grants or loans from the federal government, which are required to be used for specific purposes or projects.

Projects programmed for the upcoming year (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2022) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

*City of Harrisburg*

Projects sponsored by the City of Harrisburg are excerpted from the City’s five-year CIP and from staff recommendations.

The five-year CIP is revised and updated every two to three years as needed. The revision process includes the departments submitting a list of requests spanning a five-year period to the CIP Committee. The Committee reviews the requests and conducts hearings with each department. After presentations by the departments, the City Council formulates priorities for the projects and fits the highest priority projects, as they can be afforded, into the plan.

The City has identified the following funding sources:

1. General Fund—the fund accounts for revenues and expenditures of general property taxes, first and second penny sales tax, licenses and permits, etc.
2. Assessments (Special)—cost recoveries that are levied against real property based upon the cost of improvements made by the City.
3. Assessments (Annual)—cost recoveries that are levied against real property based on characteristics of the property for each specific assessment. Those funds are then put into an account where it must be reserved for those types of improvements.
4. 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.
5. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
6. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.



Projects programmed for the upcoming year (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2021) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

#### *City of Hartford*

Projects sponsored by the City of Hartford are excerpted from the City's five-year CIP and from staff recommendations. The CIP revision process includes the departments submitting a list of requests spanning a five-year period to the City Council. The City Council reviews the requests and conducts public hearing(s).

The City has identified the following funding sources:

1. General Fund—the fund accounts for revenues and expenditures of general property taxes, first and second penny sales tax, licenses and permits, etc.
2. Assessments (Special)—cost recoveries that are levied against real property based upon the cost of improvements made by the City.
3. Assessments (Annual)—cost recoveries that are levied against real property based on characteristics of the property for each specific assessment. Those funds are then put into an account where it must be reserved for those types of improvements.
4. 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.
5. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
6. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.

Projects programmed for the upcoming year (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2022) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

#### *City of Sioux Falls*

All projects sponsored by the City of Sioux Falls are excerpted from the City's CIP, as required by the City Charter. The CIP places a high priority on rebuilding, repairing, and replacing existing infrastructure and facilities while promoting and planning for the City's continued growth needs as well.

The five-year CIP is revised and updated annually. The revision process includes the department directors preparing a list of requests spanning a five-year period. All department directors cooperatively review the requests and jointly prioritize all projects submitted. After discussions between the directors, the CIP is assembled based on projected revenue, projected expenditures, and priorities within the City. Finally, the CIP plan is finally presented to the Mayor. The Mayor presents the CIP to the City Council for consideration. A public hearing is held on the CIP prior to adoption by resolution. The Council adopts the CIP with the adoption of the budget for the following year.

The City has identified the following funding sources:

1. Assessments (Special)—cost recoveries that are 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 Assessments—cost recoveries that are levied against real property based upon the cost of improvement by the City. These costs are levied 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 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 that are restricted for specific purposes.
7. Platting Fees—fees charged to developers in support of the arterial street expansion program.
8. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
9. Sales Tax (2<sup>nd</sup> Penny)—an additional one percent tax levied on gross receipts of retail business and service within the City’s jurisdiction that may be used for specific purposes, primarily capital improvement projects and debt retirement.
10. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.

Projects programmed for the upcoming year (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2022) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

#### *City of Tea*

Due to the increased cost of roadway construction relative to the funding available to complete roadway projects, the City of Tea requires all collectors to be completely (100%) funded by the adjacent landowners/developers. This concept allows for street improvements to be completed in a timeframe more acceptable to developers/landowners. A standard collector street cross section is one lane in each direction with a center turn lane (41’ back of curb to back of curb) with a six-foot boulevard and five-foot sidewalk. Also, all grading required within the right of way is the responsibility of the landowner/developer. Standard public utilities within a collector street are an eight-inch watermain and twelve-inch sanitary sewer and are considered the responsibility of the landowner/developer. Storm sewer costs are calculated based on the contributing drainage area and are completely funded by the developer. The City of Tea design standards outline the minimum requirements for each roadway classification.

For arterial street development, adjacent landowners/developers participate up to the level of a collector street with the City of Tea paying the additional costs to oversize the utilities and street section, as desired. By implementing the above concept, the City of Tea has better standardized its funding approach.

The City has identified the following funding sources:

1. Assessments (Special)—cost recoveries that are 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 Assessments—cost recoveries that are levied against real property based upon the cost of improvement by the City. These costs are levied 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 accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.
6. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
7. 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.
8. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.

Projects programmed for the upcoming year (2019) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2020-2022) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

*Lincoln and Minnehaha Counties*

Funding for Lincoln and Minnehaha Counties’ annual provisional budgets include the following sources:

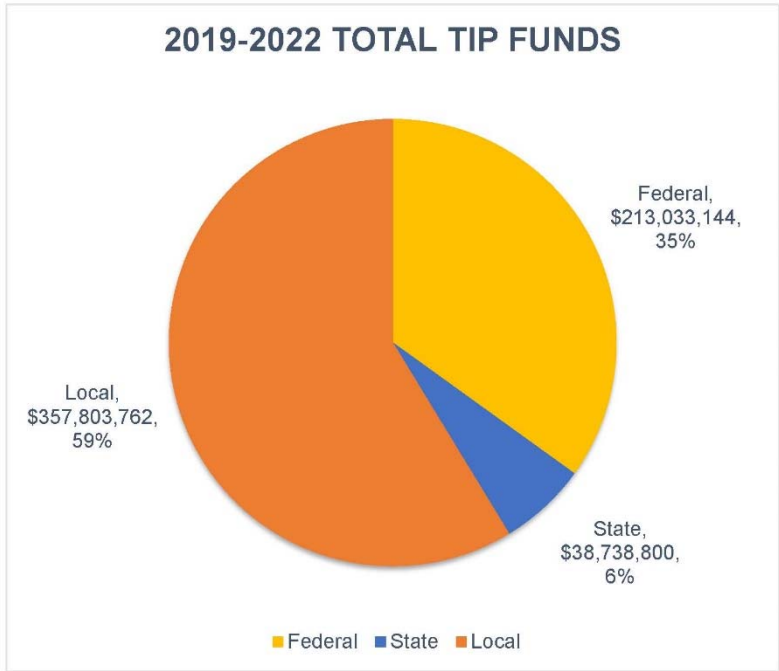
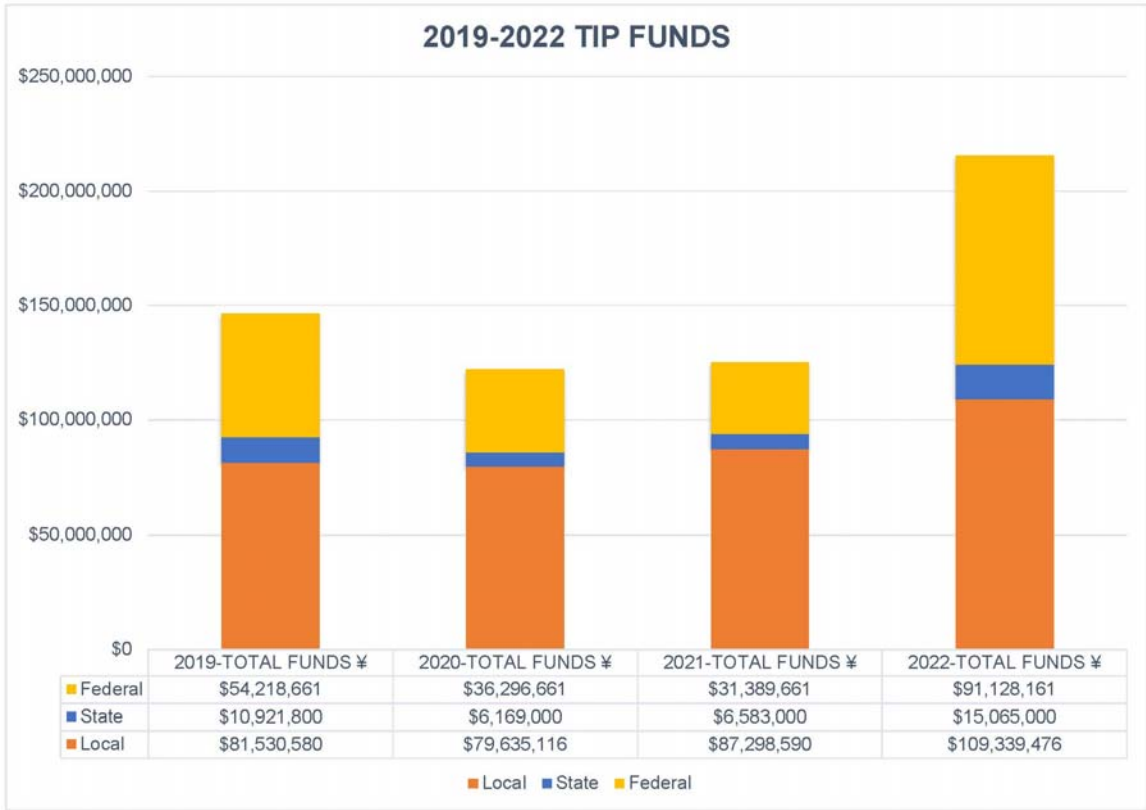
1. Federal Funds—grants or loans from the federal government, which are required to be used for specific purposes or projects.
2. State Funds—grants or loans from the State of South Dakota for specific purposes or projects.
3. User Fees—fees charged for goods and services to recover the costs associated with providing those goods and services.
4. General Fund—the fund accounts for revenues and expenditures of general property taxes, licenses and permits, etc.
5. Wheel Tax—tax on motor vehicles
6. Intergovernmental Revenue—the portion of taxes and fees allocated by the State of South Dakota to the Counties, such as motor vehicle license fees
7. Miscellaneous Revenue—such as interest

All local match for county projects shall be derived from the funding sources listed above.

The following table and charts depict a summary of the projected annual cost totals for the fiscally constrained projects, and the entity responsible for paying the match. SDDOT has committed the State and Federal funds for the expenditures. State match is funded from the State Highway Trust Fund. The State Highway Trust Fund generates most of its revenue from the state gas tax. City and County governments have committed funding for required local match.

# 2019-2022 TIP PROJECT SUMMARY

	FUNDING SOURCE	2019-TOTAL FUNDS ¥	2020-TOTAL FUNDS ¥	2021-TOTAL FUNDS ¥	2022-TOTAL FUNDS ¥
SDDOT	FHWA	\$42,798,000	\$19,631,000	\$23,632,000	\$84,185,000
	State	\$10,921,800	\$6,169,000	\$6,583,000	\$15,065,000
	Local	\$3,167,200	\$517,000	\$304,000	\$3,030,000
	<b>Subtotal</b>	<b>\$56,887,000</b>	<b>\$26,317,000</b>	<b>\$30,519,000</b>	<b>\$102,280,000</b>
CITY OF CROOKS	FHWA	\$0	\$0	\$0	\$0
	Local	\$469,000	\$75,000	\$75,000	\$75,000
	<b>Subtotal</b>	<b>\$469,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>
CITY OF HARRISBURG	FHWA	\$0	\$0	\$0	\$0
	Local	\$400,000	\$400,000	\$400,000	\$400,000
	<b>Subtotal</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>
CITY OF HARTFORD	FHWA	\$0	\$0	\$0	\$0
	Local	\$380,422	\$388,030	\$395,790	\$403,706
	<b>Subtotal</b>	<b>\$380,422</b>	<b>\$388,030</b>	<b>\$395,790</b>	<b>\$403,706</b>
CITY OF SIOUX FALLS	FHWA	\$0	\$0	\$0	\$0
	Local	\$53,914,141	\$53,862,883	\$56,557,073	\$54,013,114
	<b>Subtotal</b>	<b>\$53,914,141</b>	<b>\$53,862,883</b>	<b>\$56,557,073</b>	<b>\$54,013,114</b>
CITY OF TEA	FHWA	\$0	\$0	\$0	\$0
	Local	\$215,000	\$1,615,000	\$8,615,000	\$7,615,000
	<b>Subtotal</b>	<b>\$215,000</b>	<b>\$1,615,000</b>	<b>\$8,615,000</b>	<b>\$7,615,000</b>
LINCOLN COUNTY -	FHWA	\$0	\$0	\$0	\$0
	Local	\$0	\$0	\$625,000	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625,000</b>	<b>\$0</b>
MINNEHAHA COUNTY	FHWA	\$0	\$0	\$0	\$0
	Local	\$10,237,800	\$11,439,800	\$12,361,200	\$12,614,600
	<b>Subtotal</b>	<b>\$10,237,800</b>	<b>\$11,439,800</b>	<b>\$12,361,200</b>	<b>\$12,614,600</b>
AVIATION	FAA	\$8,190,000	\$13,435,000	\$4,527,000	\$3,712,500
	Local	\$6,560,000	\$5,015,000	\$1,503,000	\$24,412,500
	<b>Subtotal</b>	<b>\$14,750,000</b>	<b>\$18,450,000</b>	<b>\$6,030,000</b>	<b>\$28,125,000</b>
PUBLIC TRANSPORTATION	FTA	\$3,230,661	\$3,230,661	\$3,230,661	\$3,230,661
	Local	\$6,187,017	\$6,322,403	\$6,462,527	\$6,775,556
	<b>Subtotal</b>	<b>\$9,417,678</b>	<b>\$9,553,064</b>	<b>\$9,693,188</b>	<b>\$10,006,217</b>
<b>TOTAL</b>		<b>\$146,671,041</b>	<b>\$122,100,777</b>	<b>\$125,271,251</b>	<b>\$215,532,637</b>



## **Amendments**

The TIP is developed on an annual basis and spans a consecutive four-year period. Each subsequent TIP advances the program horizon by one year. Occasionally, some projects are not able to proceed in the noted timeframe due to changes in project development activities such as public hearings or Environmental Impact Statements, changes in implementation priorities, or other unknown factors at the time the TIP is prepared.

To accommodate unforeseen changes, projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring an amendment to the TIP. In the event a new project is identified for inclusion in the TIP prior to the annual adoption procedure, the MPO will follow the public hearing and committee review process as outlined in the *Operations Plan for the Sioux Falls MPO*, the *Sioux Falls MPO Guidelines for Non-Transit Administrative Amendments and Revisions to The Sioux Falls MPO TIP* and the *Sioux Falls MPO Guidelines for Modifying the Transit Projects in a TIP*. These documents can be found on the Sioux Falls MPO website at <http://siouxfallsmpo.org/resources/publications/>.

## **Public Participation**

The Sioux Falls MPO has adopted a Public Participation Plan and an Operations Plan that prescribe measures to allow ample opportunity for public participation throughout the adoption process of the TIP. These documents can also both be found on the Sioux Falls MPO website at <http://siouxfallsmpo.org/resources/publications/>. A series of public hearings are scheduled to allow the public to comment on the TIP.

The City of Brandon holds regularly scheduled City Council meetings which include the budget approval, notice for bidding, opening bids, approval to select bid, and approval to begin construction for each project. Postings for these meetings are provided in and on City Hall and the City website.

The City of Harrisburg holds regularly scheduled public hearings and meetings. Postings for these meetings are provided in and on the City office building, American Legion, City website, and in the Sioux Valley Newspaper. In addition, each project has public hearings associated with the approval in the budget, notice for bidding, opening bids, approval to select bid, and approval to begin construction.

The City of Hartford holds regularly scheduled public hearings and meetings. Postings for these meetings are provided in and on City hall, the City website, U.S. Post Office and Hartford Area News. In addition, each project has public hearings associated with the approval in the budget, notice for bidding, opening bids, approval to select bid, and approval to begin construction.

The City of Sioux Falls undergoes a rigorous process during review and approval of its CIP, as indicated in the *Financial Constraint Affirmation* section of this document.

The City of Tea holds regularly scheduled City Council meetings which include the budget approval, notice for bidding, opening bids, approval to select bid, and approval to begin construction for each project. Postings for these meetings are provided in and on City Hall and the City website.

Public comments on the TIP are solicited through the use of press releases and publication of legal notices. Significant public comment on all plans, programs or individual projects received prior to final approval of the TIP may merit additional public hearings or reconsideration by the participating

agencies. The MPO also maintains minutes of all public hearings, which are available upon request by interested groups or citizens. Additionally, as required by 23 CFR 316(a)(2), when significant oral or written comments are received on the TIP, a summary, analysis, and report on the disposition of those comments will be included in an appendix to the final document. Also attached is a copy of the Public Participation Plan that was prepared specifically for the 2019-2022 TIP.

### **Annual List of Obligated Projects and TIP Project Status List**

A listing of projects for which federal funds have been obligated in the preceding year is created in the end of each year and posted on the Sioux Falls MPO website at <http://siouxfallsmpo.org/resources/publications/>. In addition, a listing of the status of the current year TIP projects is included in the following table. Similar to the upcoming TIP Project Listing, the Annual List of Obligated Projects and Project Update List include the project source, project numbers (specific to initiating entity), route number (SDDOT projects only), length of project (SDDOT and county projects), project location, type of improvement, year of project letting, and funding summary.

# 2018 TIP PROJECT STATUS

Funding Category	PRIORITY WITHIN FUNDING	Project Number	COUNTY	LENGTH (MILES)	LOCATION of Project	Type of Improvement	2018 FEDERAL	2018 TOTAL	Status
	CATEGORY						FUNDS ¥	FUNDS ¥	
Interstate Maintenance Projects	2.00	IM 0020(155)	McCook Minnehaha	0.0	Mitchell Region on I90	Scour Protection	\$873,000	\$960,000	Deleted
Minor Arterial	1.00	*NH 0115(48)76	Lincoln	3.2	SD115 - Fm the Harrisburg corner (273rd Street) to 85th St. in Sioux Falls.; Harrisburg - Shared Use Path on the east side of Minnesota Ave./Highway 115, a portion	Reconstruct to 4 lane segment, PCC Surfacing, Shared Use Path Construction	\$17,312,000	\$22,097,000	Sept 2018 Letting
Minor Arterial	10.00	P 0011(102)55	Lincoln	8.8	SD11 - Fm the W Junction of US18 to S of Sioux Falls	Mill & AC Resurfacing, Pipe Work	\$1,846,000	\$2,313,000	Sept 2018 Letting
Bridge	18.00	P 0020(00)18	Regionwide	0.0	Regionwide	Mitchell Region Bridge Rehabilitation	\$0	\$208,000	Deferred
RR Crossing Improvements	1.00	PP-PS 8050(70)	Minnehaha	0.0	Grange Avenue in Sioux Falls, 186650V, E&E Railroad	Improve Crossing Surface, Signal Upgrade, Approach, CE	\$173,000	\$192,000	Awarded In Progress
RR Crossing Improvements	6.00	PP-PS 8050(73)	Minnehaha	0.0	Lowell Ave. in Sioux Falls, DOT 186694V BNSF Railroad	Signal Upgrades, Sidewalk, CE	\$102,000	\$219,000	Awarded In Progress
RR Crossing Improvements	7.00	PP 1293(04)	Minnehaha	0.0	Minnesota Ave. in Sioux Falls, DOT 097242P BNSF Railroad	Signal Upgrades, CE	\$83,000	\$183,000	Awarded In Progress
RR Crossing Improvements	8.00	PP-PS 1310(11)	Minnehaha	0.0	6th Street in Sioux Falls, DOT 097881H BNSF Railroad	Signal Upgrades, Sidewalk, Approach, CE	\$147,000	\$150,000	Deferred to 2019
RR Crossing Improvements	9.00	PS 1286(13)	Minnehaha	0.0	Holly Blvd. in Brandon SD, DOT 186712R, E&E Railroad	Signal Upgrades, Approach Work, Crossing Surface Rehabilitation, CE	\$308,000	\$320,000	Deferred to 2019
County Secondary and Off System	6.00	P 0020(00)217	Regionwide	0.0	Various Locations in the Mitche County Pavement Marking		\$0	\$765,000	In Progress
Local Bridge Replacement	3.00	BRF 6591(06)	Lincoln	0.0	Structure 0.2S & 3W of Harrisburg over Nine Mile Creek (Louise Ave. Co. Rd 117) SN 42-080-052	Structure & Approach Grading	\$238,000	\$329,000	In Progress
Local Urban System Projects	1.00	* P 1360(01)	Lincoln	1.0	W 85th St. (270th St.) from Sundowner Ave., E 1 mi. to Tallgrass Ave. in Sioux Falls	ROW, PE	\$2,539,000	\$3,098,000	Deferred
Local Urban System Projects	2.00	P 1358(04)	Minnehaha	0.0	Rotary and Norlin Greenway Parks at the intersection of Southeastern Avenue and 26th Street in Sioux Falls	Grading, landscaping, Shared Use Path, Structures, Lighting, Trailhead	\$1,572,000	\$2,490,000	In Progress
Local Urban System Projects	3.00	P 8050(76)	Minnehaha	0.0	From the intersection of S Highline Ave. and E Arrowhead Parkway, extending S and then W to E 18th St. in Sioux Falls	Shared Use Path for Arrowhead Parkwy	\$372,000	\$454,000	Sept 2018 Letting
Pavement Preservation	57.00	P 0022(45)	Areawide	0.0	Various Locations in the Sioux F Pipe Work		\$305,000	\$493,000	Deferred to 2020
Roadway Safety	5.00	PH 0020(164)	Aurora, Hutchinson, Lincoln, McCook, Minnehaha, Sanborn	2.0	Mitchell Region	Intersection Improvements	\$138,000	\$153,000	Sept 2018 Letting
Roadway Safety	10.00	PH 0020(146)	Regionwide	0.0	Various locations on the State System in the Mitchell Region	Durable Pavement Marking	\$840,000	\$844,000	In Progress
Roadway Safety	18.00	PH 0020(159)	Regionwide	0.0	Mitchell Region	Corridor Signing, PE	\$942,000	\$942,000	Sept 2018 Letting
Roadway Safety	25.00	PH 0020(188)	Regionwide	111.4	Various locations on the local System in the Mitchell Region	Rumble Stripes and Durable Pavement Markings	\$507,000	\$518,000	In Progress
Roadway Safety	28.00	PH 0020(171)	Regionwide	0.0	Mitchell Region	Intersection Sight Distance Improvements	\$92,000	\$102,000	
RR Crossing Improvements	34.00	PP-PS 8050(71)	Minnehaha	0.0	Marion Rd, 1.5 mi NW of Sioux Falls, DOT# 097254J, BNSF	Upgrade Crossing Surface, Approach Work, CE	\$35,000	\$40,000	Deferred to 2019
Transportation Alternative	6.00	P TAPU(18)	Lincoln		Tea - on South Main Avenue from East Third Street south 1,100 ft.	PE, CE and Construction of Shared Use Path	\$93,000	\$93,000	Awarded In Progress

SDDOT



# 2018 TIP PROJECT STATUS

	Funding Category	PRIORITY WITHIN FUNDING CATEGORY	Project Number	COUNTY	LENGTH (MILES)	LOCATION of Project	Type of Improvement	2018 FEDERAL FUNDS ¥	2018 TOTAL FUNDS ¥	Status
SDDOT	Transportation Alternative	11.00	* NH 0115(48)76	Lincoln	3.2	SD115 - Fm the Harrisburg corner (273rd Street) to 85th St. in Sioux Falls.; Harrisburg - Shared Use Path on the east side of Minnesota Ave./Highway 115, a portion from Willow Street to 85th Street.	Reconstruct to 4 lane segment, PCC Surfacing, Shared Use Path Construction	\$172,000	\$210,000	Sept 2018 Letting
	Transportation Alternative	13.00	P TAPU(17)	Minnehaha	0.0	Crooks - West Avenue (Co. Hwy. 137) fm 7th Street to Main Street	PE, CE and Construction of Shared Use Path	\$376,000	\$459,000	Sept 2018 Letting
	Transportation Alternative	16.00	P TAPU(01)	Lincoln	2.0	In Harrisburg, on the North Side of Willow St./CR110, from SD115 to Prairie St.	Shared Use Path Construction	\$463,000	\$565,000	Sept 2018 Letting
	<b>Subtotal</b>							<b>\$29,528,000</b>	<b>\$38,197,000</b>	
CITY OF CROOKS	TRANSPORTATION ALTERNATIVE (LOCAL MATCH)	13.00	P TAPU(17)	MINNEHAHA	0.0	WEST AVE (CO HWY 137) FM 7TH ST TO MAIN ST	PE, CE AND CONSTRUCTION OF SHARED USE PATH	\$0	\$96,000	Sept 2018 Letting
	<b>Subtotal</b>							<b>\$0</b>	<b>\$96,000</b>	
CITY OF HARRISBURG	TRANSPORTATION ALTERNATIVE (LOCAL MATCH)	11.00	*NH 0115(48)76	LINCOLN	3.2	SD115-FM 273RD ST TO 85TH ST IN SIOUX FALLS; HARRISBURG-SHARED USE PATH ON THE E SIDE OF MINNESOTA AVE/HWY 115; A PORTION FM WILLOW ST TO 85TH ST	SHARED USE PATH CONSTRUCTION	\$0	\$38,000	
	TRANSPORTATION ALTERNATIVE (LOCAL MATCH)	24.11	P TAPU (01) PCN 04Q8	LINCOLN	1.0	SHARED USE PATH ALONG WILLOW ST FROM COLUMBIA STREET TO HARRISBURG HIGH SCHOOL	SHARED USE PATH CONSTRUCTION	\$483,155	\$783,155	Sept 2018 Letting
	<b>Subtotal</b>							<b>\$483,155</b>	<b>\$821,155</b>	
CITY OF HARTFORD				MINNEHAHA	0.5	MICHELSON RD FM HWY 38 WEST 5000 FT	SURFACE 2 LANES OF ROAD WITH MIDDLE TURNING LANE	\$0	\$2,393,600	In progress with substantial completion by Dec. 2018
<b>Subtotal</b>								<b>\$0</b>	<b>\$2,393,600</b>	
CITY OF SIOUX FALLS	ARTERIAL INTERSECTION IMPROVEMENTS	5	11012	LINCOLN MINNEHAHA		41ST ST AND WESTERN AVE (19),	WIDEN TO ADD LANES AT ARTERIAL INTERSECTIONS (INCLUDES \$850K ROADWAY SAFETY IMPROVEMENT FUNDS)	\$0	\$170,900	Final design underway
	MAJOR STREET RECONSTRUCTION	7	11003	LINCOLN MINNEHAHA		MADISON ST FM LOUISE TO BIG SIOUX RIVER AND LOUISE FM MADISON NORTH 1000 FT (18); MINNESOTA AVE FM RUSSELL ST TO 14TH ST (20-21),	RECONSTRUCTION AND WIDENING OF VARIOUS ARTERIAL STREETS	\$0	\$3,688,632	Madison St and Louise Ave construction underway and on schedule. RFP for Minnesota Ave preliminary engineering is pending.
	ARTERIAL STREET IMPROVEMENTS	8	11006	LINCOLN MINNEHAHA		ELLIS RD FM 12TH ST TO 41ST ST (18),	PRELIMINARY AND FINAL DESIGN AND CONSTRUCTION OF ARTERIALS	\$0	\$12,412,277	Under construction, project is slightly behind schedule at this time.
	BRIDGE RECONSTRUCTION PROGRAM	11	11086	MINNEHAHA		8TH ST BRIDGE (18-19), 6TH ST BRIDGE (20-22)	DESIGN, RECONSTRUCT / REHABILITATE	\$0	\$450,000	Preliminary design underway

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

# 2018 TIP PROJECT STATUS

Funding Category	PRIORITY WITHIN FUNDING	Project Number	COUNTY	LENGTH (MILES)	LOCATION of Project	Type of Improvement	2018 FEDERAL	2018 TOTAL	Status
	CATEGORY						FUNDS ¥	FUNDS ¥	
RAILROAD CROSSING IMPROVEMENTS	13	11011	LINCOLN MINNEHAHA		6TH ST DOWNTOWN, LOWELL AVE/RICE AVE, 13TH ST/GRANGE AVE, 60TH ST N BY BIG SIOUX RIVER, 14TH ST/CLIFF AVE, 20TH ST/CLIFF AVE, MINNESOTA AVE/60TH ST N, 10TH ST/WEST AVE, MARION RD/258TH ST	RAILROAD CROSSING IMPROVEMENTS (ELLIS & EASTERN AND BURLINGTON NORTHERN RAILROADS; 90% FEDERAL FUNDS/10% CITY MATCH, COORDINATE WITH SDDOT PROJECTS)	\$0	\$710,500	Lowell/Rice under construction, 12th/Grange under design, Rice Street crossing is completed, 9th/Marion Road crossing is completed.
SDDOT PROJECT COORDINATION	15	11013	LINCOLN MINNEHAHA		VARIOUS LOCATIONS	UNFORESEEN STREET, WATER, SANITARY SEWER, TRAFFIC SIGNAL STUDIES, PEDESTRIAN FACILITIES, STREET AND UTILITY DESIGN, AND CONSTRUCTION IMPROVEMENTS THAT ARE NOT ELIGIBLE FOR SDDOT FUNDING	\$0	\$1,250,000	This project is coordinated with SDDOT Highway 115 from 85th to 271st Street in Harrisburg. Project right of way negotiations are continuing.
ARROWHEAD PARKWAY IMPROVEMENTS	18	11064	MINNEHAHA		ARROWHEAD PKWY AT SIX MILE RD AND ARROWHEAD PKWY FM HIGHLINE AVE TO SIX MILE RD	RECONSTRUCT AND WIDEN ARROWHEAD PKWY, SIX MILE RD AND ARROWHEAD PKWY REALIGNMENT (19), CONSTRUCT ARROWHEAD PKWY FM HIGHLINE AVE TO SIX MILE RD (21) (JURISDICTIONAL SDDOT FUNDS)	\$0	\$90,000	Project under construction and is on schedule.
26TH ST AND I229 AREA IMPROVEMENTS	19	11016	MINNEHAHA		26TH ST AND I229 AREA	DESIGN AND CONSTRUCT OF RAILROAD OVERPASS ON 26TH ST AND ELEVATE 26TH ST AND SOUTHEASTERN AVE INTERSECTION, ROTARY PARK RELOCATION (18-19) (STP FUNDS)	\$0	\$2,250,000	Final design nearly complete. Right of way negotiations are underway.
85TH ST AND I29 IMPROVEMENTS	20	11017	LINCOLN		85TH ST AND I29	DESIGN (18) AND CONSTRUCT (19-20) SEPARATED GRADE CROSSING	\$0	\$230,000	Not started.
85TH ST FM LOUISE AVE TO TALLGRASS AVE	21	11089	LINCOLN		85TH ST FM LOUISE AVE TO TALLGRASS AVE	CONSTRUCT URBAN STREET IMPROVEMENTS AND WIDEN TO FOUR LANES WITH A CENTER MEDIAN, PHASE 1 FROM LOUISE AVE TO HUGHES AVE (18)	\$0	\$2,610,000	Under construction, project is on schedule.
VETERANS PKWY (HWY 100) CONSTRUCTION	22	11067	MINNEHAHA		VETERANS PKWY (HWY 100) FM MAPLE ST TO I90	COORDINATION AND CONSTRUCTION OF UTILITIES	\$0	\$130,000	Project under construction and is on schedule.
RAILYARD IMPROVEMENTS	25	11066	MINNEHAHA		6TH ST AND 8TH ST RAILROAD CROSSINGS IN DOWNTOWN SIOUX FALLS	REMOVE TRACKS AT CROSSINGS AND RESURFACE STREETS, COMPLETE ENVIRONMENTAL ASSESSMENT COMMITMENTS, CONSTRUCT	\$0	\$2,306,000	Project under construction and is on schedule.
49TH ST EXTENSION	26	11029	MINNEHAHA		49TH ST FM WESTERN AVE TO GRANGE AVE	PRELIMINARY DESIGN, PROPERTY ACQUISITION	\$0	\$93,000	Final design and ROW negotiations from Western to West is underway.
60TH ST N IMPROVEMENTS	30	11028	MINNEHAHA		60TH ST N FM I29 TO N 4TH AVE	PRELIMINARY ENGINEERING TO WIDEN TO 6 LANES W/ MEDIAN AND NEW STRUCTURES OVER BNSF AND BSR (STP FUNDS)	\$0	\$0	Not started.

CITY OF SIOUX FALLS

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

# 2018 TIP PROJECT STATUS

	Funding Category	PRIORITY WITHIN FUNDING CATEGORY	Project Number	COUNTY	LENGTH (MILES)	LOCATION of Project	Type of Improvement	2018 FEDERAL FUNDS ¥	2018 TOTAL FUNDS ¥	Status
CITY OF SIOUX FALLS	41ST ST IMPROVEMENTS	31	11076	MINNEHAHA		41ST ST FM MARION RD TO LOUISE AVE	PRELIMINARY ENGINEERING (18) AND DESIGN (20-21) TO RECONSTRUCT 41ST ST FM MARION RD TO LOUISE AVE, WIDEN 41ST FM MARION RD TO I29 TO 6 LANES W/ MEDIAN, ADD MEDIAN ON 41ST ST FM I29 TO SHIRLEY AVE	\$0	\$250,000	Final design is underway.
	<b>Subtotal</b>								<b>\$0</b>	<b>\$26,641,309</b>
CITY OF TEA	TRANSPORTATION ALTERNATIVE (LOCAL MATCH)	6.00	P TAPU(18)	LINCOLN	0.0	S MAIN AVE FM E THIRD ST S 1100 FT	PE, CE AND CONSTRUCTION OF SHARED USE PATH	\$109,420	\$130,412	Fall 2018 Construction
				LINCOLN		271ST FM COLE AVE TO HERITAGE PKWY	CONSTRUCTION OF 3-LANE URBAN SECTION	\$0	\$4,033,623	Oct. 2018 Completion
<b>Subtotal</b>								<b>\$109,420</b>	<b>\$4,164,035</b>	
Lincoln County	ROUNDABOUT			LINCOLN		INTERSECTION OF CR 117 AND CR 106	ROUNDABOUT	\$0	\$700,000	Oct. 2018 Completion
	<b>Subtotal</b>								<b>\$0</b>	<b>\$700,000</b>
MINNEHAHA COUNTY				MINNEHAHA	0.1	6 MILE RD & RICE ST	INTERSECTION RECONSTRUCTION INCLUDING SIGNALS AND TURN LANE	\$0	\$400,000	Deferred
			50-293-200	MINNEHAHA	0.1	264TH ST, 0.7 MI W OF HWY 109	BRIDGE REPLACEMENT	\$0	\$865,000	Construction in 2018
<b>Subtotal</b>								<b>\$0</b>	<b>\$1,265,000</b>	
AVIATION				LINCOLN		LINCOLN COUNTY AIRPORT	OBSTRUCTION LIGHTING AND REMOVAL	\$112,500	\$125,000	
				LINCOLN		LINCOLN COUNTY AIRPORT	APRON REPLACEMENT	\$0	\$0	
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	RECONSTRUCT PKWY 3-21 (4,000 FT)-PHASE 2	\$10,038,448	\$10,837,613	Complete in Oct. 2018
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	BAGGAGE CLAIM EXPANSION	\$0	\$6,030,000	Work to begin 7/1/18
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONSTRUCT/REPLACE GA HANGAR	\$0	\$850,000	Deferred to 2020
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND W GEN AV RAMP	\$1,125,000	\$1,250,000	Completed in 2017
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PERM FENCE REPLACE	\$585,000	\$650,000	Complete in July 2018
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	ECONOMY PARKING LOT EXPANSION	\$0	\$1,000,000	Deferred to 2020
				MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	SNOW PLOW/SANDER	\$382,500	\$425,000	March award, Dec. delivery
<b>Subtotal</b>								<b>\$12,243,448</b>	<b>\$21,167,613</b>	

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

# 2018 TIP PROJECT STATUS

	Funding Category	PRIORITY WITHIN FUNDING CATEGORY	Project Number	COUNTY	LENGTH (MILES)	LOCATION of Project	Type of Improvement	2018 FEDERAL FUNDS ¥	2018 TOTAL FUNDS ¥	Status
PUBLIC TRANSPORTATION	FTA § 5310			LINCOLN MINNEHAHA		VARIOUS AGENCIES IN THE SIOUX FALLS URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$209,414	\$261,768	APPROVAL IN PROGRESS
	FTA § 5310			LINCOLN MINNEHAHA		VARIOUS AGENCIES IN THE RURAL AREA OF THE SIOUX FALLS MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$1,550	\$1,938	ONGOING
	FTA § 5339			LINCOLN MINNEHAHA		URBAN TRANSIT AGENCIES (CITY OF SIOUX FALLS)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	\$300,000	\$346,845	DEFERRED
	FTA § 5311			LINCOLN MINNEHAHA		RURAL TRANSIT AGENCIES (CITIES OF BRANDON AND HARTFORD)	OPERATING ASSISTANCE	\$79,924	\$133,644	ONGOING
	FTA § 5307			LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	OPERATING ASSISTANCE	\$2,631,049	\$8,360,141	ONGOING
	Subtotal							\$3,221,937	\$9,104,336	
<b>TOTAL</b>								<b>\$45,585,960</b>	<b>\$104,550,048</b>	

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

## 2019-2022 TIP Project Listing

The 2019-2022 TIP for the Sioux Falls metropolitan planning area represents a four-year listing of fiscally constrained, prioritized transportation improvements. The project descriptions include the project source, project numbers (specific to initiating entity), route number (SDDOT projects only), length of project (SDDOT and county projects), project location, type of improvement, year of project letting, and funding summary, including projected revenues to demonstrate fiscal constraint. The ¥ symbol indicates that costs reflect anticipated inflation. The project descriptions are listed by priority within their specific funding source. The City of Sioux Falls' CIP projects are prioritized according to departmental needs. The State of South Dakota's projects are prioritized according to statewide needs.

In addition, MPOs are required to consider operation and maintenance (O&M) of the system as part of fiscal constraint. O&M costs represent what is required to operate and maintain existing transportation facilities. The O&M costs are included in each entity's budget and are fiscally constrained, as shown in the project listing.

The following table provides a cross reference between SDDOT's project numbering and FHWA core funding programs. The core funding programs are the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP) and Transportation Alternatives Program (TAP). The NHPP provides funding to preserve and improve the conditions and performance of the National Highway System (NHS) and for construction of new facilities on the NHS. The STBG provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, and pedestrian and bicycle infrastructure. The HSIP provides funding to achieve a reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The TAP is a grant program for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. The project number prefix identifies the proposed category of federal funds. However, there is overlap in the core funding program eligibilities and flexibility in funding options. Therefore, final project funding categories may differ from what is presented in the TIP.

<b>FHWA Funding Cross Reference</b>	
<b>SDDOT Project Number Prefix</b>	<b>FHWA Core Funding Program</b>
IM	National Highway Performance Program (NHPP)
NH	National Highway Performance Program (NHPP)
P	Surface Transportation Block Grant Program (STBG)
PH	Highway Safety Improvement Program (HSIP)
PP OR PS	Highway Safety Improvement Program (HSIP)
P TAPU OR P TAPR	Transportation Alternative Projects (TAP)
EM	Earmark

# 2019-2022 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL FUNDS ¥	2019-TOTAL FUNDS ¥	2020-FEDERAL FUNDS ¥	2020-TOTAL FUNDS ¥	2021-FEDERAL FUNDS ¥	2021-TOTAL FUNDS ¥	2022-FEDERAL FUNDS ¥	2022-TOTAL FUNDS ¥
SDDOT					SEE ATTACHED		\$11,226,000	\$13,228,000	\$289,000	\$317,000	\$6,338,000	\$7,170,000	\$50,374,000	\$57,909,000
	INTERSTATE MAINTENANCE				SEE ATTACHED		\$0	\$0	\$13,276,000	\$16,367,000	\$3,820,000	\$4,966,000	\$20,985,000	\$26,814,000
	MINOR ARTERIAL				SEE ATTACHED		\$5,963,000	\$7,303,000	\$0	\$0	\$10,446,000	\$12,748,000	\$0	\$0
	STATE HIGHWAY SYSTEM URBAN				SEE ATTACHED		\$0	\$0	\$94,000	\$115,000	\$0	\$0	\$0	\$0
	STATE HIGHWAY SYSTEM MUNICIPAL				SEE ATTACHED		\$0	\$312,000	\$86,000	\$105,000	\$0	\$0	\$0	\$0
	BRIDGE				SEE ATTACHED		\$437,000	\$485,000	\$597,000	\$650,000	\$1,385,000	\$1,540,000	\$90,000	\$100,000
	RAILROAD CROSSING IMPROVEMENT				SEE ATTACHED		\$21,169,000	\$27,827,000	\$0	\$250,000	\$1,048,000	\$1,278,000	\$12,129,000	\$15,000,000
	LOCAL URBAN SYSTEM				SEE ATTACHED		\$2,740,000	\$2,979,000	\$2,017,000	\$2,176,000	\$595,000	\$595,000	\$607,000	\$607,000
	ROADWAY SAFETY IMPROVEMENT				SEE ATTACHED		\$820,000	\$1,001,000	\$2,975,000	\$3,753,000	\$0	\$0	\$0	\$0
	PAVEMENT PRESERVATION				SEE ATTACHED		\$0	\$372,000	\$0	\$372,000	\$0	\$372,000	\$0	\$0
	COUNTY SECONDARY AND OFF SYSTEM				SEE ATTACHED		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL BRIDGE REPLACEMENT				SEE ATTACHED		\$443,000	\$750,000	\$297,000	\$362,000	\$0	\$0	\$0	\$0
	TRANSPORTATION ALTERNATIVE				SEE ATTACHED		\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0
	AMERICANS WITH DISABILITIES ACT (ADA)				SEE ATTACHED		\$0	\$1,850,000	\$0	\$1,850,000	\$0	\$1,850,000	\$0	\$1,850,000
					STATE SYSTEM	OPERATION & MAINTENANCE		\$0	\$1,850,000	\$0	\$1,850,000	\$0	\$1,850,000	\$0
<b>Subtotal</b>							<b>\$42,798,000</b>	<b>\$56,887,000</b>	<b>\$19,631,000</b>	<b>\$26,317,000</b>	<b>\$23,632,000</b>	<b>\$30,519,000</b>	<b>\$84,185,000</b>	<b>\$102,280,000</b>
CITY OF CROOKS		1.00	MINNEHAHA	0.4	CROOKS	SIDEWALK	\$0	\$394,000	\$0	\$0	\$0	\$0	\$0	\$0
	WEST AVE TRAILS PHASE 2		MINNEHAHA		CROOKS	OPERATION & MAINTENANCE	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000
	<b>Subtotal</b>						<b>\$0</b>	<b>\$469,000</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$75,000</b>
	REVENUES							\$469,000		\$75,000		\$75,000		\$75,000
<b>Surplus (Deficit)</b>							<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
CITY OF HARRISBURG			LINCOLN		HARRISBURG	OPERATION & MAINTENANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
							\$0	\$400,000	\$0	\$400,000	\$0	\$400,000	\$0	\$400,000
	<b>Subtotal</b>						<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$400,000</b>
	REVENUES							\$400,000		\$400,000		\$400,000		\$400,000
<b>Surplus (Deficit)</b>							<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
CITY OF HARTFORD			MINNEHAHA		HARTFORD	OPERATION & MAINTENANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
							\$0	\$380,422	\$0	\$388,030	\$0	\$395,790	\$0	\$403,706
	<b>Subtotal</b>						<b>\$0</b>	<b>\$380,422</b>	<b>\$0</b>	<b>\$388,030</b>	<b>\$0</b>	<b>\$395,790</b>	<b>\$0</b>	<b>\$403,706</b>
	REVENUES							\$841,928		\$850,476		\$859,238		\$868,219
<b>Surplus (Deficit)</b>							<b>\$461,506</b>	<b>\$462,446</b>	<b>\$463,446</b>	<b>\$463,448</b>	<b>\$463,448</b>	<b>\$464,513</b>		

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

# 2019-2022 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL	2019-TOTAL	2020-FEDERAL	2020-TOTAL	2021-FEDERAL	2021-TOTAL	2022-FEDERAL	2022-TOTAL
	CATEGORY						FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
CITY OF SIOUX FALLS	5	11012	LINCOLN MINNEHAHA		41ST ST AND WESTERN AVE (19), 41ST ST AND MINNESOTA AVE (20), 37TH ST AND MINNESOTA AVE (20), 6TH ST AND SYCAMORE AVE (20), 57H ST AND MARION RD, (22); 41 ST AND SYCAMORE AVE (23), AND VARIOUS OTHER INTERSECTIONS	WIDEN TO ADD LANES AT ARTERIAL INTERSECTIONS (INCLUDES \$850K ROADWAY SAFETY IMPROVEMENT FUNDS)	\$0	\$2,142,000	\$0	\$1,068,000	\$0	\$250,000	\$0	\$850,000
	7	11003	LINCOLN MINNEHAHA		MINNESOTA AVE FROM RUSSELL ST TO 18TH ST (20-21), 41ST ST FROM MARION RD TO MINNESOTA AVE, (22) RICE ST FROM CLIFF AVE TO CLEVELAND AVE, 57TH ST FROM MINNESOTA AVE TO WESTERN AVE, MADISON ST FROM WEST AVE TO KIWANIS AVE, AND OTHER VARIOUS ARTERIAL STREETS	RECONSTRUCTION AND WIDENING OF VARIOUS ARTERIAL STREETS	\$0	\$906,197	\$0	\$12,332,663	\$0	\$11,531,008	\$0	\$9,350,375
	8	11006	LINCOLN MINNEHAHA		69TH ST FROM LOUISE TO TALLGRASS AVE (19), SYCAMORE AVE FROM 65TH TO 69TH ST (19), 69TH ST FROM BAHNSON TO SYCAMORE AVE (19), SOUTHEASTERN AVE FROM 18TH TO 26TH ST (20); 85TH ST FROM HUGHES TO SUNDOWNER AVE (19-21), TALLGRASS AVE FROM 69TH TO 85TH ST (19-21), VETERANS PARKWAY FROM MADISON TO 10TH ST (20-21), SUNDOWNER AVE, 57TH ST, SIX MILE RD, BENSON RD, MADISON ST, AND OTHER VARIOUS ARTERIALS	PRELIMINARY AND FINAL DESIGN AND CONSTRUCTION OF ARTERIALS	\$0	\$15,594,205	\$0	\$10,429,481	\$0	\$11,053,326	\$0	\$12,120,000
	13	11011	LINCOLN MINNEHAHA		6TH ST DOWNTOWN, 14TH ST/CLIFF AVE, 20TH ST/CLIFF AVE, MINNESOTA AVE/60TH ST N, 10TH ST/WEST AVE, MARION RD/258TH ST AND OTHER VARIOUS CROSSINGS	RAILROAD CROSSING IMPROVEMENTS (ELLIS & EASTERN AND BURLINGTON NORTHERN RAILROADS; 90% FEDERAL FUNDS/10% CITY MATCH, COORDINATE WITH SDDOT PROJECTS)	\$0	\$130,000	\$0	\$130,000	\$0	\$135,000	\$0	\$135,000
	15	11013	LINCOLN MINNEHAHA		VARIOUS LOCATIONS	UNFORESEEN STREET, WATER, SANITARY SEWER, TRAFFIC SIGNAL STUDIES, PEDESTRIAN FACILITIES, STREET AND UTILITY DESIGN, AND CONSTRUCTION IMPROVEMENTS NOT ELIGIBLE FOR SDDOT FUNDING	\$0	\$120,000	\$0	\$230,000	\$0	\$240,000	\$0	\$240,000
	18	11064	MINNEHAHA		ARROWHEAD PKWY AT SIX MILE RD AND ARROWHEAD PKWY FROM HIGHLINE AVE TO SIX MILE RD	RECONSTRUCT AND WIDEN ARROWHEAD PKWY, SIX MILE RD AND ARROWHEAD PKWY REALIGNMENT (19), CONSTRUCT ARROWHEAD PKWY FROM HIGHLINE AVE TO SIX MILE RD (21) (JURISDICTIONAL SDDOT FUNDS)	\$0	\$2,680,000	\$0	\$240,000	\$0	\$3,380,000	\$0	\$0
	19	11016	MINNEHAHA		26TH ST AND I229 AREA	DESIGN AND CONTRACT RAILROAD OVERPASS ON 26TH ST AND ELEVATE 26TH ST AND SOUTHEASTERN AVE INTERSECTION, COORDINATE INTERCHANGE IMPROVEMENTS WITH SDDOT (19) (STBG FUNDS)	\$0	\$819,000	\$0	\$0	\$0	\$0	\$0	\$0

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# 2019-2022 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL	2019-TOTAL	2020-FEDERAL	2020-TOTAL	2021-FEDERAL	2021-TOTAL	2022-FEDERAL	2022-TOTAL
	CATEGORY						FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	
CITY OF SIOUX FALLS	20	11017	LINCOLN		85TH ST AND I29	DESIGN (19) AND CONSTRUCT (21); SEPARATED GRADE/INTERCHANGE	\$0	\$200,000	\$0	\$200,000	\$0	\$450,000	\$0	\$0
	26	11089	LINCOLN		85TH ST FROM LOUISE AVE TO TALLGRASS AVE	DESIGN AND CONSTRUCT URBAN STREET IMPROVEMENTS AND WIDEN TO FOUR LANES WITH A CENTER MEDIAN, PHASE 2 FROM HUGHES AVE TO BEAL AVE; GRADING, UTILITIES, PAVING IMPROVEMENTS FROM BEAL AVE TO TALLGRASS AVE (19-20)	\$0	\$3,610,000	\$0	\$0	\$0	\$0	\$0	\$0
	27	11029	MINNEHAHA		49TH ST FROM WESTERN AVE TO GRANGE AVE	PRELIMINARY DESIGN AND PROPERTY ACQUISITION (19-23), CONSTRUCT PHASE I TO EXTEND 49TH ST FROM WESTERN AVE TO WEST AVE (20), COORDINATE I229/MINNESOTA AVE RAMP IMPROVEMENTS WITH SDDOT	\$0	\$330,000	\$0	\$600,000	\$0	\$0	\$0	\$200,000
	29	11028	MINNEHAHA		60TH ST N FROM I29 TO N 4TH AVE	PRELIMINARY ENGINEERING TO WIDEN TO 6 LANES W/ MEDIAN AND NEW STRUCTURES OVER BNSF AND BSR (STBG FUNDS)	\$0	\$50,000	\$0	\$150,000	\$0	\$0	\$0	\$0
	30	11076	MINNEHAHA		41ST ST FM MARION RD TO LOUISE AVE	DESIGN AND RECONSTRUCT 41ST ST FROM MARION RD TO LOUISE AVE, WIDEN 41ST FROM MARION RD TO I29 TO 6 LANES W/ MEDIAN, ADD MEDIAN ON 41ST ST FROM I29 TO SHIRLEY AVE, CONSTRUCT (22)	\$0	\$0	\$0	\$85,000	\$0	\$250,000	\$0	\$950,000
	32	11098	MINNEHAHA		BENSON RD FROM LEWIS AVE TO BAHNSON AVE	DESIGN TO WIDEN BENSON ROAD TO SIX LANES WITH MEDIAN FROM LEWIS AVE TO BAHNSON AVE (USE STBG FUNDS)	\$0	\$25,000	\$0	\$45,000	\$0	\$0	\$0	\$0
	33	11099	LINCOLN MINNEHAHA		MINNESOTA AVE FROM 41ST ST TO LOTTA ST	DESIGN TO WIDEN MINNESOTA AVE TO SIX LANES WITH MEDIAN FROM 41ST ST TO LOTTA ST, COORDINATE INTERCHANGE IMPROVEMENTS WITH SDDOT (STBG FUNDS)	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0
	34	11100	LINCOLN MINNEHAHA		CLIFF AVE FROM 41ST ST TO BIG SIOUX RIVER	DESIGN TO WIDEN CLIFF AVE TO SIX LANES WITH MEDIAN FROM 41ST ST TO BIG SIOUX RIVER (STBG FUNDS)	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0
				LINCOLN MINNEHAHA	SIOUX FALLS	OPERATION & MAINTENANCE	\$0	\$27,307,739	\$0	\$28,287,739	\$0	\$29,267,739	\$0	\$30,167,739
<b>Subtotal</b>							<b>\$0</b>	<b>\$53,914,141</b>	<b>\$0</b>	<b>\$53,862,883</b>	<b>\$0</b>	<b>\$56,557,073</b>	<b>\$0</b>	<b>\$54,013,114</b>
REVENUES								\$53,914,141		\$53,862,883		\$56,557,073		\$54,013,114
<b>Surplus (Deficit)</b>								<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>

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# 2019-2022 TIP PROJECT LISTING

		PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL FUNDS ¥	2019-TOTAL FUNDS ¥	2020-FEDERAL FUNDS ¥	2020-TOTAL FUNDS ¥	2021-FEDERAL FUNDS ¥	2021-TOTAL FUNDS ¥	2022-FEDERAL FUNDS ¥	2022-TOTAL FUNDS ¥
CITY OF TEA				LINCOLN	0.8	272ND ST FM 1200' EAST OF HERITAGE PKWY TO SUNDOWNER AVE	CONSTRUCTION OF 3-LANE RURAL SECTION	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0
				LINCOLN	1.3	271ST ST FM HERITAGE PKWY TO I29	CONSTRUCTION OF 4-LANE URBAN SECTION	\$0	\$0	\$0	\$0	\$0	\$8,400,000	\$0	\$0
				LINCOLN	0.5	85TH ST FM I29 TO SUNDOWNER AVE	CONSTRUCTION OF 6-LANE URBAN SECTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000
				LINCOLN	1.0	85TH ST FM SUNDOWNER AVE TO ELLIS RD	CONSTRUCTION OF 3-LANE URBAN SECTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
				LINCOLN		TEA	OPERATION & MAINTENANCE	\$0	\$215,000	\$0	\$215,000	\$0	\$215,000	\$0	\$215,000
							<b>Subtotal</b>	<b>\$0</b>	<b>\$215,000</b>	<b>\$0</b>	<b>\$1,615,000</b>	<b>\$0</b>	<b>\$8,615,000</b>	<b>\$0</b>	<b>\$7,615,000</b>
						REVENUES		\$215,000		\$1,615,000		\$8,615,000		\$7,615,000	
						Surplus (Deficit)		\$0		\$0		\$0		\$0	
LINCOLN COUNTY				LINCOLN	5.00	CR 117 SOUTH FROM CR 106	OVERLAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0	\$625,000	\$0	\$0
							<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625,000</b>	<b>\$0</b>	<b>\$0</b>
						REVENUES		\$0		\$0		\$625,000		\$0	
						Surplus (Deficit)		\$0		\$0		\$625,000		\$0	
MINNEHAHA COUNTY				MINNEHAHA	6.2	HWY 137 - HWY 110 to HWY 122	RURAL HIGHWAY RECONSTRUCTION - PAVING	\$0	\$2,480,000	\$0	\$0	\$0	\$0	\$0	\$0
		50-070-098		MINNEHAHA	0.1	HWY 155 - 0.2 MI N of HWY 122	BRIDGE REPLACEMENT	\$0	\$805,000	\$0	\$0	\$0	\$0	\$0	\$0
		50-072-100		MINNEHAHA	0.1	HWY 122 - 0.1 MI E of HWY 155	BRIDGE REPLACEMENT	\$0	\$1,025,000	\$0	\$0	\$0	\$0	\$0	\$0
				MINNEHAHA	7.0	HWY 146 - SD 11 to COUNTY LINE	RURAL HIGHWAY RECONSTRUCTION - GRADING	\$0	\$2,640,000	\$0	\$0	\$0	\$0	\$0	\$0
		50-231-130		MINNEHAHA	0.1	257th St - 0.9 MI W OF HWY 121	BRIDGE REPLACEMENT	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0
				MINNEHAHA	7.0	HWY 146 - SD 11 to COUNTY LINE	RURAL HIGHWAY RECONSTRUCTION - PAVING	\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$0	\$0
				MINNEHAHA	7.0	HWY 146 - SD 11 to COUNTY LINE	RURAL HIGHWAY RECONSTRUCTION - UTIL & ROW	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0
				MINNEHAHA	5.3	HWY 149 - HWY 122 to Colton	RURAL HIGHWAY RECONSTRUCTION - UTIL & ROW	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
		50-144-020		MINNEHAHA	0.1	HWY 104m - 2 MI N - 4.4 MI E of COLTON	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$840,000	\$0	\$0	\$0	\$0
		50-245-050		MINNEHAHA	0.1	249th St - 0.4 MI E of HWY 121	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$165,000	\$0	\$0	\$0	\$0
		50-198-085		MINNEHAHA	0.1	Norway St - 0.2 MI E OF DITCH ROAD	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0
				MINNEHAHA	5.3	HWY 149 - HWY 122 to Colton	RURAL HIGHWAY RECONSTRUCTION - GRADING	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$0
				MINNEHAHA	5.3	HWY 149 - HWY 122 to Colton	RURAL HIGHWAY RECONSTRUCTION - UTIL & ROW	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
				MINNEHAHA	2.2	Maple St - 6 MI RD to BIG SIOUX RIVER BRIDGE	RURAL HIGHWAY RECONSTRUCTION - UTIL & ROW	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
		50-273-090		MINNEHAHA	0.1	263rd St - 0.3 MI W OF 481st AVE	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0
		50-337-130		MINNEHAHA	0.1	257th St - 0.3 MI W of COUNTY LINE	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
		50-237-120		MINNEHAHA	0.1	256th St - 0.3 MI W OF HWY 121	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$230,000	\$0	\$0
		50-208-130		MINNEHAHA	0.1	257th ST - 0.3 MI W OF SD HWY 115	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$220,000	\$0	\$0
			MINNEHAHA	5.3	HWY 149 - HWY 122 to Colton	RURAL HIGHWAY RECONSTRUCTION - PAVING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	

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# 2019-2022 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL FUNDS ¥	2019-TOTAL FUNDS ¥	2020-FEDERAL FUNDS ¥	2020-TOTAL FUNDS ¥	2021-FEDERAL FUNDS ¥	2021-TOTAL FUNDS ¥	2022-FEDERAL FUNDS ¥	2022-TOTAL FUNDS ¥
MINNEHAHA COUNTY			MINNEHAHA	2.2	Maple St - 6 MI RD to BIG SIOUX RIVER BRIDGE	RURAL HIGHWAY RECONSTRUCTION - UTIL & ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
			MINNEHAHA	2.2	Maple St - 6 MI RD to BIG SIOUX RIVER BRIDGE	RURAL HIGHWAY RECONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
		50-137-217	MINNEHAHA	0.1	266th ST - 1.5 MI W OF ELLIS ROAD	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000
		50-330-159	MINNEHAHA	0.1	487th AVE - 2.1 MI N OF VALLEY SPRINGS	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000
			MINNEHAHA		COUNTY SYSTEM	OPERATION & MAINTENANCE	\$0	\$2,887,800	\$0	\$5,554,800	\$0	\$8,751,200	\$0	\$7,919,600
<b>Subtotal</b>							<b>\$0</b>	<b>\$10,237,800</b>	<b>\$0</b>	<b>\$11,439,800</b>	<b>\$0</b>	<b>\$12,361,200</b>	<b>\$0</b>	<b>\$12,614,600</b>
REVENUES								\$13,336,000		\$13,805,000		\$14,162,000		\$14,362,000
Surplus (Deficit)								\$3,098,200		\$2,365,200		\$1,800,800		\$1,747,400

AVIATION			LINCOLN		LINCOLN COUNTY AIRPORT	APRON REPLACEMENT	\$0	\$0	\$900,000	\$1,000,000	\$0	\$0	\$0	\$0
			LINCOLN		LINCOLN COUNTY AIRPORT	OBSTRUCTION LIGHTING AND REMOVAL	\$0	\$0	\$0	\$0	\$0	\$0	\$112,500	\$125,000
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	TERMINAL RAMP EXPANSION	\$3,600,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REPLACE E. SECTION TERMINAL RAMP	\$405,000	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN-TAXIWAY D/F/HOLDING BAY	\$225,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN PHASE 3-RWY 3-21 RECONSTRUCTION	\$360,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	TERMINAL RAMP EXPANSION	\$3,600,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	MINNESOTA AVE. SIDEWALK	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CAR WASH FACILITY CONSTRUCTION	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	N T-HGR TAXIWAY REHAB	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PHASE 3-RWY 3/21 RECONSTRUCTION	\$0	\$0	\$9,700,000	\$9,700,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	RWY 3 HOLDING BAY	\$0	\$0	\$1,530,000	\$1,700,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONCR APRON REPAIR-TERM/CARGO	\$0	\$0	\$675,000	\$750,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	TAXIWAY B REHAB-B5 TO ALPHA	\$0	\$0	\$630,000	\$700,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PARKING STRUCTURE DESIGN	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REHAB ASPHALT-JAYCEE LANE, MAVERICK P/, RECIRC. RD.	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND ECONOMY PARKING LOT	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONST/REPLACE GA HANGAR	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	E GEN AVE AREA-TAXIWAY MODIFICATIONS	\$0	\$0	\$0	\$0	\$1,800,000	\$2,000,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	TAXIWAY A REHAB, A5-3/21	\$0	\$0	\$0	\$0	\$540,000	\$600,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	TAXIWAY A&M REHAB, RWY 15-33 REHAB	\$0	\$0	\$0	\$0	\$1,647,000	\$1,830,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	MASTER PLAN UPDATE/ CARGO PLAN	\$0	\$0	\$0	\$0	\$540,000	\$600,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PARKING STRUCTURE DESIGN	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DEMOLISH OLD WEATHER BUILDING	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND E. CARGO RAMP	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$4,000,000
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PARKING STRUCTURE CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000,000
	<b>Subtotal</b>							<b>\$8,190,000</b>	<b>\$14,750,000</b>	<b>\$13,435,000</b>	<b>\$18,450,000</b>	<b>\$4,527,000</b>	<b>\$6,030,000</b>	<b>\$3,712,500</b>

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

# 2019-2022 TIP PROJECT LISTING

		PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2019-FEDERAL FUNDS ¥	2019-TOTAL FUNDS ¥	2020-FEDERAL FUNDS ¥	2020-TOTAL FUNDS ¥	2021-FEDERAL FUNDS ¥	2021-TOTAL FUNDS ¥	2022-FEDERAL FUNDS ¥	2022-TOTAL FUNDS ¥
PUBLIC TRANSPORTATION	FTA § 5310			LINCOLN MINNEHAHA		VARIOUS AGENCIES IN THE SIOUX FALLS URBANIZED AREA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$231,791	\$289,739	\$231,791	\$289,739	\$231,791	\$289,739	\$231,791	\$289,739
	FTA § 5310			LINCOLN MINNEHAHA		VARIOUS AGENCIES IN THE RURAL AREA OF THE SIOUX FALLS MPA	ASSISTANCE FOR NON-PROFIT AGENCIES THAT PROVIDE SERVICES TO PERSONS WITH DISABILITIES AND SENIORS	\$10,000	\$12,500	\$10,000	\$12,500	\$10,000	\$12,500	\$10,000	\$12,500
	FTA § 5339			LINCOLN MINNEHAHA		URBAN TRANSIT AGENCIES (CITY OF SIOUX FALLS)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	\$269,821	\$337,276	\$269,821	\$337,276	\$269,821	\$337,276	\$269,821	\$337,276
	FTA § 5311			LINCOLN MINNEHAHA		RURAL TRANSIT AGENCIES (CITIES OF BRANDON AND HARTFORD)	OPERATING ASSISTANCE	\$88,000	\$110,000	\$88,000	\$110,000	\$88,000	\$110,000	\$88,000	\$110,000
	FTA § 5307			LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	OPERATING ASSISTANCE	\$2,631,049	\$8,668,163	\$2,631,049	\$8,803,549	\$2,631,049	\$8,943,673	\$2,631,049	\$9,256,702
	<b>Subtotal</b>								<b>\$3,230,661</b>	<b>\$9,417,678</b>	<b>\$3,230,661</b>	<b>\$9,553,064</b>	<b>\$3,230,661</b>	<b>\$9,693,188</b>	<b>\$3,230,661</b>
<b>TOTAL</b>								<b>\$54,218,661</b>	<b>\$146,671,041</b>	<b>\$36,296,661</b>	<b>\$122,100,777</b>	<b>\$31,389,661</b>	<b>\$125,271,251</b>	<b>\$91,128,161</b>	<b>\$215,532,637</b>

¥ Costs reflect anticipated inflation  
 \* Federal Oversight Project

**South Dakota Transportation Improvement Program**  
Tentative 2019 - 2022  
Report Date 07/26/2018

By Category										Interstate Maintenance Projects		
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
1.00	* IM-NH 0909(46)406 NH 0011(118)80	4433 062V	Minnehaha	0.5	I90E I90W SD11	I90 - Exit 406 SD11 (Corson/Brandon) Interchange; SD11 - Fm Ash St. to the I90 Interchange in Brandon and 260th St Intersection in Corson	Preliminary Engineering	0.000	2019	0.052		
Also Funded In:								Total Project Cost				
	Item	Category								0.078		
	1.00	State Highway System Urban Projects								0.026		
5.00	* IM-FP-PH 2292(06)4	4778	Minnehaha	0.4	I229N I229S	I229 - Exit 5 (26th St. Intch/Yeager Rd) in Sioux Falls; I229 - NB & SB curve at Cliff Ave Interchange	Interchange Improvement; High Friction Surface Treatment	10.567	2019	12.452		
Also Funded In:								Total Project Cost				
	Item	Category								12.868		
	34.00	Roadway Safety Improvement								0.416		
8.00	IM 0909(86)379 IM 0294(70)103	04DU 04DT	Minnehaha Moody	0.0	I29N I90E	I90 - Strs, Over I90 1.2 E of Exit 379 (SD19); 4.8 W of Exit 390 (SD38); 2.1 W of Exit 396 (I29); I29 - Strs, 3.2 N of Minnehaha County Line, 5.0 S of Exit 109 (SD34); Exit 109 (SD34); Exit 114 (SD32)	Zone Painting, Girder Repair	0.659	2019	0.724		
								2019	0.9 Miles	13.228		
23.00	IM 2292(93)0	032L	Lincoln	0.0	I229N I229S	Solberg/Tallgrass Overpass	Approach Slabs to Structure and AC Surfacing	0.289	2020	0.317		
								2020	0.0 Miles	0.317		
42.00	* IM 2292(95)0	03RD	Lincoln Minnehaha	11.4	I229N I229S	I229 Corridor	Median Lighting, Automatic Traffic Recorders	2.077	2021	2.391		
47.00	IM 2292(102)3	067Q	Minnehaha	8.2	I229N I229S	I-229 Exit 3 to Exit 10	Crossover Improvements	2.773	2021	3.048		

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
49.00	IM 0909(93)379 IM 0291(127)0	06XW 04NL	Lincoln Minnehaha Moody Union	183.6	I29N I29S I90E I90W	I-90 - Sioux Falls Area; I-29 - Mitchell Region	Crossroad Improvements	0.689	2021	0.757	
50.00	IM 0293(111)78	06X2	Minnehaha	0.0	I29N	I29 - Exits 78, 81 & 83	Approach Slab Replacement, Epoxy Chip Seal	0.799	2021	0.974	
								2021	203.2	Miles	7.170
52.00	IM 2291(01)10	01QA	Minnehaha	0.0	I229N I229S	I229 - 60th St N Over I229 South of I90	Replace Structure, Approach Grading	2.856	2022	3.291	
58.00	* IM-FP 0909(90)377	05T3	McCook Minnehaha	13.1	I90W	I90 WBL - Fm 2 Mi W of Humboldt to 2 Mi E of Hartford; I90 WBL - Exit 379 (Humbolt); I90 Str - 0.4 W of Exit 390 (SD38) Over a Creek	Remove and Replace PCCP Surfacing; Replace Str, Approach Grading, Surfacing, Correct Clearance Deficiency; Work to be Determined	23.280	2022	26.992	
Construction planned to begin in 2023.											
59.00	IM 0909(91)394	065D	Minnehaha	0.0	I90E I90W	I90 - Str. 2.1 W of I29 over 470 Ave	Low Slump Dense Concrete Overlay, Approach Guardrail	0.326	2022	0.358	
63.00	* IM 0293(106)77	03RA	Minnehaha	0.5	I29N I29S	I29 - Exit 77 (41st Street Interchange) in Sioux Falls	Interchange Modification	23.209	2022	26.275	
64.00	* IM 2292(98)6	04XK	Minnehaha	0.0	I229N I229S	I229 Exit 9 (Benson Road) Interchange; I229 - Strs. E 6th S & Benson Road	Preliminary Engineering	0.000	2022	0.055	
65.00	* IM 2292(84)3	000S	Minnehaha	0.0	I229S	I229 - Exit 3 (Minnesota Ave) in Sioux Falls	Preliminary Engineering	0.000	2022	0.055	
66.00	* IM 2292(101)4	05HN	Minnehaha	0.0	I229S	I-229 Exit 4 (Cliff Ave) Interchange	Preliminary Engineering	0.000	2022	0.055	
67.00	* IM 0909(92)387	06G8	Minnehaha	0.0	I90E I90W	I90 - County Road over I 90 at Exit 387 (Hartford Interchange)	Preliminary Engineering	0.000	2022	0.055	

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
68.00	IM 0293(112)76	06VQ	Minnehaha	0.6	I29S	I29 - SBL Fm 57th St. to 49th St. in Sioux Falls	Remove Riprap, Drainage Improvements, Pipe Work	0.703	2022	0.773	
							2022	14.2 Miles	57.909		

By Category

Minor Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
21.00	* NH-P 0042(65)344	05F0	McCook Minnehaha	16.1	SD42	SD42 - Fm W of SD19 to the Tea/Ellis Road	Mill, Full Depth Reclamation, AC Surfacing; Shoulder Resurfacing, Joint Seal, Intersection Improvements	6.675	2020	8.312	¥
27.00	P 0011(88)81	04EX	Minnehaha	20.9	SD11	SD11 - Fm the N City Limits of Brandon to the Minnesota State Line	AC Resurfacing, & Mill, AC Resurfacing, Intersection Improvements, Approach Slabs, Drop Inlets, Column Repair	6.601	2020	8.055	
Also Funded In:								Total Project Cost			
	Item	Category						0.115		8.275	
	9.00	State Highway System Municipal Projects						0.105			
	43.00	Bridge Projects									
								2020	37.0 Miles	16.367	
30.00	NH-P 0115(58)67	04ET	Lincoln	8.8	SD115	SD115 - Fm US18 to Harrisburg	Mill & AC Resurfacing, Pipe Work	2.225	2021	2.782	
47.00	P 0042(76)355	067T	Minnehaha	0.0	SD42	SD42 - Intersection of 463rd Ave (Wall Lake); SD42 - Intersection of Co. HWY 145	Construct Roundabout; ROW	1.595	2021	2.184	
								2021	8.8 Miles	4.966	
51.00	* NH-P 0042(59)373	03TE	Minnehaha	4.9	SD42	SD42 - Fm the Big Sioux River Bridge to the Iowa State Line	Grading, PCC Surfacing, Curb & Gutter, Sidewalk, ADA, Storm Sewer, Lighting, Signals, Approach Slabs	20.985	2022	26.814	
								2022	4.9 Miles	26.814	

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
1.00	* IM-NH 0909(46)406 NH 0011(118)80	4433 062V	Minnehaha	0.5	I90E I90W SD11	I90 - Exit 406 SD11 (Corson/Brandon) Interchange; SD11 - Fm Ash St. to the I90 Interchange in Brandon and 260th St Intersection in Corson	Preliminary Engineering	0.000	2019	0.026	¥
Also Funded In:								Total Project Cost		0.078	
	Item	Category								0.052	
	1.00 Interstate Maintenance Projects										
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2.00	P 1358(02) NH 2042(29) NH 0042(80)371	05C2 06YQ 06YP	Minnehaha	0.4	SD42	Six Mile Road - Fm 500' N of Arrowhead Parkway, Arrowhead Parkway - Fm 0.5 m W of Six Mile Rd to Six Mile Rd; SD42 - Fm 0.5 m W of Six Mile Rd to Willow Run Ent.	Grading, Storm Sewer, Curb & Gutter & PCCP Surfacing, ROW, Signals, Lighting	5.963	2019	7.277	
Also Funded In:								Total Project Cost		15.159	
	Item	Category								7.882	
	901.00 Local Urban System Projects Construction planned for 2020.										
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								2019	0.9 Miles	7.303	
10.00	NH 2042(28)	05UW	Minnehaha	1.4		Arrowhead Parkway - Fm Highline Avenue to 0.5 m W of Six Mile Road	Grading, Storm Sewer, Curb & Gutter, PCCP Surfacing, ROW, Signals, and Lighting	8.320	2021	10.153	
Also Funded In:								Total Project Cost		10.870	
	Item	Category								0.717	
	3.00 Local Urban System Projects										
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12.00	NH 1157(02) NH 0011(101)72	05C3 05C4	Minnehaha	0.0	SD11N SD11S	Veterans Parkway - Fm Arrowhead Parkway N 1000' in Sioux Falls; SD11 - Fm Arrowhead Parkway S 500' in Sioux Falls	Grading, Storm Sewer, Curb & Gutter & PCCP Surfacing, ROW, Signals, Lighting	2.126	2021	2.595	
Also Funded In:								Total Project Cost		3.156	
	Item	Category								0.561	
	4.00 Local Urban System Projects										
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								2021	1.4 Miles	12.748	



By Category

State Highway System Municipal Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
9.00	P 0011(88)81	04EX	Minnehaha	20.9	SD11	SD11 - Fm the N City Limits of Brandon to the Minnesota State Line	AC Resurfacing, & Mill, AC Resurfacing, Intersection Improvements, Approach Slabs, Drop Inlets, Column Repair	0.094	2020	0.115	
Also Funded In:											
	Item	Category						Total Project Cost			
	27.00	Minor Arterial Projects						8.055		8.275	
	43.00	Bridge Projects						0.105			
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							2020	20.9 Miles	0.115		

By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$) ¥	
7.00	P 0020(00)17	04UR	Regionwide	0.0		Regionwide	Mitchell Region Bridge Rehabilitation	0.000	2019	0.312	
								2019	0.0 Miles	0.312	
43.00	P 0011(88)81	04EX	Minnehaha	20.9	SD11	SD11 - Fm the N City Limits of Brandon to the Minnesota State Line	AC Resurfacing, & Mill, AC Resurfacing, Intersection Improvements, Approach Slabs, Drop Inlets, Column Repair	0.086	2020	0.105	
Also Funded In:											
	Item	Category						Total Project Cost			
	27.00	Minor Arterial Projects						8.055			
	9.00	State Highway System Municipal Projects						0.115			
								2020	20.9 Miles	0.105	

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥	
1.00	PP-PS 1286(13)	05RW	Minnehaha	0.0		Holly Blvd. in Brandon SD, DOT 186712R, E&E Railroad	Signal Upgrades, Approach Work, Crossing Surface Rehabilitation, CE	0.288	2019	0.320	¥	
5.00	PP 0022(62)	05RK	Minnehaha	0.0		Ellis & Eastern Railroad - Fm Brandon To Ellis	Replace Crossbuck Signs	0.036	2019	0.040	¥	
17.00	PP 1186(09)	064F	Minnehaha	0.0		W 60th St. N in Sioux Falls, DOT 097244D, BNSF	Signal Upgrades, CE	0.113	2019	0.125	¥	
								2019	0.0	Miles	0.485	¥
4.00	PP-PS 1310(11)	061U	Minnehaha	0.0		6th Street in Sioux Falls, DOT 097881H BNSF Railroad	Signal Upgrades, Sidewalk, Approach, CE	0.147	2020	0.150	¥	
44.00	PP-PS 0022(58)	05K1	Minnehaha	0.0		West Ave, 186646F and 10th Street 186645Y, E&E Railroad	Rehabilitation of Crossing Surfaces, Signal Upgrades, Approach, CE	0.450	2020	0.500	¥	
								2020	0.0	Miles	0.650	¥
3.00	PS 8050(71)	05RE	Minnehaha	0.0		Marion Rd, 1.5 mi NW of Sioux Falls, DOT# 097254J, BNSF	Upgrade Crossing Surface, Approach Work, CE	0.035	2021	0.040	¥	
48.00	PP-PS 1261(11)	02HW	Minnehaha	0.0		Cliff Ave. by 20th St. in Sioux Falls; BNSF, DOT #075474T	Upgrade Signals, Crossing Surface Rehabilitation, Approach, PE, CE	0.900	2021	1.000	¥	
49.00	PP-PS 1261(10)	011B	Minnehaha	0.0		Cliff Ave. by 14th St. in Sioux Falls, DOT#381-656W, BNSF	Upgrade Signals, Crossing Surface Rehabilitation, Approach Improvement, PE, CE	0.450	2021	0.500	¥	
								2021	0.0	Miles	1.540	¥
54.00	PS 1186(08)	04A7	Minnehaha	0.0		60th St. N. in Sioux Falls, DOT#381679D, D&I Railroad	Railroad Crossing Rehabilitation, Approach, CE	0.090	2022	0.100	¥	
								2022	0.0	Miles	0.100	¥

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
1.00	* P 1358(05) P 1225(06)	05JE 05JF	Minnehaha	0.0		26th Street from Cleveland Avenue to 1,050 feet West of Southeastern Avenue in Sioux Falls; Southeastern Avenue from Klondike Trail to South Lighthouse Place in Sioux Falls	Grading, Intersection Improvements, Storm Sewer, Curb & Gutter, PCCP and AC Surfacing, Signals, Lighting, Permanent Signing, Sidewalk, Structure	14.345	2019	19.500	¥
900.00	P 8050(76)	06KC	Minnehaha	0.0		From the intersection of S Highline Ave. and E Arrowhead Parkway, extending S and then W to E 18th St. in Sioux Falls	Shared Use Path for Arrowhead Parkwy	0.365	2019	0.445	
901.00	P 1358(02) NH 2042(29) NH 0042(80)371	05C2 06YQ 06YP	Minnehaha	0.4	SD42	Six Mile Road - Fm 500' N of Arrowhead Parkway, Arrowhead Parkway - Fm 0.5 m W of Six Mile Rd to Six Mile Rd; SD42 - Fm 0.5 m W of Six Mile Rd to Willow Run Ent.	Grading, Storm Sewer, Curb & Gutter & PCCP Surfacing, ROW, Signals, Lighting	6.459	2019	7.882	
Also Funded In:								Total Project Cost			
Item Category											
2.00 State Highway System Urban Projects								7.277		15.159	
Construction planned for 2020.											
								2019		0.4 Miles 27.827	
2.00	* P 1360(02)	06JQ	Lincoln	1.0		85th Street (270th Street) - Fm Sundowner Avenue E 1 mile to Tallgrass Avenue in Sioux Falls	Preliminary Engineering	0.000	2020	0.250	
								2020		1.0 Miles 0.250	
3.00	NH 2042(28)	05UW	Minnehaha	1.4		Arrowhead Parkway - Fm Highline Avenue to 0.5 m W of Six Mile Road	Grading, Storm Sewer, Curb & Gutter, PCCP Surfacing, ROW, Signals, and Lighting	0.588	2021	0.717	
Also Funded In:								Total Project Cost			
Item Category											
10.00 State Highway System Urban Projects								10.153		10.870	
4.00	NH 1157(02) NH 0011(101)72	05C3 05C4	Minnehaha	0.0	SD11N SD11S	Veterans Parkway - Fm Arrowhead Parkway N 1000' in Sioux Falls; SD11 - Fm Arrowhead Parkway S 500' in Sioux Falls	Grading, Storm Sewer, Curb & Gutter & PCCP Surfacing, ROW, Signals, Lighting	0.460	2021	0.561	
Also Funded In:								Total Project Cost			
Item Category											
12.00 State Highway System Urban Projects								2.595		3.156	

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
							2021	1.4	<b>Miles</b>	1,278	
5.00	P 1400(16) P 1423(07) P 8050(81)	05NF 06Y0 06XY	Minnehaha	1.3		41st Street In Sioux Falls - Fm W of Marion Rd to Shirley Ave; Marion Road - Fm 39th St to 43rd St in Sioux Falls; Shirley Ave - Fm 41st St to W Shirley Place in Sioux Falls	Grading, Traffic Signals, Curb & Gutter, Sidewalk, PCCP Paving, Storm Sewer, ADA Upgrade, Lighting, Pavement Markings, ROW; Urban Construction; Urban Reconstruction	12.129	2022	14.800	
							2022	3.3	<b>Miles</b>	15,000	
6.00	* P 1186(00)	00KD	Minnehaha	2.0		60th St. N from I-29 to N. 4th Ave. in Sioux Falls	PE	0.000	2022	0.200	

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
13.00	PH 0020(147)	04HU	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.572	2019	0.572	
22.00	PH 1400(10)	00YE	Minnehaha	0.0		City of Sioux Falls - Western & 41st St.	Install Right Turn Lane EB to SB, Widen S Leg For Additional Lt Turn Lane, PE, ROW	0.791	2019	0.878	
25.00	PH 000S(392)	06NE	Day Lyman Minnehaha	1.0	I29N I29S I90W SD47 US12E US12W	Various Locations on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	1.002	2019	1.113	
34.00	* IM-FP-PH 2292(06)4	4778	Minnehaha	0.4	I229N I229S	I229 - Exit 5 (26th St. Intch/Yeager Rd) in Sioux Falls; I229 - NB & SB curve at Cliff Ave Interchange	Interchange Improvement; High Friction Surface Treatment	0.375	2019	0.416	
Also Funded In:											
Item		Category						Total Project Cost			
		5.00 Interstate Maintenance Projects				12.452		12.868			
								2019		1.4 Miles 2.979	
49.00	PH 0020(151)	04JM	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.584	2020	0.584	
66.00	PH 0020(190)	06JE	Charles Mix Lake Lincoln Minnehaha Yankton	0.0	SD11 SD38 SD44 US81	Various Locations in the Mitchell Region	Intersection Improvements	1.433	2020	1.592	
								2020		0.0 Miles 2.176	
86.00	PH 0020(162)	04KF	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.595	2021	0.595	
								2021		0.0 Miles 0.595	

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
113.00	PH 0020(150)	04RP	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.607	2022	0.607	
							2022	0.0	<b>Miles</b>	0.607	

By Category

Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
2.00	IM-NH-P 0022(60)	05L6	Lincoln Minnehaha Moody	6.1	I29N I29S I90E I90W SD11 SD17	Various Routes in the Sioux Falls Area	Chip Seal	0.149	2019	0.182	¥
12.00	P 0021(166)	05XX	Buffalo McCook Minnehaha Moody	64.6	I29N I29S I90E I90W SD34 SD42 SD50	Various Routes in the Mitchell Area	Rout and Seal	0.671	2019	0.819	¥
								2019	70.7 Miles	1.001	
45.00	P 0022(45)	041L	Areawide	0.0		Various Locations in the Sioux Falls Area	Pipe Work	0.311	2020	0.503	¥
45.10	P 0022( )	06Y8	Lincoln	3.8	SD11	Various Routes in the Sioux Falls Area	Asphalt Surface Treatment	0.102	2020	0.124	¥
45.20	IM-NH-P 0022( )	06Y9	Lincoln Minnehaha	42.7	I29N I29S I90E I90W SD115 SD115N SD115S SD38 SD38E SD38W SD42 US18	Various Routes in the Sioux Falls Region	Pavement Restoration	2.562	2020	3.126	¥
								2020	46.5 Miles	3.753	



By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
6.00	P 000S(00)225	04LW	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2019	0.372		
<p>\$0.372 - State funds at 60/40 (State - \$0.223, County - \$0.149)</p>												
								2019	0.0	<b>Miles</b>	0.372	
12.00	P 000S(00)223	04M1	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2020	0.372		
<p>\$0.372 - State funds at 60/40 (State - \$0.223, County - \$0.149)</p>												
								2020	0.0	<b>Miles</b>	0.372	
16.00	P 000S(00)227	04M5	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2021	0.372		
<p>\$0.372 - State funds at 60/40 (State - \$0.223, County - \$0.149)</p>												
								2021	0.0	<b>Miles</b>	0.372	

By Category

Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥	
901.00	P TAPU(23)	06Y5	Lincoln	1.4		In Harrisburg, on the North Side of Willow St./CR110, from East of SD115 to East of Columbia St.	Shared Use Path Construction	0.443	2019	0.750		
PE completed under P TAPU(01) PCN 04Q8.												
								2019	1.4	<b>Miles</b>	0.750	
9.00	P TAPU(22)	06N7	Minnehaha	0.0		Crooks along West Avenue from Main St. to Executive Ave.	CE and Construction of Shared Use Path & Install RR Crossing	0.297	2020	0.362		
								2020	0.0	<b>Miles</b>	0.362	

By Category

Americans with Disabilities Act (ADA)

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
1.00	NH-P 0011(00)77	04PE	Minnehaha	2.1	SD11	SD11 - Fm Aspen Blvd in Brandon, N to Hemlock Ave in Corson	Sidewalk, ADA Curb Ramp Upgrades & Signal Upgrade	0.000	2019	0.780	
							2019	2.1 Miles	0.780		

## **Appendices**

Appendix A	2019-2022 TIP Map
Appendix B	Public Participation Plan
Appendix C	Affidavits of Publication
Appendix D	Agency Letters and Responses
Appendix E	Public Comments and Questions
Appendix F	Self-Certification
Appendix G	Amendments

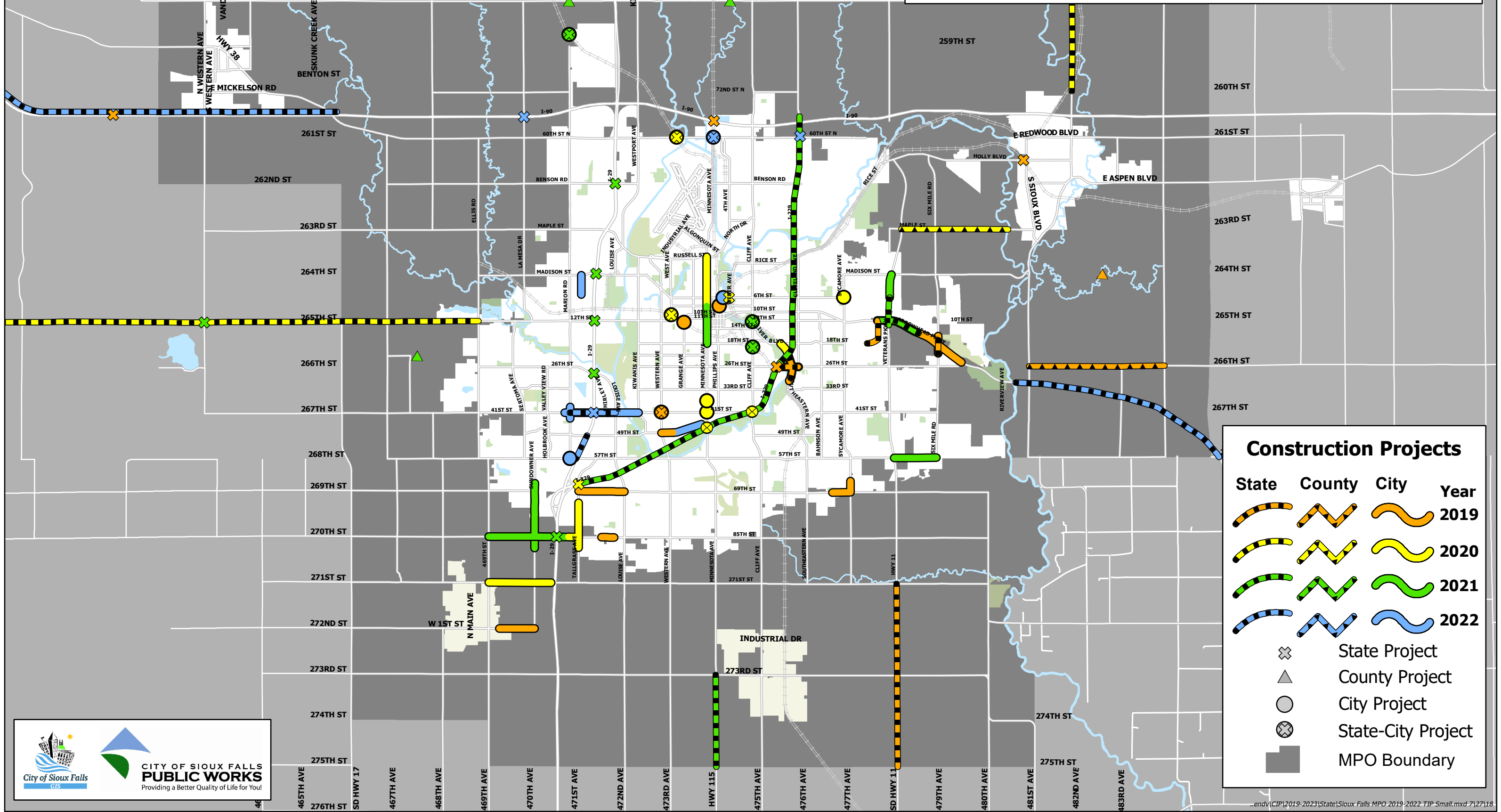
# **Appendix A**

## **2019-2022 TIP Map**

# Sioux Falls MPO 2019-2022 TIP

## Other Municipality and State Items Not Shown on Map

Project #	County	Location	Year	Description
PH000S (392)	Minnehaha	Various Roads	2019	High Friction Surface Treatment
IM-NH-P 0022 (60)	Minnehaha-Lincoln	Various Roads	2019	Chip Seal
NH-P 0011	Minnehaha	SD11- Brandon	2019	ADA Curb Ramp Upgrades
IM 0909	Minnehaha	SD11 & I90	2019	Preliminary Engineering Design
PP 0022	Minnehaha	Brandon to Ellis along EE Rail	2019	Replace Crossbuck Signs
P 0022(45)	Areawide	Various Locations	2020	Pipework
IM 0292	Minnehaha	Interstate	2021	Crossover Improvements
P 1186(00)	Minnehaha	60th St N (I29 to 4th Ave)	2022	Preliminary Engineering Design



## Construction Projects

State	County	City	Year
			2019
			2020
			2021
			2022

	State Project
	County Project
	City Project
	State-City Project
	MPO Boundary



**Appendix B**  
**Public Participation Plan**

**Project:**

**UDC Meeting Date:**

## **Project Specific Public Participation Plan**

### **The Sioux Falls MPO “Seven Step Process”**

Public involvement should not merely be conducting public meetings to meet federal regulations, but rather, public involvement should consist of providing access to information and addressing stakeholder’s concerns. Doing so may have an effect on the outcome of decisions. Therefore, prior to the development of any transportation product, staff should implement the following seven-step process, review each step’s corresponding section in the PPP, and design a public participation plan specific to the product.

**Step 1 Goals:** What is the public participation goal?

**Step 2 Stakeholders:** Who are the stakeholders?

**Step 3 Methods:** What public participation methods for interacting with the public will be utilized?

**Step 4 Notification:** What notification techniques will be used to inform the public?

**Step 5 Implementation:** Where, when, and how will the public participation techniques be implemented?

**Step 6 Evaluation:** What documentation will the plan or product include to fulfill the identified participation goals and objectives?

**Step 7 Incorporate:** How will the participation documentation be reviewed, and how will any necessary changes to the plan or product be made?

**Outcome or Decision:** Who recommends and approves the plan or product? What is the significance of the approval of the plan or product? (Refer to Step 1)



## **Appendix C**

### **Affidavits of Publication**

# Affidavit of Publication

STATE OF SOUTH DAKOTA )  
:SS  
COUNTY OF MINNEHAHA: )

The undersigned, being first duly sworn, on his oath says THE MINNEHAHA MESSENGER is a weekly newspaper of general circulation, printed and published in the City of Hartford Minnehaha County, South Dakota, by MATT ANDERSON, and has been such a newspaper during the times hereinafter mentioned: that is has a bona fide circulation of more than 200 copie weekly; that is has been published within said county of Minnehaha in the English language and admitted to the United State mail under the second class mailing privilege for more than on year next prior to the publication of the notice hereinafter mentioned, and has been printed during such period and at the present time in part in an office maintained at the said place of a publication: that I, the undersigned, am either the publisher@ or a employee of the said publisher@ of said newspaper and have personal knowledge of all the facts stated in the affidavit: that th advertisement headed

## Notice Of Public Hearing

The public is invited to attend a public hearing and provide comments on the first draft of the 2019-2022 Transportation Improvements Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The first draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, July 12, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD.

The participants of the Sioux Falls MPO include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln

and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration.

The specific official planning study area boundary includes: within Minnehaha County, the Townships of Sioux Falls, Split Rock, and Wayne; within Minnehaha County, Sections 1 thru 4 and 9 thru 36; of Benton Township; Sections 13 thru 36 of Brandon Township; Sections 13 thru 16, 21 thru 28, and 33 thru 36 of Hartford Township; Sections 2 thru 11 and 13 thru 36 of Mapleton Township; Sections 18 thru 19 and 30 thru 31 of Red Rock Township; Sections 6 thru 7, 18 thru 19, and 30 thru 31 of Valley Springs Township; and within Lincoln County, the Township of Springdale; within Lincoln County, Sections 2 thru 11 of Township 99 Range 49 of Dayton Township; the Township of Delapre except sections 7 thru 8, 17 thru 20, and 29 thru 32, of Township 100 Range 51; Sections 1 thru 12 of LaValley Township; Sections 1 thru 4 and 12 of Perry Township.

This hearing is open to the public and anyone with an interest is encouraged to attend. If you are unable to attend the hearing, you may request a copy of the documents from SECOG at 500 N. Western Avenue, Suite 100, Sioux Falls, SD 57104. Parties who are hearing impaired are invited to use Relay 1-800-877-1113, extension 367-5390. Please notify Jim Feeney at SECOG (605) 367-5390 no later than 48 hours prior to the hearing if you have special needs for which arrangements will need to be made.

Published one time at the total approximate cost of \$25.01

06-21-1tc

Notice of Public Hearing

a printed copy of which is hereto attached, was printed and published in the said newspaper for one (1) successive weeks; that said notice was published in the issues of said paper on the dates as follows, to wit:

The first publication be made on 6-21-18

The second publication on \_\_\_\_\_

The third publication on \_\_\_\_\_

The fourth publication on \_\_\_\_\_

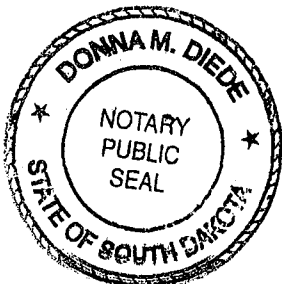
that 25.01 Being the full amount of the fee for publication of the annexed notice, insured solely to the benefit of the publisher of the said newspaper, that no agreement or understanding for the division thereof have been made with any other person who-sever, and that said newspaper is a local newspaper under the law of the state of South Dakota

*Matt Anderson*

Subscribed and sworn to before me this 29

day of June 2018

*Donna M. Diede*  
Notary Public, South Dakota



My commission expires 2/10/2022

# AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA

:SS

COUNTY OF LINCOLN

Debbie Schmidt

being first duly sworn, disposes and says: That (he/she) is a resident of the County of Lincoln and State of South Dakota; that the TEA WEEKLY is a weekly legal newspaper of general circulation, printed and published in Tea, in said County and State, and is now, and has been such newspaper continuously, during all the times hereinafter mentioned; that the affiant is affiliated with said newspaper as employer or employee and has personal knowledge of all the facts stated in this affidavit, and the notice and advertisement headed

Notice of Public Hearing

a printed copy of which is hereonto attached and made a part hereof, was printed and published in the said newspaper 1 successive issues. That the first publication of said notice in said newspaper aforesaid was on Friday, the 22 day of June A.D., 20 18 and that the succeeding publication was severally on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_

that the fees charged for the printing and publication of said notice and advertisement in said newspaper as aforesaid were 24 Dollars and 24 Cents, and that said fees for the printing and publishing of said notice and advertisement, and for the affidavit as aforesaid, have been fully paid; that the full amount of the fee charged for the publishing of the said attached and annexed notice and advertisement inures to the benefit of the publishers of the said Tea Weekly, that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person, whomsoever.

Debbie Schmidt

Subscribed and sworn to before me this 25<sup>th</sup> day of June, 20 18.

[Signature]  
Notary Public

Lincoln County, South Dakota

My Commission expires Aug 13, 2021

## NOTICES

### NOTICE OF PUBLIC HEARING

The public is invited to attend a public hearing and provide comments on the first draft of the 2019-2022 Transportation Improvements Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The first draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, July 12, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD.

The participants of the Sioux Falls MPO include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration.

The specific official planning study area boundary includes: within Minnehaha County, the Townships of Sioux Falls, Split Rock, and Wayne; within Minnehaha County Sections 1 thru

**Argus Leader Media**  
**AFFIDAVIT OF PUBLICATION**

STATE OF SOUTH DAKOTA

COUNTY OF MINNEHAHA } ss

Sara Kruse being duly sworn, says: That the **Brandon Valley Challenger** is, and during all the times hereinafter mentioned was, a weekly legal newspaper as defined by SDCL 17-2-2.1 through 17-2-2.4, as amended published at Sioux Falls, Minnehaha County, South Dakota; that affiant is and during all of said times, was an employee of the publisher of such newspaper and has personal knowledge of the facts stated in this affidavit; that the notice, order or advertisement, a printed copy of which is hereto attached, was published in said newspaper upon

Wednesday, the 20 day of June 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,

and that \$37.72 was charged for publishing the same.

*Sara Kruse*

Subscribed and sworn to before me 6/20/18.

*Betty Gates*

Notary Public, South Dakota

My Commission expires March 11, 2022

**NOTICE OF PUBLIC HEARING**

The public is invited to attend a public hearing and provide comments on the first draft of the 2019-2022 Transportation Improvements Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The first draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, July 12, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD. The participants of the Sioux Falls MPO include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration. The specific official planning study area boundary includes: within Minnehaha County, the Townships of Sioux Falls, Split Rock, and Wayne; within Minnehaha County, Sections 1 thru 4 and 9 thru 36, of Benton Township; Sections 13 thru 36 of Brandon Township; Sections 13 thru 16, 21 thru 28, and 33 thru 36 of Hartford Township; Sections 2 thru 11 and 13 thru

36 of Mapleton Township; Sections 18 thru 19 and 30 thru 31 of Red Rock Township; Sections 6 thru 7, 18 thru 19, and 30 thru 31 of Valley Springs Township; and within Lincoln County, the Township of Springdale; within Lincoln County, Sections 2 thru 11 of Township 99 Range 49 of Dayton Township; the Township of Delapre except sections 7 thru 8, 17 thru 20, and 29 thru 32, of Township 100 Range 51; Sections 1 thru 12 of LaValley Township; Sections 1 thru 4 and 12 of Perry Township. This hearing is open to the public and anyone with an interest is encouraged to attend. If you are unable to attend the hearing, you may request a copy of the documents from SECOG at 500 N. Western Avenue, Suite 100, Sioux Falls, SD 57104. Parties who are hearing impaired are invited to use Relay 1-800-877-1113, extension 681-8175. Please notify Jim Feeney at SECOG (605) 681-8175 no later than 48 hours prior to the hearing if you have special needs for which arrangements will need to be made.  
2975945 June 20, 2018



# Argus Leader AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA

COUNTY OF MINNEHAHA } ss

Sara Kruse being duly sworn, says: That The **Argus Leader** is, and during all the times hereinafter mentioned was, a daily legal newspaper as defined by SDCL 17-2-2.1, as amended published at Sioux Falls, Minnehaha County, South Dakota; that affiant is and during all of said times, was an employee of the publisher of such newspaper and has personal knowledge of the facts stated in this affidavit; that the notice, order or advertisement, a printed copy of which is hereto attached, was published in said newspaper upon

Monday , the 18 day of June 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,  
 \_\_\_\_\_ , the \_\_\_\_\_ day of \_\_\_\_\_ 2018 ,

and that \$63.24 was charged for publishing the same.

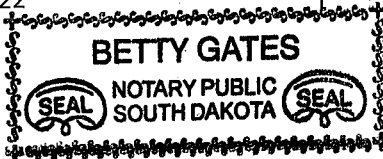
*Sara Kruse*

Subscribed and sworn to before me 6/18/18

*Betty Gates*

Notary Public, South Dakota

My Commission expires March 11, 2022



### NOTICE OF PUBLIC HEARING

The public is invited to attend a public hearing and provide comments on the first draft of the 2019-2022 Transportation Improvements Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The first draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, July 12, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD.

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Hartford Township; Sections 2 thru 11 and 13 thru 36 of Mapleton Township; Sections 18 thru 19 and 30 thru 31 of Red Rock Township; Sections 6 thru 7, 18 thru 19, and 30 thru 31 of Valley Springs Township; and within Lincoln County, the Township of Springdale; within Lincoln County, Sections 2 thru 11 of Township 99, Range 49 of Dayton Township; the Township of Delmore except sections 7 thru 8, 17 thru 20, and 29 thru 32, of Township 100 Range 51; Sections 1 thru 12 of LaValley Township; Sections 1 thru 4 and 12 of Perry Township.

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2975923 June 18, 2018

# Affidavit of Publication

STATE OF SOUTH DAKOTA  
COUNTY OF LINCOLN

**TERESA WILCOX**

being first duly sworn on his oath says; that the Sioux Valley News is a legal weekly newspaper of general circulation as required by South Dakota Code of Nineteen Hundred Thirty-Nine, and any acts amendatory thereto, printed and published by the Sioux Valley News, Inc., in Canton, in said county and State, and has been such legal newspaper during the time hereinafter mentioned; that he is and during all of said time was publisher of said newspaper and has personal knowledge of the facts stated in this affidavit; that the advertisement headed:

## Notice of Hearing Transportation Improvements Program

a printed copy of which is hereto attached, was printed and published in said newspaper for ONE successive week(s) upon the following dates, to-wit:

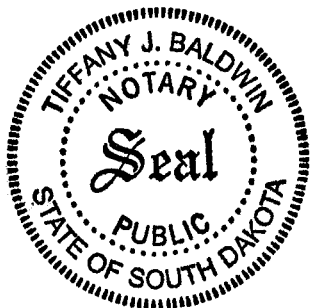
**June 21, 2018**

that the full amount of the fees charged for publishing the same to-wit: the sum of \$25.62 inures solely to the benefit of the publishers of said newspaper; that no agreement or understanding for any division of this sum has been made with any other person; and that no part of said sum has been agreed to be paid to any person whomsoever.

Ascribed and sworn to before me this 21st day of  
**June, 2018.**

Notary Public, South Dakota

(Seal)



My Commission Expires  
January 12, 2024

**NOTICE OF PUBLIC HEARING**  
The public is invited to attend a public hearing and provide comments on the first draft of the 2019-2022 Transportation Improvements Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The first draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, July 12, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD. The participants of the Sioux Falls MPO include the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration. The specific official planning study area boundary includes: within Minnehaha County, the Townships of Sioux Falls, Split Rock, and Wayne; within Minnehaha County, Sections 1 thru 4 and 9 thru 36, of Benton Township; Sections 13 thru 36 of

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AFFIDAVIT OF PUBLICATION-

Customer Number: 078101  
Invoice Number: 3038064

South Dakota Newspaper Services, Inc.

**Argus Leader**  
**AFFIDAVIT OF PUBLICATION**

STATE OF SOUTH DAKOTA

COUNTY OF MINNEHAHA } ss

Sara Kruse being duly sworn, says: That The **Argus Leader** is, and during all the times hereinafter mentioned was, a daily legal newspaper as defined by SDCL 17-2-2.1, as amended published at Sioux Falls, Minnehaha County, South Dakota; that affiant is and during all of said times, was an employee of the publisher of such newspaper and has personal knowledge of the facts stated in this affidavit; that the notice, order or advertisement, a printed copy of which is hereto attached, was published in said newspaper upon

Wednesday, the 25 day of July 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,

and that \$63.24 was charged for publishing the same.

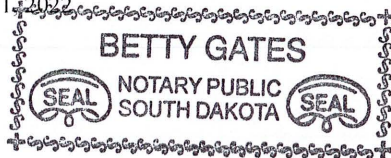
*Sara Kruse*

Subscribed and sworn to before me 7/25/18

*Betty Gates*

Notary Public, South Dakota

My Commission expires March 11, 2022



NOTICE OF PUBLIC HEARING

The public is invited to attend a public hearing and provide comments on the final draft of the 2019-2022 Transportation Improvement Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The final draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, August 9, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD. The participants of the Sioux Falls MPO include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration.

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3038064 July 25, 2018



AFFIDAVIT OF PUBLICATION-

Customer Number: 078101  
Invoice Number: 3038080

South Dakota Newspaper Services, Inc.

**Argus Leader Media**  
**AFFIDAVIT OF PUBLICATION**

STATE OF SOUTH DAKOTA

COUNTY OF MINNEHAHA } ss

Sara Kruse being duly sworn, says: That the **Brandon Valley Challenger** is, and during all the times hereinafter mentioned was, a weekly legal newspaper as defined by SDCL 17-2-2.1 through 17-2-2.4, as amended published at Sioux Falls, Minnehaha County, South Dakota; that affiant is and during all of said times, was an employee of the publisher of such newspaper and has personal knowledge of the facts stated in this affidavit; that the notice, order or advertisement, a printed copy of which is hereto attached, was published in said newspaper upon

\_\_\_\_\_ Wednesday, the 25 day of July 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,  
\_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 2018,

and that \$37.72 was charged for publishing the same.

*Sara Kruse*

Subscribed and sworn to before me 7/25/18

*Betty Gates*

Notary Public, South Dakota

My Commission expires March 11, 2022

**NOTICE OF PUBLIC HEARING**

The public is invited to attend a public hearing and provide comments on the final draft of the 2019-2022 Transportation Improvement Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The final draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, August 9, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD.

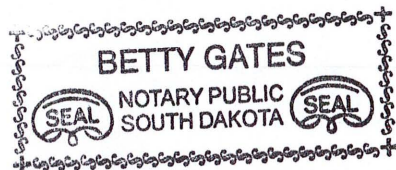
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Sections 2 thru 11 and 13 thru 36 of Mapleton Township; Sections 18 thru 19 and 30 thru 31 of Red Rock Township; Sections 6 thru 7, 18 thru 19, and 30 thru 31 of Valley Springs Township; and within Lincoln County, the Township of Springdale; within Lincoln County, Sections 2 thru 11 of Township 99 Range 49 of Dayton Township; the Township of Delapre except sections 7 thru 8, 17 thru 20, and 29 thru 32, of Township 100 Range 51; Sections 1 thru 12 of LaValley Township; Sections 1 thru 4 and 12 of Perry Township.

This hearing is open to the public and anyone with an interest is encouraged to attend. If you are unable to attend the hearing, you may request a copy of the document from SECOG at 500 N. Western Avenue, Suite 100, Sioux Falls, SD 57104. Parties who are hearing impaired are invited to use Relay 1-800-877-1113, extension 681-8175. Please notify Jim Feeney at SECOG (605) 681-8175 no later than 48 hours prior to the hearing if you have special needs for which arrangements will need to be made.

3038080 July 25, 2018





# AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA

:SS

COUNTY OF LINCOLN

Debbie Schmidt

being first duly sworn, disposes and says: That (he/she) is a resident of the County of Lincoln and State of South Dakota; that the TEA WEEKLY is a weekly legal newspaper of general circulation, printed and published in Tea, in said County and State, and is now, and has been such newspaper continuously, during all the times hereinafter mentioned; that the affiant is affiliated with said newspaper as employer or employee and has personal knowledge of all the facts stated in this affidavit, and the notice and advertisement headed

Notice of Public Hearing

a printed copy of which is hereonto attached and made a part hereof, was printed and published in the said newspaper 1 successive issues. That the first publication of said notice in said newspaper aforesaid was on Friday, the 27 day of July A.D., 20 18 and that the succeeding publication was severally on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_  
on Friday the \_\_\_ day of \_\_\_ A.D., 20 \_\_\_

that the fees charged for the printing and publication of said notice and advertisement in said newspaper as aforesaid were 22 Dollars and 75 Cents, and that said fees for the printing and publishing of said notice and advertisement, and for the affidavit as aforesaid, have been fully paid; that the full amount of the fee charged for the publishing of the said attached and annexed notice and advertisement inures to the benefit of the publishers of the said Tea Weekly, that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person, whomsoever.

Debbie Schmidt

Subscribed and sworn to before me this 27<sup>th</sup> day of July, 20 18.

Notary Public

Notary Public  
Lincoln County, South Dakota

My Commission expires Aug 13, 20 21.

## NOTICE

### NOTICE OF PUBLIC HEARING

The public is invited to attend a public hearing and provide comments on the final draft of the 2019-2022 Transportation Improvement Program (TIP) for the Sioux Falls Metropolitan Planning Organization (MPO). The 2019-2022 TIP is a four-year plan for proposed capital and operating expenditures for all modes of transportation including potential funding sources. The final draft of the TIP will be reviewed at a public hearing conducted at a meeting of the Technical Advisory Committee (TAC) of the Sioux Falls MPO at 2:00 PM on Thursday, August 9, 2018, in the Board Room of SECOG Center located at 500 N. Western Avenue, Sioux Falls, SD.

The participants of the Sioux Falls MPO include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; South Eastern Council of Governments (SECOG); South Dakota Department of Transportation; Federal Highway Administration; and Federal Transit Administration.

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Published once at the approximate cost of \$22.75.



# Affidavit of Publication

STATE OF SOUTH DAKOTA )

:SS

COUNTY OF MINNEHAHA: )

The undersigned, being first duly sworn, on his oath say THE MINNEHAHA MESSENGER is a weekly newspaper general circulation, printed and published in the City of Hartford Minnehaha County, South Dakota, by MATT ANDERSON, and has been such a newspaper during the times hereinafter mentioned: that it has a bona fide circulation of more than 200 copies weekly; that it has been published within said county of Minnehaha in the English language and admitted to the United States mail under the second class mailing privilege for more than one year next prior to the publication of the notice hereinafter mentioned, and has been printed during such period and at the present time in part in an office maintained at the said place of publication: that I, the undersigned, am either the publisher or employee of the said publisher of said newspaper and have personal knowledge of all the facts stated in the affidavit: that the advertisement headed

Notice of Public Hearing SE

a printed copy of which is hereto attached, was printed and published in the said newspaper for one (1) successive weeks; that said notice was published in the issues of said paper on the dates as follows, to wit:

The first publication be made on 7-26-18

The second publication on \_\_\_\_\_

The third publication on \_\_\_\_\_

The fourth publication on \_\_\_\_\_

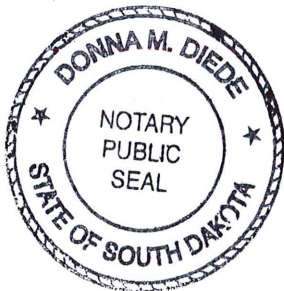
that 25.01 Being the full amount of the fee for publication of the annexed notice, insured solely to the benefit of the publisher of the said newspaper, that no agreement or understanding for the division thereof have been made with any other person whatsoever, and that said newspaper is a local newspaper under the law of the state of South Dakota.

Matt Anderson

Subscribed and sworn to before me this 27

day of July 2018

Donna M Diede  
Notary Public, South Dakota



My commission expires 2/10/2022

# Notice Of Public Hearing

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Published one time at the total approximate cost of \$25.01

07-26-18tc



# Affidavit of Publication

STATE OF SOUTH DAKOTA  
COUNTY OF LINCOLN

## TERESA WILCOX

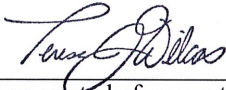
being first duly sworn on his oath says; that the Sioux Valley News is a legal weekly newspaper of general circulation as required by South Dakota Code of Nineteen Hundred Thirty-Nine, and any acts amendatory thereto, printed and published by the Sioux Valley News, Inc., in Canton, in said county and State, and has been such legal newspaper during the time hereinafter mentioned; that he is and during all of said time was publisher of said newspaper and has personal knowledge of the facts stated in this affidavit; that the advertisement headed:

### Transportation Improvement Program Notice of Public Hearing

a printed copy of which is hereto attached, was printed and published in said newspaper for **ONE** successive week(s) upon the following dates, to-wit:

**July 26, 2018**

that the full amount of the fees charged for publishing the same to-wit: the sum of **\$25.62** inures solely to the benefit of the publishers of said newspaper; that no agreement or understanding for any division of this sum has been made with any other person; and that no part of said sum has been agreed to be paid to any person whomsoever.



Ascribed and sworn to before me this **26th** day of  
**July, 2018.**

  
Notary Public, South Dakota

(Seal)



My Commission Expires  
January 12, 2024

### NOTICE OF PUBLIC HEARING

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Published in the Sioux Valley News on July 26, 2018, at the total approximate cost of \$25.62

## **Appendix D**

### **Agency Letters and Responses**



METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE, SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Mr. Scott Larson  
U.S. Fish & Wildlife Service  
Great Plains Fish and Wildlife Conservation Office  
420 S. Garfield Avenue, Suite 400  
Pierre, SD 57501-3181

Dear Mr. Larson:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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

Sincerely,

James Feeney  
Planner II

Enclosure



METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE, SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Ms. Leslie Murphy  
S.D. Department of Game, Fish & Parks  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Ms. Murphy:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

A handwritten signature in blue ink that reads 'James Feeney'.

James Feeney  
Planner II

Enclosure





METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE, SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Mr. Mark Mayer  
S.D. DENR – Drinking Water Program  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Mr. Mayer:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure



METROPOLITAN PLANNING ORGANIZATION

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July 10, 2018

Ms. Shannon Minerich  
S.D. DENR – Surface Water Quality  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Ms. Minerich:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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James Feeney  
Planner II

Enclosure





METROPOLITAN PLANNING ORGANIZATION

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SOUTH DAKOTA

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Ms. Vonni Kallemeyn  
S.D. DENR – Waste Management  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Ms. Kallemeyn:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure

RECEIVED

JUL 30 2018

Dept. of Environment and  
Natural Resources  
Waste Management



METROPOLITAN PLANNING ORGANIZATION

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www.siouxfallsmpo.org • jim@secog.org

July 13, 2018

Ms. Vonni Kallemeyn  
S.D. DENR – Waste Management  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

**Waste Management Determination  
Hazardous Waste/Solid Waste/Asbestos**

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

Approved By: Jonni Kallemeyn  
Date: 7-30-18

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

Dear Ms. Kallemeyn:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure



METROPOLITAN PLANNING ORGANIZATION

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[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Ms. Georgina Smith  
S.D. DENR – Ground Water Quality  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Ms. Smith:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'James Feeney', is written over a light blue circular background.

James Feeney  
Planner II

Enclosure



**DEPARTMENT of ENVIRONMENT  
and NATURAL RESOURCES**

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

denr.sd.gov

August 2, 2018

James Feeney, Planner II  
Sioux Falls Metropolitan Planning Organization  
500 N. Western Ave., Suite 100  
Sioux Falls, SD 57104

Re: Sioux Falls Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2019 – 2022, in Lincoln and Minnehaha Counties, South Dakota

Dear Mr. Feeney:

The South Dakota Department of Environment and Natural Resources' Ground Water Quality Program has reviewed the above referenced TIP plan update. Based on the information submitted in your letter dated July 13, 2018, the department has no specific groundwater concerns at this time. The department will comment on specific projects later when notification is received confirming the status of individual projects, or at a time when more details become available.

However, if you would like to do an initial review of one possible environmental concern, please note that there have been numerous petroleum and other chemical releases throughout the state. There have been a significant number of releases in the Sioux Falls region over time, and residual contamination from some releases may be encountered during the proposed construction projects. More information about releases reported in South Dakota is available at the following website:  
<http://arcgis.sd.gov/server/denr/spillsviewer/>.

If contamination is encountered during construction activities or caused by the construction work, the Sioux Falls MPO or its designated representative must report the contamination to the department at (605) 773-3296. Any contaminated soil encountered or caused by the construction must be temporarily stockpiled and sampled to determine disposal requirements.

Additionally, if construction for any of these projects disturbs one or more acre(s) of soil, a storm water permit may be required. For more information or to obtain a storm water permit, please contact the Department at 1-800-SD-Storm or visit: <http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx>.

Thank you for providing the department an opportunity to comment on this project and for the Metropolitan Planning Organization's concern in protecting South Dakota's environment. If you have any questions regarding this letter, please contact me at (605) 773-5855 or [georgina.smith@state.sd.us](mailto:georgina.smith@state.sd.us).

Sincerely,



Georgina Smith  
Environmental Scientist II

C: Scott Anderson, Minnehaha County Planning Director, 415 N. Dakota Ave., Sioux Falls, SD 57104  
Harold Timmerman, Lincoln County Emergency Manager, Canton, SD





METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE, SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Mr. Rick Boddicker  
S.D. DENR – Air Quality  
Joe Foss Building  
523 E. Capitol Avenue  
Pierre, SD 57501-3181

Dear Mr. Boddicker:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

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James Feeney  
Planner II

Enclosure



DEPARTMENT of ENVIRONMENT  
and NATURAL RESOURCES

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

denr.sd.gov

RECEIVED  
JUL 23 2018

July 18, 2018

Mr. James Feeney  
South East Council of Governments  
500 North Western Avenue – Suite 100  
Sioux Falls, SD 57104

RE: Air Quality Review of the Sioux Falls Transportation Improvement Plan

Dear Mr. Feeney:

The review of the Sioux Falls Transportation Improvement Plan (TIP) for 2019 to 2022 has been completed by the Air Quality Program. No special transportation conformity planning is required in the TIP because the area is attaining the National Ambient Air Quality Standards. The Department finds the Sioux Falls TIP as supplied in compliance with the South Dakota Air Quality State Implementation Plan.

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

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

Sincerely,

Rick Boddicker  
Environmental Scientist III  
Air Quality Program  
605-773-6706



METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE, SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

U.S. Army Corps of Engineers, Omaha District  
Planning Branch  
Attn: CENWO-PM-AC  
1616 Capitol Avenue  
Omaha, NE 68102-4901

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

The Sioux Falls MPO is currently updating its Transportation Improvements Program (TIP) for the years 2019-2022. The TIP is a four-year plan for proposed capital and operating expenditures for transportation, including potential funding sources, for the Sioux Falls MPO Planning Area. I have enclosed the TIP for your review and comment. An electronic version can be viewed at <http://siouxfallsmpo.org/>.

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

Sincerely,

James Feeney  
Planner II

Enclosure





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

**RECEIVED**

**AUG 01 2018**

July 24, 2018

Planning, Programs, and Project Management Division

Mr. James Feeney  
Sioux Falls Metropolitan Planning Organization  
500 N. Western Ave, Suite 100  
Sioux Falls, South Dakota 57104

Dear Mr. Feeney:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated July 13, 2018 (received July 16, 2018) regarding the environmental review of the proposed 2019-2022 Sioux Falls Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea, in Lincoln and Minnehaha Counties, South Dakota. It is understood that the four-year plan includes proposed transportation improvement projects in the Sioux Falls MPO Planning Area. We anticipate providing comments on future development highlighted in the plan. Until then, we offer the following comments for your consideration:

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

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

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

Since the proposed project does not appear to be located within Corps owned or operated lands, your plans should be submitted to the local floodplain administrator for review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Lincoln and Minnehaha Counties

and the State of South Dakota. In addition, please coordinate with the following floodplain management office:

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

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

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

If you have any questions, please contact Ms. Shelly McPherron of my staff at (402) 995-2507 or [michelle.m.mcpherron@usace.army.mil](mailto:michelle.m.mcpherron@usace.army.mil) and reference PD# 8088 in the subject line.

Sincerely,

 7-25-18  
for:

Eric A. Laux  
Chief, Environmental & Cultural Resources

Copy Furnished:  
CENWO-ODR-SD/Naylor



METROPOLITAN PLANNING ORGANIZATION

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[www.siouxfallsmpo.org](http://www.siouxfallsmpo.org) • [jim@secog.org](mailto:jim@secog.org)

July 10, 2018

Mr. Nathan Jones  
USDA-NRCS  
200 4th Street SW  
Huron, SD 57350-2475

Dear Mr. Jones:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

The Sioux Falls MPO is currently updating its Transportation Improvements Program (TIP) for the years 2019-2022. The TIP is a four-year plan for proposed capital and operating expenditures for transportation, including potential funding sources, for the Sioux Falls MPO Planning Area. I have enclosed the TIP for your review and comment. An electronic version can be viewed at <http://siouxfallsmpo.org/>.

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

Sincerely,

A handwritten signature in blue ink that reads 'James Feeney'.

James Feeney  
Planner II

Enclosure



METROPOLITAN PLANNING ORGANIZATION

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July 10, 2018

Ms. Paige Hoskinson-Olson  
ATTN: Section 106 Review and Compliance  
South Dakota State Historical Society  
Cultural Heritage Center  
900 Governors Drive  
Pierre, SD 57501

Dear Ms. Hoskinson-Olson:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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James Feeney  
Planner II

Enclosure



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July 10, 2018

Mr. Marc Macy  
South Dakota Division of Emergency Management  
221 S. Central Avenue  
Pierre, SD 57501

Dear Mr. Macy:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure



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July 10, 2018

Mr. Perry Little  
Yankton Sioux Tribe  
800 Main Avenue SW  
PO Box 1153  
Wagner, SD 57380

Dear Mr. Little:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure



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July 10, 2018

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

Dear Mr. Naylor:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea; Lincoln and Minnehaha Counties; and the South Eastern Council of Governments (SECOG). By law, all urbanized areas with a population of 50,000 or greater are required to have an MPO that is responsible for area transportation planning and programming activities. The MPO is funded with Federal Highway Administration and Federal Transit Administration Planning Funds, CFDA No. 20.205. The annual federal funding allocation for the Sioux Falls MPO is approximately \$1.2 million.

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Sincerely,

James Feeney  
Planner II

Enclosure



# **Appendix E**

## **Public Comments/Questions**

# **Appendix F**

## **Self-Certification**

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

In accordance with 23 CFR 450.336, the **South Dakota Department of Transportation** and the **Sioux Falls Metropolitan Planning Organization** for the **Sioux Falls, 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.

Sioux Falls, South Dakota MPO  
Metropolitan Planning Organization

Signature

Title

Date

*Carole Givert*

*chair*

*7/12/18*

South Dakota Department of Transportation  
State Department of Transportation

Signature

Title

Date

*D. Breyer*

*Secretary*

*7/27/18*

**Metropolitan Transportation Planning Self-Certification  
for the  
Sioux Falls Metropolitan Planning Organization**

The following is to demonstrate and resolve that the Sioux Falls Metropolitan Planning Organization's transportation planning process is addressing the major issues in the Sioux Falls Metropolitan Planning Area (MPA) and is being conducted with all applicable requirements of the Self Certification Process (23 Code of Federal Regulations (CFR) 450.336).

**(1) 23 United States Code (U.S.C.) 134, 49 U.S.C. 5303, and this subpart;**

**A. Metropolitan Planning Organization (MPO) (*Ref: 23 U.S.C 134 and 23 CFR 450.306*)**

The Sioux Falls Metropolitan Planning Organization (MPO) was established under a Memorandum of Understanding (MOU) between Lincoln County, Minnehaha County, the City of Sioux Falls, the State of South Dakota, acting by and through its Department of Transportation, and the South Eastern Council of Governments (SECOG). The participants in the Metropolitan Transportation Planning Process include: the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea, Lincoln and Minnehaha Counties, the South Eastern Council of Governments, the South Dakota Department of Transportation (SDDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

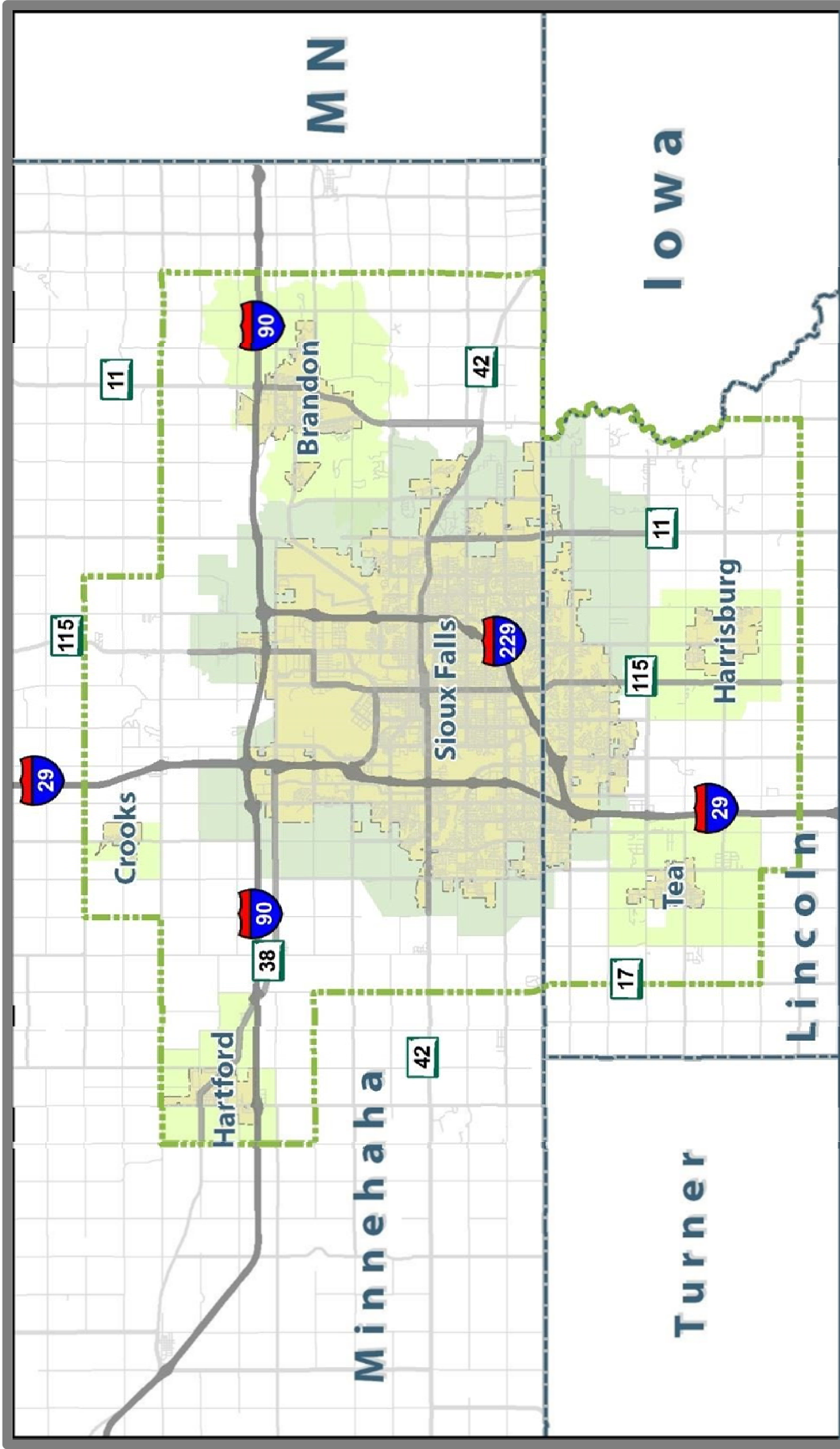
Through the MOU, the authority for transportation and transit planning for the Sioux Falls MPA was delegated to the Urbanized Development Commission (UDC). The UDC is the governing body with two permanent advisory committees, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC). SECOG serves as the coordinating entity for the MPO.

**B. Geographic Scope (*Ref: 23 U.S.C. 134 and 23 CFR 450.312*)**

In January 2008, the MPA boundary of the Sioux Falls MPO was adjusted. The Sioux Falls MPA includes portions of Lincoln and Minnehaha Counties, including the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea.

The Sioux Falls MPO covers roughly 321 square miles, including within Minnehaha County, the Townships of Sioux Falls, Split Rock, and Wayne; within Minnehaha County, Sections 1 thru 4 and 9 thru 36, of Benton Township; Sections 13 thru 36 of Brandon Township; Sections 13 thru 16, 21 thru 28, and 33 thru 36 of Hartford Township; Sections 2 thru 11 and 13 thru 36 of Mapelton Township; Sections 18 thru 19 and 30 thru 31 of Red Rock Township; Sections 6 thru 7, 18 thru 19, and 30 thru 31 of Valley Springs Township; and within Lincoln County, the Township of Springdale; within Lincoln County, Sections 2 thru 11 Township 99 Range 49 of Dayton Township; the Township of Delapre except sections 7 thru 8, 17 thru 20, and 29 thru 32, of Township 100 Range 51; Sections 1 thru 12 of LaValley Township; Sections 1 thru 4 and 12 of Perry Township.

The area is shown on the following map.



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

- i. Agreements in force among the participating agencies relative to the transportation process include:
  - a) Memorandum of Understanding (MOU), made and entered into by and among Lincoln County, South Dakota; Minnehaha County, South Dakota; City of Sioux Falls, South Dakota; the State of South Dakota, acting by and through its Department of Transportation; and the South Eastern Council of Governments, establishing a cooperative, continuing, and comprehensive transportation planning process for the Sioux Falls metropolitan area. The most recent MOU was executed in 2017.
- ii. Agreements between the State and the MPO include:
  - a) SECOG, acting as the Sioux Falls MPO, has an agreement with the SDDOT for annual FHWA and FTA planning funds.
- iii. Agreements between the MPO and other entities include:
  - a) SECOG subcontracts with the City of Brandon, City of Crooks, City of Harrisburg, City of Hartford, City of Sioux Falls, City of Tea, Lincoln County, and Minnehaha County for planning (PL) eligible activities. Total dollar figures for funding (for each individual entity) are determined during development of the Unified Planning Work Program and based upon the total amount of PL federal funds allocated to the State of South Dakota.
  - b) The MPO also has planning agreements with consultants for special studies as needed.

**D. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.306)**

- i. Cooperative Metropolitan Planning Process:

The members of the Sioux Falls MPO recognize the need for transportation and transit planning within the MPA encompassing the City of Sioux Falls, South Dakota. The entities of the MPO cooperate in a joint effort to execute a transportation and transit planning process, which is comprehensive in scope and continuing in nature.

The transportation planning process is cooperative so that each member has a voice in planning decisions and that those decisions are reflective and responsive to both policies and programs of the planning area jurisdictions and the SDDOT. This process includes the Sioux Area Metro transit system which is owned by the City of Sioux Falls, a member of the Sioux Falls MPO.

The delegation of authority for the transportation planning process in the Sioux Falls MPA to the UDC carries a commitment and responsibility to cooperatively take part in the transportation planning process. This process includes city, county, state, and public participation through not only the UDC, but also the TAC and the CAC. Sioux Area Metro is currently represented on the TAC by the General Manager and on the UDC by the Mayor of Sioux Falls. FHWA and FTA designate staff to serve on the TAC and UDC as non-voting members. SDDOT also designates staff to serve on the TAC and a Transportation Commissioner to serve on the UDC as voting members.

The metropolitan planning process includes:

- a) Development and maintenance of the Long Range Transportation Plan (LRTP)
  - b) Development and maintenance of the Transportation Improvement Program (TIP)
  - c) Review of specific transportation and development proposals for consistency with the Long Range Transportation Plan (LRTP)
  - d) Coordination of transportation decisions among local jurisdictions and state agencies
  - e) Development and maintenance of the Unified Planning Work Program (UPWP)
- ii. Agreed Responsibilities for Development of the UPWP, TIP and LRTP:
    - a) City of Sioux Falls staff currently provides Travel Demand Modeling Services for all Sioux Falls MPO related work.

- b) SECOG leads development and maintenance of the UPWP, TIP and LRTP. This work is coordinated with all the Sioux Falls MPO agencies.

## **E. Metropolitan Transportation Planning Products**

- i. Unified Planning Work Program (UPWP) (*Ref: 23 CFR 450.308*):

The UPWP is the document that describes the annual objectives, work activities/products, and planning research studies to be accomplished by the participants of the Sioux Falls metropolitan transportation planning process. The governmental entities involved in the metropolitan transportation planning process include: SECOG; the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln and Minnehaha Counties; SDDOT; FHWA; and FTA. These entities are responsible for the transportation planning that occurs within the MPA. The planning tasks that are conducted and the products that are produced by the entities listed above are used in a formalized local decision-making process to formulate and approve area transportation plans that address the unique challenges of the Sioux Falls MPA. Tasks for the UPWP are developed and prioritized by the MPO staff, consisting of invited staff meeting participation by the jurisdictional entities and SECOG. Projects and their priorities are solicited from the MPO counties and cities. The MPO staff develops the work items internally and relies on the three MPO committees to review and approve products. These committees include the CAC, TAC, and UDC. The UDC is the designated decision-making body for the MPO.

- ii. Long Range Transportation Plan (LRTP) (*Ref: 23 U.S.C. 134 and 23 CFR 450.324*):

The transportation planning process is maintained and operated on a continuing basis. The Sioux Falls MPO LRTP is designed to guide multimodal transportation planning activities into the future. The guiding objectives identified in the approved LRTP are used to prioritize long-range transportation investments in the planning area. The guiding objectives are as follows: preserving people's ability to travel across the City of Sioux Falls – cross town travel; maintaining the condition of the region's existing multimodal transportation system, particularly the condition of the streets in Sioux Falls and the surrounding communities in Lincoln and Minnehaha Counties; ensuring that residents can safely travel in the region, particularly around schools; ensuring that the capacity of the region's transportation system can accommodate projected increases in population; increasing the use of alternative modes of transportation, such as carpooling, public transportation, biking, and walking.

The LRTP is cooperatively developed through coordination with the Sioux Falls MPO Committees and staff and officials from the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County; Minnehaha County; FHWA; FTA; SDDOT; and SECOG.

The federally compliant Sioux Falls MPO LRTP is required to be updated every five years. The current LRTP was adopted on November 19, 2015.

- iii. Transportation Improvement Program (TIP) (*Ref: 23 U.S.C. 134 and 23 CFR 450.326*):

The Sioux Falls MPO TIP represents a prioritized program of transportation improvements in the following multi-modal areas: streets and highways, public transportation, aviation, railroads, bicycles, and pedestrian. Projects are prioritized within each program year by funding category. The Sioux Falls MPO TIP is developed jointly by the South Dakota Department of Transportation (SDDOT), the local participating units of government, agencies, and the committees of the MPO. The development of the TIP 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 TIP by the governmental entity having jurisdiction.

The TIP is a compilation of projects extracted from the MPO's LRTP and plans of the units of government and other agencies participating in the local transportation planning process. Federal aid and State funded

projects included within the TIP are also found in SDDOT's Statewide Transportation Improvement Program (STIP). Regionally significant projects located within the cities are drawn from either the city's Capital Improvements Program (CIP), as in the case of Sioux Falls, or developed internally through other planning and budgeting processes. Regionally significant 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 LRTP for the Sioux Falls MPA. Projects within the TIP are in compliance with the LRTP. In addition to LRTP conformity, projects listed within the TIP also conform to a broad set of considerations identified in the FAST Act.

The Sioux Falls MPO's 2018-2021 TIP was adopted in August 2017 and was incorporated into SDDOT's STIP. The 2019-2022 TIP is currently being developed and is scheduled for approval in August 2018.

## F. Planning Considerations

The goals of the Sioux Falls MPO will be consistent with the Metropolitan Transportation Planning Factors of the FAST Act. The guiding principles and goals for the current 2040 Sioux Falls MPO Long Range Transportation Plan (LRTP) are the primary drivers for the entire planning process. They establish the overall direction for the plan, and serve as a resource when developing and prioritizing all potential projects within the region. The 2040 LRTP guiding principles and goals included:

### A. Operational Efficiency



**Create a more efficient transportation system through system management and operational improvements.**

- A.1 Improve and maintain efficient traffic operations on routes across Sioux Falls in order to provide multiple reliable cross-town travel options.
- A.2 Promote strategies and technologies that maximize the capacity of existing facilities.
- A.3 Promote reductions in recurring congestion through capacity enhancements, operational strategies, and system management practices.
- A.4 Maintain reliable operations by minimizing delays associated with non-recurring congestion events, such as incidents, work zones, weather, and special events.

### B. Connectivity and Economic Vitality



**Support regional economic vitality through a transportation network that serves inter- and intra-regional accessibility and mobility needs for both people and goods.**

- B.1 Provide reliable access to employment centers, educational opportunities, health and social services, and a variety of housing choices.
- B.2 Support economic development and diversification through transportation improvements that link communities and destination areas within the region.
- B.3 Increase the accessibility and mobility of people and freight through improvements that enable efficient, reliable, and cost-effective roadway, rail, and air transportation options to other regions.



## C. Livability and Environmental Sustainability



**Preserve the social and environmental character of the region through an integrated approach that incorporates both transportation strategies and land use considerations.**

- C.1 Protect and enhance the natural and historic environment using context-sensitive transportation strategies.
- C.2 Conserve land and support infill development through operational and multimodal transportation strategies.
- C.3 Preserve the character of existing neighborhoods and communities.
- C.4 Provide efficient multimodal access to growth areas for all users, including underrepresented populations.

## D. Multimodal Integration



**Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.**

- D.1 Provide comfortable, convenient, safe, economical, and user-friendly multimodal transportation options for all user groups, regardless of socioeconomic status or physical ability.
- D.2 Support a fully integrated multimodal network to facilitate walking, bicycling, driving, and taking public transportation.
- D.3 Expand and maintain a network of bicycle, pedestrian, and transit facilities that closes gaps, removes barriers, and connects homes, activity centers, and complementary amenities.
- D.4 Implement complete street policies where appropriate to ensure streets serve as a shared public resource for all users.

## E. Safety and Security



**Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.**

- E.1 Improve the safety of the multimodal transportation system for all user groups regardless of socioeconomic status or physical ability.
- E.2 Increase the reliability and predictability of the transportation experience through system improvements, enhanced communication, and reduced emergency response times.
- E.3 Balance capacity and travel time enhancements with safety considerations for all modes.

## F. System Preservation



**Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.**

- F.1 Maintain the transportation network by tracking the condition of assets, identifying needs, and prioritizing preservation, rehabilitation, and replacement projects.
- F.2 Increase the lifespan of existing multimodal transportation infrastructure, streets, facilities, and other assets through preservation.
- F.3 Budget for full life-cycle costs of all capital and network expansion projects in order to ensure the sustainability of new infrastructure.

While the planning factors helped provide guidance during the development of the guiding principles and goals, they do not match in a one-to-one fashion. The table below demonstrates that all planning factors were taken into account, and in some cases there are multiple guiding principles that share a common objective within each of the planning factors.

MAP-21 Planning Factors	Go Sioux Falls 2040 LRTP Planning Goals
1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	B. Connectivity and Economic Vitality
2 Increase the safety of the transportation system for motorized and non-motorized users	E. Safety and Security
3 Increase the security of the transportation system for motorized and non-motorized users	A. Operational Efficiency E. Safety and Security
4 Increase the accessibility and mobility of people and freight	A. Operational Efficiency B. Accessibility and Economic Vitality D. Multimodal Integration
5 Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns	C. Livability and Environmental Sustainability
6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	B. Accessibility and Economic Vitality D. Multimodal Integration
7 Promote efficient system management and operation	A. Operational Efficiency D. Multimodal Integration
8 Emphasize the preservation of the existing transportation system	G. System Preservation

**G. Public Involvement (Ref: 23 CFR 450.316)**

Sioux Falls MPO Public Participation Plan (PPP):

The Sioux Falls MPO has accepted the following transportation planning public participation mission statement: The MPO’s public participation process will focus the type of participation based on the decisions to be made and ensure the public has the opportunity to be included in the decision-making process.

Before the UDC’s approval of any MPO plan or product, the policies of the PPP shall be followed. The PPP will help ensure that the public and interested parties have an opportunity to voice their concerns and to influence the outcome of decisions. Through the seven-step strategic methodology, the PPP carefully organizes the various ways in which to contact people, give them the information they need, hear their concerns, respond to their concerns, and incorporate their concerns into the final product.

STEP 1 – Goals: Determine the specific goals and objectives that public participation is to accomplish.

STEP 2 – Stakeholders: Identify the public that either might be interested in participating or whose participation is necessary to achieve the objectives.

STEP 3 – Methods: Select a technique(s) for interacting with the public that will achieve the objectives.

STEP 4 – Notification: Select suitable notification techniques for reaching the desired public with the necessary information.

STEP 5 – Implementation: Implement and conduct the appropriate participation technique(s).

STEP 6 – Evaluation: Determine how the techniques are to be evaluated.

STEP 7 – Incorporation: Incorporate the results of the participation into the plan or product.

Examples of public participation techniques being used in the Sioux Falls MPO planning processes include: public hearings, coordination with the CIP and STIP processes, CityLink public service announcements, use of the Sioux Falls MPO website, press releases, public meetings, open houses, presentations, and other techniques appropriate with the project goals.

#### **H. Lobbying Prohibition (Ref: 49 CFR 20)**

The funding agreement and all contracts with the Sioux Falls MPO include language regarding breach of any federal statutes, rules, program requirements and grant provisions applicable to federal funds. Through approval of that agreement, the Sioux Falls MPO agrees to follow all applicable rules.

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

##### **A. 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 MPO 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 *Public Participation Plan for the Sioux Falls MPO* addresses the full and fair participation of all populations.

#### **(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;**

##### **A. Employment & Business Opportunity Discrimination (Ref: 49 U.S.C. 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, religion, national origin, sex, disability or age.

It is the policy of the Sioux Falls MPO to ensure that no discrimination on the basis of race, color, creed/religion, national origin, sex, disability or age in any employment or business opportunity occurs.

**(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 USDOT funded projects;**

**A. Disadvantaged Business Enterprise (DBE) (Ref: Pub. L. 109-59 and 49 CFR part 26)**

The Sioux Falls MPO shows a good faith effort to solicit Disadvantaged Business Enterprises (DBEs) when procuring assistance from private contractors.

It is the policy of the MPO to ensure that no discrimination on the basis of race, color, creed/religion, national origin, sex, disability or age in any employment or business opportunity occurs.

**(5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

**A. Equal Employment Opportunity – Federal Aid Construction Projects (Ref: 23 CFR part 230)**

This requirement is not applicable to the Sioux Falls MPO. The Sioux Falls MPO is a planning organization and does not construct projects.

**(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;**

**A. Americans with Disabilities Act (ADA) (Ref: 42 U.S.C. 12101 et seq. 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 MPO's public participation plan addresses the Americans with Disabilities Act and persons with disabilities are represented on the Sioux Falls MPO Citizens Advisory Committee.

Sioux Falls MPO public meetings are held in locations accessible to people with disabilities, and the MPO office is located in an accessible building.

**(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;**

**A. Older Americans Act (Ref: 43 U.S.C. 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 the Sioux Falls MPO to ensure that no discrimination on the basis of age occurs. The MPO's public participation plan addresses the full and fair participation of all populations.

**(8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**

**A. Gender Discrimination (Ref: Section 324 of title 23 U.S.C.)**

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 the Sioux Falls MPO to ensure that no discrimination on the basis of sex occurs. The MPO's public participation plan addresses the full and fair participation of all populations.

**(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.**

**A. Discrimination Against Individuals with Disabilities (*Ref: Section 29 U.S.C. 794 and 49 CFR part 27*)**

The federal code states: No person or 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 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 the Sioux Falls MPO to ensure that no discrimination on the basis of disability occurs. The MPO's public participation plan addresses the full and fair participation of all populations.

**Note: This section is for informational purposes only. The information under each number explains the code requirement in the Code of Federal Regulations (CFR) or United States Code (U.S.C.).**

**(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;**

U.S.C. TITLE 23--HIGHWAYS  
CHAPTER 1--FEDERAL-AID HIGHWAYS  
Sec. 134. Metropolitan transportation planning

U.S.C. TITLE 49--TRANSPORTATION  
SUBTITLE III--GENERAL AND INTERMODAL PROGRAMS  
CHAPTER 53--PUBLIC TRANSPORTATION  
Sec. 5303

Metropolitan transportation planning:

- shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan planning areas of the State
- a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals
- the boundaries of a metropolitan planning area shall be determined by agreement between the metropolitan planning organization and the Governor

Also referenced:

CFR Title 23: Highways  
PART 450—PLANNING ASSISTANCE AND STANDARDS  
450.306 Scope of the metropolitan transportation planning process.  
450.308 Funding for transportation planning and unified planning work programs.  
450.312 Metropolitan planning area boundaries.  
450.314 Metropolitan planning agreements.  
450.316 Interested parties, participation, and consultation.  
450.324 Development and content of the metropolitan transportation plan.  
450.326 Development and content of the transportation improvement program (TIP).

CRF Title 49: Transportation  
PART 20—NEW RESTRICTIONS ON LOBBYING

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

U.S.C. TITLE 42--THE PUBLIC HEALTH AND WELFARE  
CHAPTER 21--CIVIL RIGHTS  
SUBCHAPTER V--FEDERALLY ASSISTED PROGRAMS  
Sec. 2000d-1

CFR Title 49: Transportation  
PART 21—NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS OF THE DEPARTMENT OF TRANSPORTATION—EFFECTUATION OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The purpose of this part is to effectuate the provisions of title VI of the Civil Rights Act of 1964 (hereafter referred to as the Act) to the end 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 otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Transportation.

**(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;**

U.S.C. TITLE 49--TRANSPORTATION  
SUBTITLE III--GENERAL AND INTERMODAL PROGRAMS  
CHAPTER 53--PUBLIC TRANSPORTATION  
Sec. 5332. Nondiscrimination

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/religion, national origin, sex, disability, or age.

**(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 USDOT funded projects;**

CFR Title 49: Transportation  
PART 26--PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN DEPARTMENT OF TRANSPORTATION FINANCIAL ASSISTANCE PROGRAMS

This part seeks to achieve several objectives including: to ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs; and to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

**(5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

CFR Title 23: Highways  
PART 230--EXTERNAL PROGRAMS

The purpose of the regulations in this subpart is to prescribe the policies, procedures, and guides relative to the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts, except for those contracts awarded under 23 U.S.C. 117, and to the preparation and submission of reports pursuant thereto.

**(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;**

U.S.C. CHAPTER 126--EQUAL OPPORTUNITY FOR INDIVIDUALS WITH DISABILITIES  
Sec. 12101.

It is the purpose of this chapter to provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities.

CFR Title 49: Transportation  
PART 27--NONDISCRIMINATION ON THE BASIS OF DISABILITY IN PROGRAMS OR ACTIVITIES RECEIVING FEDERAL FINANCIAL ASSISTANCE

The purpose of this part is to carry out the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her 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.

#### PART 37—TRANSPORTATION SERVICES FOR INDIVIDUALS WITH DISABILITIES (ADA)

The purpose of this part is to implement the transportation and related provisions of titles II and III of the Americans with Disabilities Act of 1990.

#### PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES

This part provides minimum guidelines and requirements for accessibility standards in part 37 of this title for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. 1201 et seq. ).

#### **(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;**

#### U.S.C. CHAPTER 76--AGE DISCRIMINATION IN FEDERALLY ASSISTED PROGRAMS Sec. 6101

It is the purpose of this chapter to prohibit 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**

#### U.S.C. TITLE 23—HIGHWAYS CHAPTER 3--GENERAL PROVISIONS Sec. 324

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. This provision will be enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under title VI of the Civil Rights Act of 1964. However, this remedy is not exclusive and will not prejudice or cut off any other legal remedies available to a discriminatee.

#### **(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.**

#### U.S.C. TITLE 29--LABOR CHAPTER 16--VOCATIONAL REHABILITATION AND OTHER REHABILITATION SERVICES SUBCHAPTER V--RIGHTS AND ADVOCACY Sec. 794. Nondiscrimination under Federal grants and programs

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.

CFR Title 49: Transportation

PART 27—NONDISCRIMINATION ON THE BASIS OF DISABILITY IN PROGRAMS OR ACTIVITIES  
RECEIVING FEDERAL FINANCIAL ASSISTANCE

The purpose of this part is to carry out the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her 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.

# **Appendix G**

## **Amendments**