



METROPOLITAN PLANNING ORGANIZATION

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## Agenda

### **Citizen Advisory Committee**

SECOG Center – Board Room  
500 N Western Ave, Sioux Falls, SD  
**July 12, 2023, at 3:00 PM**

Interested parties may also participate via Microsoft Teams

**Join on your computer, mobile app, or room device**

[Click here to join the meeting](#)

Meeting ID: 282 609 433 386

Passcode: mdrCcR

#### CAC Meeting – 3:00 PM – Roll Call

- |                                                                                                                       |                                  |
|-----------------------------------------------------------------------------------------------------------------------|----------------------------------|
| 1. Public Input on Non-Agenda Items <i>(3-minute comment period per individual)</i>                                   | Chair                            |
| 2. Approval of the May 10, 2023 Minutes <i>(Recommendation for Approval Requested)</i>                                | Chair                            |
| 3. Final Draft 2024 Unified Planning Work Program (UPWP) <i>(Recommendation for Approval Requested)</i>               | Sean Hegyi                       |
| 4. Sioux Falls MPO Self-Certification <i>(Recommendation for Approval Requested)</i>                                  | Sean Hegyi                       |
| 5. 2023-2026 Transportation Improvement Program (TIP) Revision #23-005 <i>(Recommendation for Approval Requested)</i> | Sam Trebilcock                   |
| 6. Market Research Study <i>(Informational)</i>                                                                       | Chris Tatham, ETC                |
| 7. Brandon Master Transportation Plan <i>(Informational)</i>                                                          | Tami Jansma<br>Jason Carbee, HDR |
| 8. First Draft 2024-2027 Transportation Improvement Program (TIP) <i>(Informational)</i>                              | Sean Hegyi<br>Jim Feeney         |
| 9. Other Business                                                                                                     |                                  |
| a. 2024-2027 STIP Meeting Dates and Times                                                                             | Sarah Gilkerson                  |
| b. Coordinated Plan Update                                                                                            | Sean Hegyi                       |
| c. Upcoming meetings                                                                                                  | Sean Hegyi                       |

**Next CAC Meeting:** August 9, 2023

*Persons with special needs for which the MPO can provide accommodations may call 605.681.8175 at least 48 hours in advance of the meeting.*

# Minutes

Citizens Advisory Committee of the  
Sioux Falls MPO

May 10, 2023

## **Members Present**

Cory Diedrich  
Collin Enstad  
Luke Jessen  
Dave Jackson  
Rick Laughlin  
Butch Oseby  
Chuck Parsons  
Amanda Snoozy

## **Members Absent**

Jesse Fonkert  
Ryan Groeneweg  
Mark Hoffman  
Mollie Keating  
Rachael Neiman

## **Others Present**

## **Staff Present**

Jim Feeney, SECOG  
Sean Hegyi, SECOG  
Sarah Gilkerson, SDDOT  
Tobias Schantz, City of Crooks  
Sam Trebilcock, City of Sioux Falls  
Fletcher Lacock, City of Sioux Falls  
Danaca Schettler, City of Sioux Falls  
Shannon Ausen, City of Sioux Falls  
Mark Hoines, FHWA  
Greg Heitmann, FHWA

The meeting was called to order by Chair Cory Diedrich at 3:00 p.m. The roll was taken, and a quorum was present.

1. **Public Input on Non-Agenda Items:** There was no public input.
2. **Approval of the March 8, 2023 Minutes:** Chuck Parsons made a motion to approve the March 8, 2023, minutes and was seconded by Collin Enstad. A voice vote was called, and the motion carried unanimously.
3. **2024-2027 Transportation Improvement Program (TIP) Public Participation Plan:** Sean Hegyi presented the 2024-2027 TIP Public Participation Plan. Dave Jackson made a motion to recommend the approval of the 2024-2027 TIP Public Participation Plan and was seconded by Luke Jessen. A voice vote was called, and the motion carried unanimously.
4. **Sioux Falls MPO Area Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Public Participation Plan:** Sean Hegyi presented the Coordinated Plan Public Participation Plan. Rick Laughlin made a motion to recommend approval of the Coordinated Plan Public Participation Plan and was seconded by Chuck Parsons. A voice vote was called, and the motion carried unanimously.
5. **Sioux Falls MPO Transportation Planning Market Research Study Public Participation Plan:** Sean Hegyi presented the Market Research Study Public Participation Plan. Dave Jackson made a motion to recommend approval of the Coordinated Plan Public Participation Plan and was seconded by Luke Jessen. A voice vote was called, and the motion carried unanimously.
6. **2023 Unified Planning Work Program (UPWP) Amendment #2023-02:** Sean Hegyi presented the 2023 UPWP Amendment #2023-02. Luke Jessen made a motion to recommend approval of the 2023 UPWP Amendment #2023-02 and was seconded by Collin Enstad. A voice vote was called, and the motion carried unanimously.
7. **2023-2026 Transportation Improvement Program (TIP) Revision #23-003:** Sarah Gilkerson presented the 2023-2026 TIP Revision #23-003. Chuck Parsons made a motion to recommend approval of the 2023-2026 TIP Revision #23-003 and was seconded by Rick Laughlin. A voice vote was called, and the motion carried unanimously.
8. **2023-2026 Transportation Improvement Program (TIP) Administrative Amendment #23-004:** Sarah Gilkerson presented the 2023-2026 TIP Administrative Amendment #23-004. This was for informational purposes only.
9. **Critical Urban Freight Corridors:** Sarah Gilkerson presented an overview of new designations to the Sioux Falls area Critical Urban Freight Corridors. This was for informational purposes only.

**10. First Draft 2024 Unified Planning Work Program (UPWP):** Sean Hegyi presented the First Draft 2024 Unified Planning Work Program (UPWP). This was for informational purposes only.

**11. Other Business:**

- a. Sarah Gilkerson presented the dates of the upcoming 2024-2027 Statewide Transportation Improvement Program (STIP) meetings. This was for informational purposes only.
- b. Sean Hegyi presented the dates of upcoming meetings. This was for informational purposes only.

**12. Adjourn:** Chair Cory Diedrich adjourned the meeting at 3:42 p.m.

# 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

January 1, 2024 – December 31, 2024



## 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,  
and the  
South Dakota Department of Transportation

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

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

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

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



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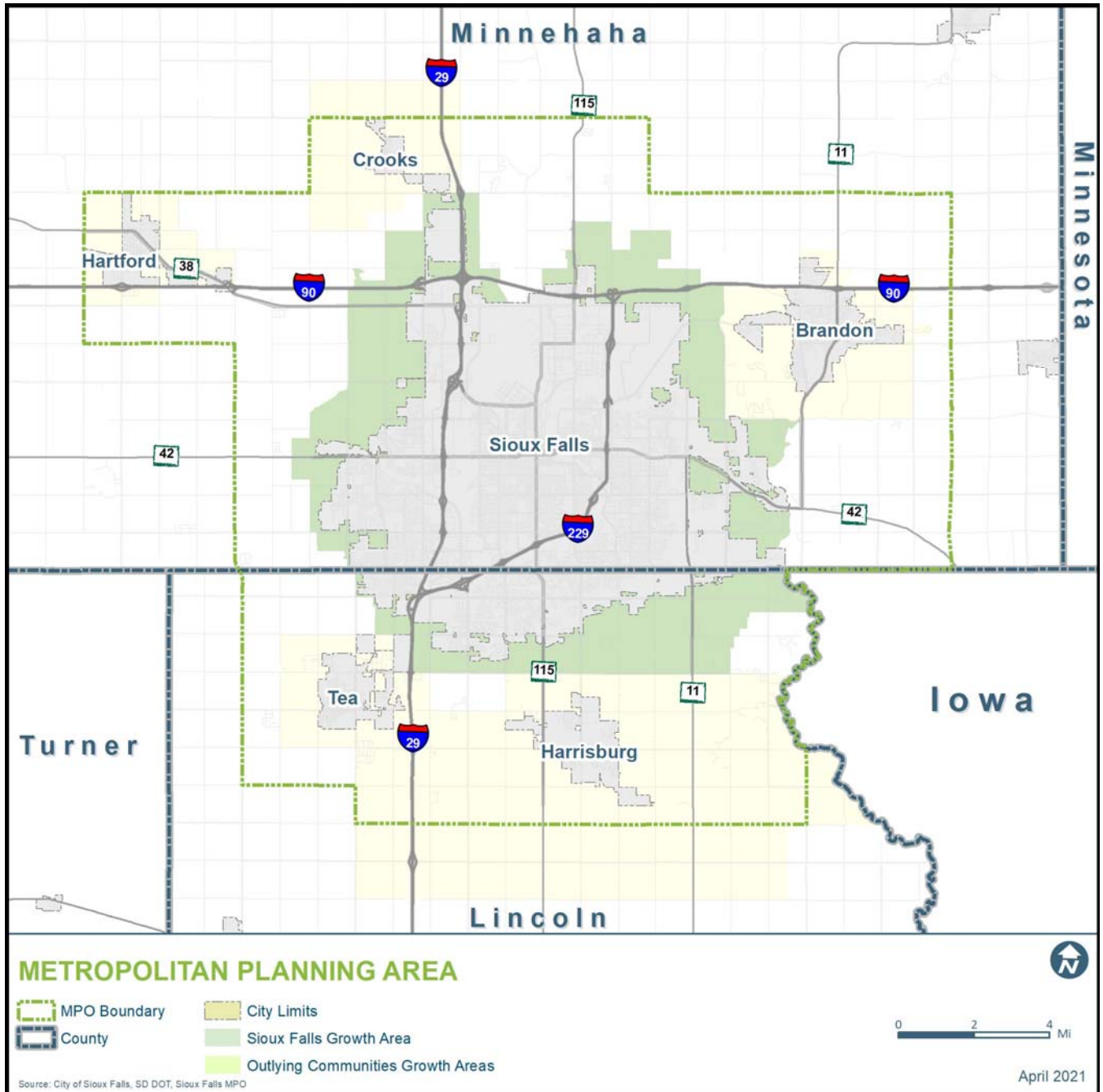


## **Acronyms and Abbreviations**

ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
CAC	Citizens Advisory Committee
CIP	Capital Improvements Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GPS	Global Positioning System
LAN	Local Area Network
L RTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
OCEP	Other Capital Expenditure Programs
PL	Planning Funds
PTAB	Public Transit Advisory Board
RFPs	Request for Proposals
SAM	Sioux Area Metro
SDDOT	South Dakota Department of Transportation
SECOG	South Eastern Council of Governments
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
TSME	Transportation System Management Efficiency Report
UDC	Urbanized Development Commission
U.S.C.	United States Code
UPWP	Unified Planning Work Program
WAN	Wide Area Network



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## **Introduction**

Within the Sioux Falls, South Dakota Metropolitan Planning Area (MPA), there exists a federally required and formalized process by which area transportation planning is conducted and transportation policy decisions are made.

The 2024 Unified Planning Work Program (UPWP) is the document that describes the annual objectives, work activities/products, and planning 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: the South Eastern Council of Governments (SECOG); the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln and Minnehaha Counties; the South Dakota Department of Transportation (SDDOT); the Federal Highway Administration (FHWA); and the Federal Transit Administration (FTA). These entities are responsible for the transportation planning that occurs within the MPA.

The planning work that is 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. The local process relies on three committees to review and approve products. These committees include: the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Urbanized Development Commission (UDC) of the South Eastern Council of Governments.

The Citizens Advisory Committee is the committee that has been established to solicit public input into the local transportation planning process. The CAC's membership is comprised of interested citizens representing either themselves or various organizations and citizen groups within the MPA. Each CAC member serves a term of three years. The membership of the CAC, representation, and term expiration year of each member at the time of approval of this document include:

Cory Diedrich (Chair)	Private Transportation	2023*
Collin Enstad	Safety	2024
Jesse Fonkert	Business	2023
Ryan Groeneweg	Persons With Disabilities	2023
Mark Hoffman	Construction and Development	2023
David Jackson	Business	2025*
Luke Jessen	Concerned Citizens	2023
Mollie Keating	Persons With Disabilities	2025
Rick Laughlin	Private Transportation	2024
Rachael Neiman	Community Service Boards	2024
F. Butch Oseby	Construction and Development	2025
Chuck Parsons (Vice-Chair)	Retirement Community	2024
Amanda Snoozy	Retirement	2023

(\* Denotes second three-year term)

The Technical Advisory Committee is the committee comprised of staff from each of the participating units of government as well as representatives of various modes of transportation. The TAC's role in the local process is to advise the UDC on the technical aspects of transportation plans under consideration. The membership of the TAC and the representation of each member at the time of publication of this document include:

Scott Anderson (Chair)	Minnehaha County Planning
Shannon Ausen	City of Sioux Falls Engineering
Ron Baumgart	Private or Public Transportation
Andy Berg	City of Sioux Falls Engineering
Toby Brown	Lincoln County Planning
Jack Dokken	SDDOT Office of Secretary (Air, Rail and Transit)
Travis Dressen	SDDOT Division of Operations
Terry Fluit	Lincoln County Highway
Sarah Gilkerson	SDDOT Division of Planning and Engineering
Gregory Heitmann*	Federal Highway Administration
Sophie Johnson	South Eastern Council of Governments
Dan Letellier	Air Transportation
Jacob Maras	Minnehaha County Highway
Clark Meyer	Railroad
Tom Murphy	Trucking
Robert Speeks	Sioux Falls Public Transportation
Sam Trebilcock (Vice-Chair)	City of Sioux Falls Planning
Todd Vik	Sioux Falls School District

(\* Denotes a non-voting member of the TAC)

The Urbanized Development Commission of the South Eastern Council of Governments is the designated Metropolitan Planning Organization or policy board for the Sioux Falls metropolitan transportation planning process. The UDC is primarily comprised of elected officials from each of the local governmental participants in the process. The UDC, with input from the other committees, makes area transportation planning decisions. The membership of the UDC and the representation of each member at the time of publication of this document include:

Carol Twedt* (Chair)	
Gregory Heitmann*	Federal Highway Administration
Joel Arends	Lincoln County Commission
James Jibben	Lincoln County Commission
Tiffani Landeen	Lincoln County Commission
Harry Buck	Mayor of Brandon
Derick Wenck	Mayor of Harrisburg
Paul TenHaken	Mayor of Sioux Falls
Casey Voelker	Mayor of Tea
Jean Bender	Minnehaha County Commission
Jen Bleyenbergh	Minnehaha County Commission
Joe Kippley	Minnehaha County Commission

David Barranco	Sioux Falls City Council
Rich Merkouris	Sioux Falls City Council
Greg Neitzert	Sioux Falls City Council
Pat Starr (Vice-Chair)	Sioux Falls City Council
Mike Vehle	South Dakota Transportation Commission

(\* Denotes a non-voting member of the UDC)

## **Funding**

Each section of the UPWP indicates the entities responsible for participating in the transportation planning activities or work activities to be completed. FHWA Title 23 U.S.C. Section 104, subsection d and FTA Title 49 U.S.C Section 5303 authorize grant funds to be appropriated for public transportation planning activities. SDDOT requested and received permission from FTA to transfer FTA planning funds to FHWA planning funds as part of the consolidated planning grant program. Planning (PL) funds budgeted in the UPWP are provided through an agreement between SDDOT and the local governmental entities. Funding amounts are based on the estimated 2024 allocation and distribution formula as agreed upon by the local governmental entities and SDDOT and are matched by the entity utilizing the funds. The current matching ratios are as follows:

Federal Funds:	81.95%
Local Match:	18.05%

If an otherwise eligible work activity includes a planning area that is not entirely within the Sioux Falls MPO Planning Area, and the costs for the work activity cannot be geographically defined, a ratio based on SDDOT Vehicle Miles Traveled (VMT) data will be utilized to determine the portion of the total cost of the work activity eligible for PL funding. The ratios and most recent SDDOT VMT data available will be reviewed on an annual basis as part of the preparation of this document. The current ratios are as follows:

<u>Lincoln County</u>	<u>Minnehaha County</u>
PL Eligible: 50.7%	PL Eligible: 51.3%
Local Share: 49.3%	Local Share: 48.7%

A budget for each entity is presented on page 21 of this document. The budget sheet identifies where funds for individual tasks are drawn from and provides total programmed expenditures for each task and funding source. If an entity needs to transfer funds between its categories, a maximum of 10% of the entities budget amount can be transferred without approval by the UDC. If a transfer will be made between entities, UDC approval is required. Cumulative transfers cannot exceed 10% of the total budget without a UDC approved UPWP amendment.

Contracts with outside parties shall be allowed for all UPWP line-item activities upon receipt of appropriate approval by SDDOT. A year-end report shall be created and submitted to SDDOT, FHWA, and FTA within 90 days after the end of each calendar year. The year-end report will contain the financial statements of the Sioux Falls MPO and a summary of staff activities accomplished under the UPWP.

## **FEDERAL TRANSPORTATION PLANNING REQUIREMENTS**

The Sioux Falls Metropolitan Planning Organization (MPO) operates under a variety of federal, state, and local requirements. Provided below is an overview of the federal regulations that the MPO must consider in developing and implementing its annual work program.

### **Bipartisan Infrastructure Law Planning Factors**

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 the 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.
10. Enhance travel and tourism.

### **Federal Planning Emphasis Areas:**

#### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the

transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized



and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

## **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

## **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the

transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

## **Complete Streets**

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation. One study found that 43% of people reporting a place to walk were significantly more likely to meet current recommendations for regular physical activity than were those reporting no place to walk.

The Sioux Falls MPO embraces the Complete Streets philosophy and has been incorporating it where possible in all planning activities to date. In compliance with the new federal requirement outlined below, the MPO will develop an approach in the coming months to meet the 2.5% planning fund expenditure on Complete Streets. Our MPO will work closely with partner agencies as guidance is provided to develop specific activities for meeting this requirement.

### **Set-aside for Increasing Safe and Accessible Transportation Options**

The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its planning (PL) funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.

For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

## **2024 UPWP Work Activities**

### **1. Professional Services/Consultants**

Explanation: Addresses both identified and unanticipated problems and needs that occur during the course of the work program year. Contractual services of consultants or other professionals to conduct studies and other work activities to support traffic needs and project development shall be identified by a corresponding program year.

#### ***2024 Work Activities:***

1. Staff will complete preliminary work on RFPs and other necessary documentation. RFPs will be disseminated, consultant selection procedures will be followed, and contracts will be prepared and executed. Staff will be responsible for contract preparation, contract execution, and project management.
2. Harrisburg city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of an update of the City of Harrisburg Bicycle and Pedestrian Master Plan.

*The estimated cost is \$50,000*

3. SDDOT and Sioux Falls city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of the 10<sup>th</sup> Street Viaduct and 11<sup>th</sup> Street Viaduct Bridge Replacement and Corridor study.

*The estimated cost is \$200,000*

4. Sioux Falls city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of a Bicycle Trail Master Plan.

*The estimated cost is \$100,000*

5. Minnehaha County staff, with the assistance of a consultant, will maintain the Minnehaha County Pavement Management System.

*The estimated cost for the MPO eligible portion is \$1,500*

6. City of Hartford and Minnehaha County staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of the Minnehaha County Road 130 and Western Avenue Corridor study.

*The estimated cost is \$125,000.*

7. Tea city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of a Citywide Master Transportation Plan.

*The estimated cost is \$200,000*

8. MPO staff will select a consultant to conduct a Market Research Study to support the development of the 2023 Coordinated Public Transit – Human Services Transportation Plan and the 2050 Long-Range Transportation Plan.

*The estimated cost is \$50,000*

9. Brandon city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of an ADA Transition Plan: Accessibility of Pedestrian Facilities in the Public Right-of-Way Section.

*The estimated cost is \$100,000*

10. Sioux Falls city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of a Cost Allocation Study of Sioux Falls Area Human Services Agencies Rides.

*The estimated cost is \$75,000*

11. MPO staff will select a consultant to initiate development the 2050 Long-Range Transportation Plan which is to be completed and approved no later than November 2025.

*The estimated cost is \$350,000*

## **2. Personnel Services**

Explanation: Pertains to those activities directly related to public awareness and public involvement as well as the effective operation and management of the planning process. The emphasis of management is on the coordination of activities so as to promote and produce an efficient intermodal transportation system.

### ***2024 Work Activities:***

1. UDC will self-certify the local transportation planning process.
2. Staff will participate in any MPO review activities conducted by FHWA or SDDOT.
3. Staff will coordinate the execution of the annual planning agreements between SDDOT, SECOG, and the participating governmental entities in the MPA.
4. Staff will monitor work activities outlined in the 2024 UPWP and submit vouchers for reimbursement of eligible transportation planning work activities.
5. Staff will monitor the implementation of grant activities and present UPWP budget amendments, as necessary, to be acted upon by the transportation planning committees.
6. Staff will maintain the MPO's accounting and vouchering system whereby, participants in the local transportation planning process are reimbursed for eligible transportation planning

work activities through SECOG and SDDOT with planning funds identified within the UPWP.

7. Staff will participate in transportation planning committee meetings, other process-related meetings, and public meetings throughout the planning year. Staff will discuss and disseminate information regarding the transportation planning process and transportation improvements.
8. Staff will coordinate and jointly develop the 2025 Sioux Falls MPO UPWP. The cost of staff time, printing, and other related costs are included in this activity.
9. The 2023 year-end report including a summary of work and financial activities will be provided to FHWA, FTA, and SDDOT.
10. Staff will continue to work with social service providers to assure representation of their needs in transportation planning.
11. Staff will undertake any activities that support the transportation planning committees and the planning process, including but not limited to the following: coordinating staffing meetings, public meetings, and open houses; drafting agendas and meeting minutes; assembling, posting, and mailing meeting packets; drafting and publishing public notices; developing reports and documents; maintaining committee membership; and providing information. The cost of document printing is included in this activity.
12. Staff will participate in various training courses, conferences, seminars, and workshops. The cost of the training, travel and lodging, and staff time for such training is included in this activity. SDDOT approval shall be obtained in advance of the event, via e-mail, for in-state travel that is PL related. Out-of-state travel shall be approved by SDDOT via written travel request and justification in advance of the event.
13. Staff will coordinate any FHWA, FTA, and/or SDDOT informational opportunities and events throughout the year.
14. SECOG, as requested, will assist cities and counties within the MPA with their Comprehensive Plans. Assistance provided under the UPWP will be limited to land use assessments, street plan updates, and the preparation of GIS generated maps.
15. SECOG will assist communities within the MPA in the preparation of GIS maps for land use data on an as needed basis.
16. Staff will participate in agency memberships and subscriptions related to transportation planning.
17. Staff will review USDOT, FHWA, and FTA regulations, guidance, and circulars and review best practices information from other sources to ensure compliance with regulations, and

consider cutting-edge ideas. Staff will also implement applicable new programs authorized by the Bipartisan Infrastructure Law.

18. Staff will maintain inventories of transportation information required for transportation planning. Specific inventories include traffic counts and turning movement counts. New data will be gathered and existing inventories will be updated.
19. Traffic information, maintaining inventories, and data gathering efforts will be coordinated through 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 staff and transportation specialists in SDDOT.
20. Staff will cooperate with SDDOT efforts to expand the Global Positioning System (GPS) control for South Dakota. As GPS data becomes available, it will continue to be used to establish accurate GIS position data.
21. Staff will maintain and update GIS-created base inventory maps of the natural and man-made resources, features, and environmentally sensitive areas that could be adversely affected by changes in the region's transportation system. GIS staff will continue to expand the use of coordinate geometry to input plat information.
22. Staff will continue to add land use and socio-economic data to the GIS database, including updating websites to show the web based GIS applications for public viewing.
23. Staff may participate in other activities associated with the transportation planning process, that are not described in this UPWP, as mutually agreed upon with SDDOT. These activities fall under the overall comprehensive, cooperative, and continuing transportation planning process.
24. Staff will select and conduct studies and associated public involvement activities identified in the LRTP. Transit will be incorporated in these studies as appropriate.
25. 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 staff will review proposed land use changes and development proposals to determine their anticipated effects on the existing and future transportation system.
26. Staff will participate in the land use development process, special studies, transportation planning, transit route planning, project design, and the review of their implications on the public transit system.
27. Sioux Falls city staff, with the help of a consultant, will maintain and provide data from the transportation demand forecasting model calibrated to the Year 2023 and the forecast Year 2050.



28. Staff will analyze impacts related to land use and transportation system coordination on a corridor/study area basis.
29. Staff will prepare the 2025–2028 Transportation Improvement Program (TIP). The TIP will be developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP shall include all transportation improvements planned by the participating agencies within the MPA for the four-year period, including federally funded and/or regionally significant projects.
30. All transportation improvement projects that will be evaluated by staff will be reviewed for their impacts on intermodal facilities and routes within the urbanized area and the region.
31. Staff will account for life-cycle costs when comparing specific project cost estimates to estimates of available financial resources.
32. Staff will maintain pavement management system(s).
33. Transportation planning staff will participate in regular safety reviews and the City of Sioux Falls' Emergency Operations Center training activities including developing a Plan of Action and participating in training exercises.
34. Staff will participate in various Homeland Security activities related to transportation planning.
35. Sioux Falls city staff will update the Traffic Analysis Zone (TAZ) boundaries, which are special areas delineated by state and/or local transportation officials for tabulating traffic related data.
36. Staff will update MPO planning documents as needed.
37. Staff will provide general administrative support for the FTA funding programs included in Chapter 53 of Title 49 U.S.C. including the procurement of capital purchases and the submittal of the required Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) to FTA.
38. Sioux Falls city staff will monitor the transit system's safety and training program and participate in regular safety reviews of its facility.
39. Sioux Falls city staff will verify that Americans with Disabilities Act (ADA) requirements relating to the public transit system are being met.
40. Sioux Falls city staff, in consultation with the Public Transit Advisory Board (PTAB) and the management of Sioux Area Metro (SAM), will identify and evaluate the feasibility of various transit and paratransit service options.

41. Staff will complete preliminary work on RFPs and other necessary documentation. RFPs will be disseminated, consultant selection procedures will be followed, and contracts will be prepared and executed. Staff will be responsible for contract preparation, contract execution, and project management.
42. Staff will update the Coordinated Public Transit-Human Services Transportation Plan as needed.
43. Staff will participate in transportation coordination activities related to developing improved transportation opportunities and programs for low-income individuals, persons with disabilities, and the elderly population.
44. Staff will participate in transportation coordination activities and transportation program development related to improved access to work related activities.
45. Sioux Falls city staff will analyze long-term public transit needs and funding requirements. The 2022 Sioux Falls Transit Development Plan will be implemented and on an on-going basis updated as needed.
46. Socio-economic data will be integrated with the public transit system and the City's GIS by Sioux Falls city staff. This may include information gathered from census data, building permit data, residential and multi-housing statistics, and the National Highway Travel Survey.
47. Sioux Falls city staff will review and analyze transit fare structures as required to meet the various needs of the public and human service agencies and to maintain an adequate revenue stream.
48. Sioux Falls city staff will prepare the public transportation portion of the Capital Improvements Program (CIP) and Other Capital Expenditure Programs (OCEP).
49. Sioux Falls city staff will evaluate and monitor the transit system's operational characteristics in order to identify necessary changes.
50. Sioux Falls city staff will identify and implement short-range improvements to the public transit system.
51. Staff may complete other transit-related planning activities and special studies.
52. Staff will review the Bipartisan Infrastructure Law and work to ensure compliance with federal laws and regulations.
53. Staff will coordinate with SDDOT to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. This will include coordination with SDDOT on the adoption of annual targets for safety performance measures.

54. Staff will promote cooperation and coordination across MPO and State boundaries where appropriate to ensure a regional approach to transportation planning.
55. Staff will work to identify transportation connectivity gaps in access to essential services and identify solutions to address those gaps.
56. Staff will work to improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
57. Staff will update the Public Participation Plan for the Sioux Falls MPO as needed.
58. Staff will continue to utilize the Complete Streets approach in its transportation planning efforts. The Complete Streets approach prioritizes early consideration of pedestrian, bicycle, and transit accommodations in planning for roadway projects.
59. As federal guidance is developed to implement the Bipartisan Infrastructure Law requirement for a 2.5% planning fund expenditure on Safe and Accessible Transportation Options, staff will identify and document specific MPO activities that meet this requirement.
60. Staff will update the Sioux Falls MPO Bicycle Plan as needed.

### **3. Capital Resources**

Explanation: Includes the capital investments necessary to carry out the transportation planning process.

#### ***2024 Work Activities:***

1. The following will be acquired, as needed, to support the transportation planning process: computer hardware and software (including software upgrades), peripheral devices, printing and plotting devices, recording equipment, traffic counters, automatic transit rider counters, sign inventory, pavement marking inventory, digital aerial photos, digital contour maps, public notices, reference materials, and commercial printing and printing supplies.

*No activities planned.*

Note: All capital purchases will be reviewed by SDDOT prior to acquisition. A letter (or e-mail) of justification for the requested purchase and the cost of the requested purchase must be submitted to SDDOT. A minimum of three quotes must be provided if the requested item is not going to be purchased in accordance with the State Purchasing Contract. Federal Highway Administration approval is required for any item over \$5,000.

## 2024 UPWP Budget

13-Jul-2023

	SECOG	City of Brandon	City of Harrisburg	City of Sioux Falls	Lincoln County	Minnehaha County	City of Tea	SDDOT	Total
Prof. Services/ Consultants	\$ 400,000			\$ 275,000		\$ 126,500	\$ 150,000		\$ 951,500
Safe & Accessible Transportation Options Prof. Services / Consultants		\$ 100,000	\$ 50,000	\$ 100,000			\$ 50,000		\$ 300,000
Personnel Services	\$ 85,000	\$ 60,000	\$ 5,000	\$ 1,032,000	\$ 50,000	\$ 60,000	\$ 5,000		\$ 1,297,000
Safe & Accessible Transportation Options Personnel Services				\$ 50,000					\$ 50,000
Capital Resources									\$ -
<b>Total Cost</b>	\$ 485,000	\$ 160,000	\$ 55,000	\$ 1,457,000	\$ 50,000	\$ 186,500	\$ 205,000	\$ -	\$ 2,598,500
Federal Amount (81.95%)	\$ 397,458	\$ 131,120	\$ 45,073	\$ 1,194,012	\$ 40,975	\$ 152,837	\$ 167,998	\$ -	\$ 2,129,471
Local Match (18.05%)*	\$ 87,543	\$ 28,880	\$ 9,928	\$ 262,989	\$ 9,025	\$ 33,663	\$ 37,003	\$ -	\$ 469,029

\*Note: The participating entities have committed to providing the local match for federal funds.

**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

South Dakota Department of Transportation  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

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Title

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Date

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Date

**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).

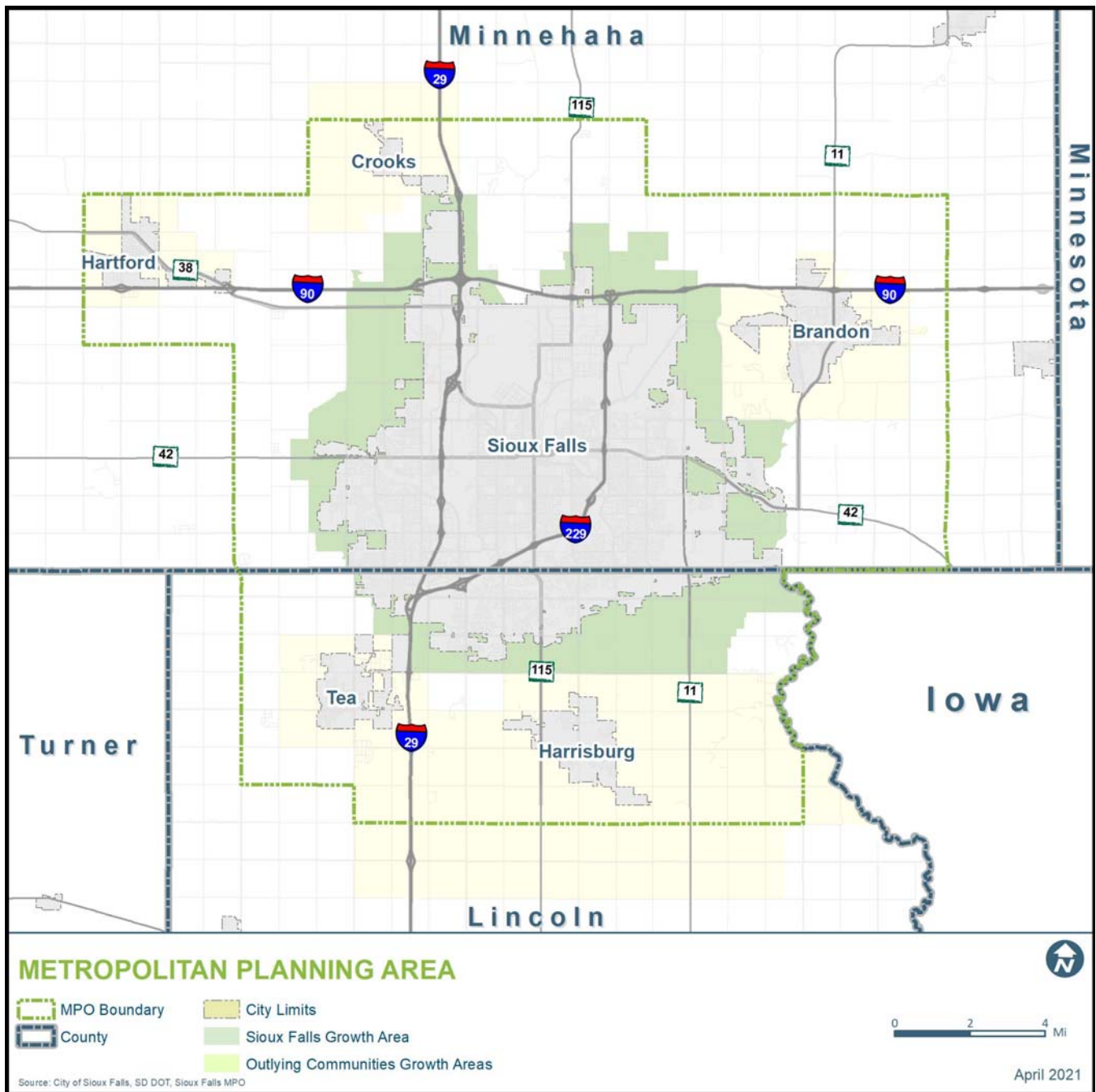
Through the MOU, the authority for transportation and transit planning for the Sioux Falls MPA was delegated to the Urbanized Development Commission (UDC). The UDC is the governing body with two permanent advisory committees, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (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; 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; 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 5, 2020.

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 the considerations identified in the FAST Act, the Infrastructure Investment and Jobs Act (IIJA), and the Bipartisan Infrastructure Law (BIL) Planning Emphasis Areas.

The Sioux Falls MPO's 2023-2026 TIP was adopted in August 2022 and was incorporated into SDDOT's STIP. The 2024-2027 TIP is currently being developed and is scheduled for approval in August 2023.

## F. Transportation Planning Factors

MAP-21 required that the eight Federal Planning Factors be considered within the planning process. The FAST Act carried this requirement forward and added two additional Planning Factors, including Factor #9 (Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation) and Factor #10 (Enhance travel and tourism).

The Federal Planning Factors provide guidance during the development of the LRTP Goals. However, the final refined statements developed reflect the specific vision for the Sioux Falls Area MPO. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas. These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and planning agencies to focus their planning efforts. The table below shows which elements of the Go Sioux Falls 2045 LRTP Goals support these Transportation Planning Factors and Planning Emphasis Areas.

Table 1: MAP-21/FAST Act Relationship to Go Sioux Falls 2045 LRTP Goals

MAP-21/FAST Act Planning Factors		Go Sioux Falls 2045 LRTP 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. Connectivity 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	B. Connectivity and Economic Vitality C. Livability and Environmental Sustainability
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	B. Connectivity 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	F. System Preservation
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	A. Operational Efficiency C. Livability and Environmental Sustainability E. Safety and Security
10	Enhance travel and tourism	A. Operational Efficiency B. Connectivity and Economic Vitality

### **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 Metropolitan Planning Organization'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.

Prior to development of any transportation product requiring approval, the MPO will review and adopt a plan or project specific public participation plan following the four-step process outlined below:

STEP 1—Goals and Actions:

- ▶ Determine the specific goals and objectives that public participation is to accomplish.
- ▶ Who recommends and approves the plan or product?
- ▶ What is the significance of the approval of the plan or product?

STEP 2—Stakeholders:

- ▶ Identify the stakeholders that either might be interested in participating or whose participation is necessary in order to achieve the objectives.

STEP 3—Participation Method(s):

- ▶ Select a technique(s) for interacting with the public that will achieve the objectives.
- ▶ Select suitable notification techniques for reaching the desired public with the necessary information.
- ▶ Implement and conduct the appropriate participation technique(s).

STEP 4—Assessment/Summary:

- ▶ Determine how the techniques are to be assessed.
- ▶ 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 coordination with the CIP and TIP/STIP processes, CityLink public service announcements, use of the Sioux Falls MPO website, study websites, 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.

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION**  
**SIOUX FALLS AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**  
**REVISIONS/ADDITIONS**

(PROGRAM FISCAL YEAR IS OCTOBER 1 THROUGH SEPTEMBER 30)

MPO TIP REVISION: **23-005**

Committee Action Requested: **Approval**

**FUNDING CATEGORY:** Public Transportation

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REV AWARD FED TOT	NET CHANGE
	FTA 5339		City of Sioux Falls (Sioux Area Metro)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	2023	0.000	1.218	+1.218
JUSTIFICATION: All funds are obligated and this provides plan for funding allocations.								
PROPOSED CHANGE: Adding this item the Public Transportation Section in 2023-2026 TIP. This funding will help purchase 11 fixed-route buses that will be purchased summer 2023								

**FUNDING CATEGORY:** Public Transportation

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REV AWARD FED TOT	NET CHANGE
	FTA 5339		City of Sioux Falls (Sioux Area Metro)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	2023	0.000	1.214	+ 1.214
JUSTIFICATION: All funds have been applied and will be obligated this year.								
PROPOSED CHANGE: Adding this item to the Public Transportation Section in 2023-2026 TIP. This funding will help purchase 6 small cutaway buses for on-demand services								

**FUNDING CATEGORY:** Public Transportation

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REV AWARD FED TOT	NET CHANGE
	FTA 5339		City of Sioux Falls (Sioux Area Metro)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	2023	0.000	0.382	+ 0.382
JUSTIFICATION: Adding additional funds for FY2023.								
PROPOSED CHANGE: Adding this item to the Public Transportation Section in 2023-2026 TIP. This funding has been appropriated and with application will be awarded								

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION**  
**SIoux FALLS AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**  
**REVISIONS/ADDITIONS**

MPO TIP REVISION: **23-005**

Committee Action Requested: **Approval**

**FUNDING CATEGORY:** Public Transportation

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REV AWARD FED TOT	NET CHANGE
	FTA 5307		City of Sioux Falls (Sioux Area Metro)	OPERATING ASSISTANCE	2023	0.000	10.200	+ 10.2

JUSTIFICATION: Funds have been obligated and this change provides update of the plan for funding allocations.

PROPOSED CHANGE: Adding this item to the Public Transportation Section in 2023-2026 TIP. This funding will provide grant funding for 50% operating expenses utilizing all \$3,526,222 in 2022 FTA 5307 funding and \$1,400,000 in 2023 FTA 5307 funding.

**FUNDING CATEGORY:** Public Transportation

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REV AWARD FED TOT	NET CHANGE
	FTA 5307 CARES Capital		City of Sioux Falls (Sioux Area Metro)	BUS REPLACEMENT	2023	0.000	5.314	+ 5.314

JUSTIFICATION: Funds have been obligated and this change provides plan of funding allocation

PROPOSED CHANGE: Adding this item to the Public Transportation Section in 2023-2026 TIP. This funding will help purchase 11 fixed-route buses that will be purchased summer 2023

	YEAR		REV AWARD FED TOT	NET CHANGE
TOTAL CHANGE TO CATEGORY:				
Public Transportation	2023		18.329	18.329
TOTAL CHANGE FOR REVISION:				

☐ Approve

☐ Disapprove

NAME:

Urbanized Development Commission Chair / Date

**COMMENTS:**

☐ Approve

☐ Disapprove

NAME:

SDDOT / Date

**COMMENTS:**

# 2024-2027 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  
and the Federal Transit Administration of the  
United States Department of Transportation

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

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

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



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## Abbreviations and Acronyms

AC	Asphalt Concrete
ADA	Americans with Disabilities Act
Appr	Approach
Asph	Asphalt
Ave(s)	Avenue(s)
BIL	Bipartisan Infrastructure Law
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)
IIJA	Infrastructure Investment and Jobs Act (P.L. 117-58)
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 2024-2027 Transportation Improvement Program**

## **Project Evaluation and Prioritization**

The 2024-2027 Sioux Falls Metropolitan Planning Organization's Transportation Improvement Program (TIP) represents a prioritized program of transportation improvements in the multi-modal areas of 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 of 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 county 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 2020 and can be found at <http://siouxfallsmpo.org/resources/2045-long-range-transportation-plan/>. 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 Bipartisan Infrastructure Law Planning Factors. The Bipartisan Infrastructure Law Planning Factors 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-regional 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 measures. 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 annual safety targets established and adopted by SDDOT based on five-year rolling averages. 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 to 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/>.

The Safety Performance Measures established for 2023 by SDDOT and supported by the Sioux Falls MPO are as follows:

1. Number of Fatalities: 122.7
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.20
3. Number of Serious Injuries: 635.9
4. Rate of Serious Injuries per 100 million VMT: 6.22
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 40.0

#### 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.

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.

The Pavement Performance Measures established by SDDOT for the 2022-2025 performance period and supported by the Sioux Falls MPO are as follows.

1. 62.0% of Interstate pavements in Good condition
2. 2.0% of Interstate pavements in Poor condition

3. 41.0% of non-Interstate NHS pavements in Good condition
4. 2.0% of non-Interstate NHS pavements in Poor condition

The Bridge Performance Measures established by SDDOT for the 2022-2025 performance period and supported by the Sioux Falls MPO 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

### 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).

Rather than setting its system performance targets, the Sioux Falls MPO has chosen to support the SDDOT's system performance targets 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.

The System Performance Measures for Travel Time Reliability and Freight Movement established by SDDOT for the 2022-2025 performance period and supported by the Sioux Falls MPO 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

### Transit Safety and Performance

The Transit Safety Plan final rule (49 CFR Part 670) requires States to set targets for transit safety and performance measures. The Transit Safety and Performance Measures established for 2023 by SDDOT and supported by the Sioux Falls MPO are as follows:

- Fatalities: Zero fatalities per total revenue miles,
- Injuries: Fifty injuries per total revenue miles,
- Safety Events: Seventy-five events per total revenue miles,
- System Reliability: One failure per 15,000 total revenue miles,
- Rolling Stock: 72% or more of revenue vehicles in a State of Good Repair (SGR), and
- Facilities: 95% of facilities rated 3.0 or better on the Transit Economic Requirements Model (TERM) scale.

## **Financial Constraint Affirmation**

The Bipartisan Infrastructure Law 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. Summary information regarding federal, state, and local funding levels can be found on the table on page 15 and the charts on page 16.

### *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.

Brandon 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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2027) 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.

Harrisburg 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.
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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2027) 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).

Hartford 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.
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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2027) 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.

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 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.

Sioux Falls 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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2027) 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.

Tea 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. Federal Funds – grants or loans from the federal government, which are required to be used for specific purposes or projects.
8. Sales Tax (2nd Penny) – an additional one percent tax levied on gross receipts of retail business and service within the City's jurisdiction that may be used for specific purposes, primarily capital improvement projects and debt retirement.

9. 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 (2024) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2025-2027) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to future annual review.

#### *Lincoln County and Minnehaha County*

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.

#### *Sioux Area Metro*

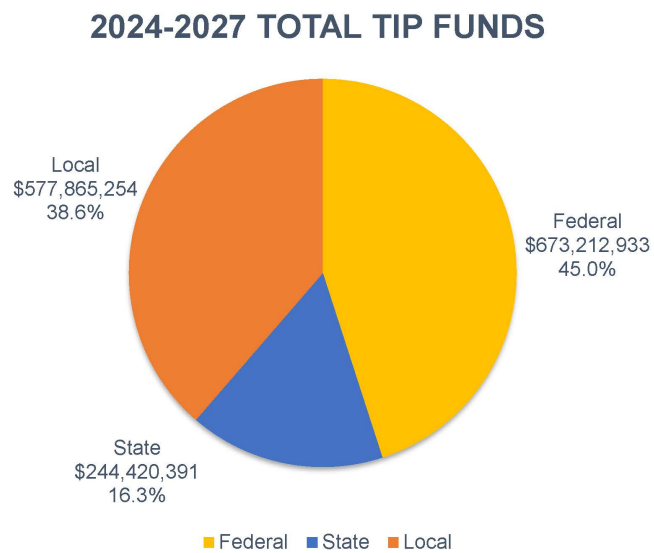
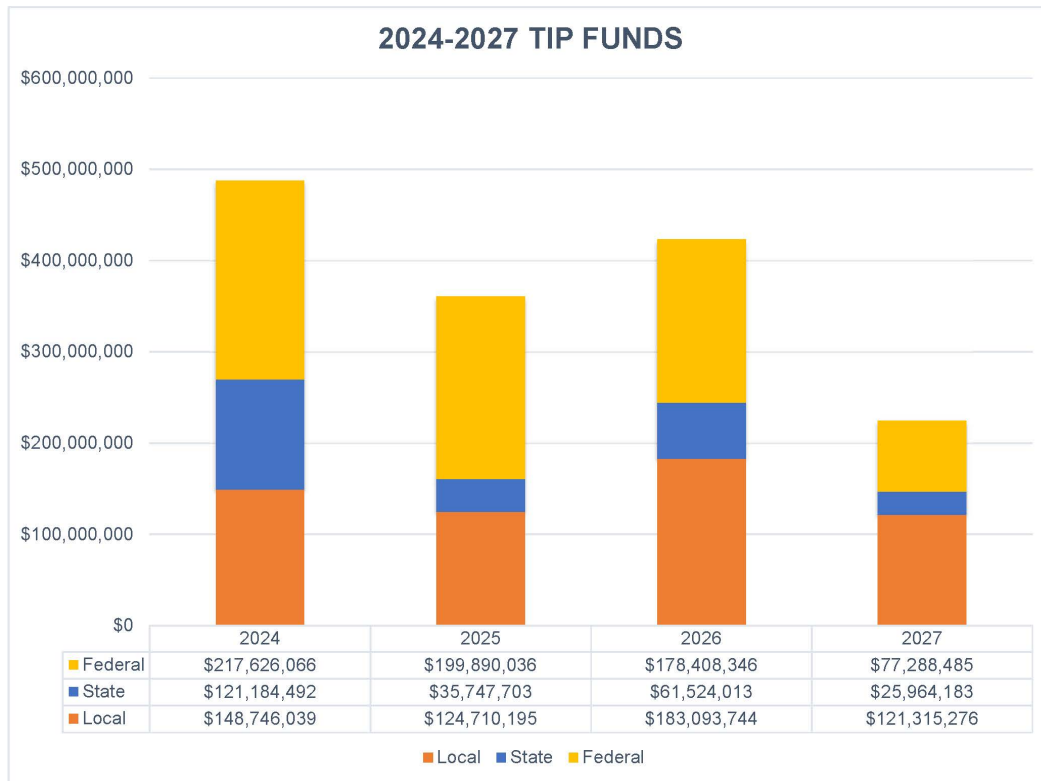
Funding for Sioux Area Metro's annual operating budget include the following sources:

1. Federal Funds – the Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.
2. Users Fees – fees charged for transit services to recover a portion of the costs associated with providing those services.
3. General Fund – the fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.
4. 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.

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.

# 2024-2027 TIP PROJECT SUMMARY

	FUNDING SOURCE	2024	2025	2026	2027
SDDOT	Federal	\$166,262,000	\$168,275,000	\$118,650,000	\$64,448,000
	State	\$113,804,400	\$33,127,400	\$58,886,400	\$23,853,400
	Local	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$280,066,400</b>	<b>\$201,402,400</b>	<b>\$177,536,400</b>	<b>\$88,301,400</b>
CITY OF BRANDON	Federal	\$0	\$0	\$0	\$0
	Local	\$600,000	\$600,000	\$600,000	\$600,000
	<b>Subtotal</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>
CITY OF CROOKS	Federal	\$324,522	\$0	\$0	\$0
	Local	\$146,478	\$75,000	\$75,000	\$75,000
	<b>Subtotal</b>	<b>\$471,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>
CITY OF HARRISBURG	Federal	\$0	\$0	\$0	\$0
	Local	\$13,900,000	\$3,900,000	\$13,400,000	\$4,700,000
	<b>Subtotal</b>	<b>\$13,900,000</b>	<b>\$3,900,000</b>	<b>\$13,400,000</b>	<b>\$4,700,000</b>
CITY OF HARTFORD	Federal	\$0	\$600,000	\$0	\$0
	Local	\$523,000	\$3,896,211	\$554,850	\$571,495
	<b>Subtotal</b>	<b>\$523,000</b>	<b>\$4,496,211</b>	<b>\$554,850</b>	<b>\$571,495</b>
CITY OF SIOUX FALLS	Federal	\$40,000,000	\$0	\$0	\$0
	State	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Local	\$74,999,576	\$81,941,590	\$81,723,272	\$85,029,508
	<b>Subtotal</b>	<b>\$119,999,576</b>	<b>\$82,941,590</b>	<b>\$82,723,272</b>	<b>\$86,029,508</b>
CITY OF TEA	Federal	\$0	\$0	\$0	\$600,000
	Local	\$6,050,000	\$4,950,000	\$750,000	\$2,200,000
	<b>Subtotal</b>	<b>\$6,050,000</b>	<b>\$4,950,000</b>	<b>\$750,000</b>	<b>\$2,800,000</b>
LINCOLN COUNTY (MPO)	Federal	\$0	\$0	\$0	\$0
	Local	\$4,039,500	\$1,930,000	\$1,960,000	\$2,670,000
	<b>Subtotal</b>	<b>\$4,039,500</b>	<b>\$1,930,000</b>	<b>\$1,960,000</b>	<b>\$2,670,000</b>
MINNEHAHA COUNTY (Countywide)	Federal	\$0	\$0	\$0	\$0
	State	\$2,380,092	\$1,620,303	\$1,637,613	\$1,110,783
	Local	\$12,517,835	\$15,889,111	\$12,982,721	\$13,412,525
	<b>Subtotal</b>	<b>\$14,897,927</b>	<b>\$17,509,414</b>	<b>\$14,620,334</b>	<b>\$14,523,308</b>
AVIATION	Federal	\$6,615,000	\$26,644,000	\$55,224,000	\$7,650,000
	Local	\$27,692,000	\$2,961,000	\$62,136,000	\$2,850,000
	<b>Subtotal</b>	<b>\$34,307,000</b>	<b>\$29,605,000</b>	<b>\$117,360,000</b>	<b>\$10,500,000</b>
PUBLIC TRANSPORTATION	Federal	\$4,424,544	\$4,371,036	\$4,534,346	\$4,590,485
	Local	\$8,277,650	\$8,567,284	\$8,911,901	\$9,206,748
	<b>Subtotal</b>	<b>\$12,702,194</b>	<b>\$12,938,320</b>	<b>\$13,446,247</b>	<b>\$13,797,233</b>
<b>TOTAL</b>		<b>\$487,556,597</b>	<b>\$360,347,934</b>	<b>\$423,026,102</b>	<b>\$224,567,944</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 Reviews, 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 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 involvement and committee review process as outlined in the Sioux Falls MPO's *Operations Plan*, the *Sioux Falls Metropolitan Planning Organization Guidelines for Administrative Amendments and Revisions to the Transportation Improvement Program*, and the *Sioux Falls Metropolitan Planning Organization Guidelines for Modifying the Transit Projects in a Transportation Improvement Program*. 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 be found on the Sioux Falls MPO website at <http://siouxfallsmpo.org/resources/publications/>.

The MPO website has a [dedicated page](#) that outlines the opportunities for public participation in the development of the 2024-2027 TIP. Two sets of public meetings are scheduled to allow the public to comment on the TIP. Public comments on the TIP are solicited through the use of E-mail notifications of the availability of TIP drafts and scheduled public meetings sent to local media, MPO Committees, and MPO Interested Parties. The public meeting agendas are posted on the Sioux Falls MPO, city of Sioux Falls, Lincoln County, Minnehaha County websites and posted physically at the SECOG, city of Sioux Falls, Lincoln County, Minnehaha County principal office buildings.

Significant public comment on all plans, programs, or individual projects received prior to final approval of the TIP may merit additional public meetings or reconsideration by the participating agencies. The MPO also maintains minutes of all public meetings, 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 (see Appendix D). The Public Participation Plan adopted for the 2024-2027 TIP is provided in Appendix B.

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 City Hall and on the City website.

The City of Harrisburg 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 the City office building and the Sioux Valley News newspaper and on the City website.

The City of Hartford 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 City hall, the U.S. Post Office, and the Minnehaha Messenger newspaper and on the City website.

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 City Hall and on the City website.

Lincoln County holds regularly scheduled County Commission 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 the County Courthouse and on the County website.

Minnehaha County holds regularly scheduled County Commission 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 the County Courthouse and the County's official newspapers (Argus Leader, Brandon Valley Journal, Garretson Gazette, and Minnehaha Messenger) and on the County website.

### **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 at 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 (2023) 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.

# SIOUX FALLS MPO 2023 OBLIGATED TRANSPORTATION IMPROVEMENT PROJECTS

FUNDING CATEGORY	PRIORITY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	STATUS	AWARDED FEDERAL FUNDS ¥	AWARDED TOTAL FUNDS ¥	LETTING DATE	AWARD DATE	NOTES
Interstate Maintenance Projects	0.11	IM 2292(103)2	Minnehaha		I229 - Exit 2 (Western Ave) in Sioux Falls	Modify Ramp - NB On Ramp	\$2.187	\$2.577	Awarded			2/15/2023	2/23/2023	Administrative Amendment: 23-001 plans ready ahead of schedule and project moved up from 2024
Interstate Maintenance Projects	2.00	IM 2292(95)0	Lincoln Minnehaha	11.4	I229 Corridor	Median Lighting	\$2.723	\$3.100	To be Let			8/16/2023		
Interstate Maintenance Projects	3.00	IM 2292(84)2	Minnehaha	0.8	I229 - Exit 3 (Minnesota Ave) in Sioux Falls	Preliminary Engineering	\$0.000	\$0.052	In progress					No Letting Date for PE
Interstate Maintenance Projects	4.00	IM 0005(418)	Statewide	0.0	Statewide on the Interstate System	Install Dynamic Message Boards	\$1.703	\$1.873	No update					
Interstate Maintenance Projects	11.00	IM 2292(113)1	Lincoln Minnehaha	0.8	I229 N & S - Fm I29 to Exit 2 (Western Ave)	Sign Bridge	\$1.727	\$1.899	No update					
Interstate Maintenance Projects	12.00	IM 2292(107)5 NH 2042(30)	Minnehaha	3.2	I229 - Fm 26th St to 10th St; 10th St Interchange; 10th St - Fm Lowell Ave to Cleveland Ave	Preliminary Engineering	\$0.000	\$0.260	In progress					Also Funded In: Local Urban System Projects
Local Urban System Projects	1.00	IM 2292(107)5 NH 2042(30)	Minnehaha	3.2	I229 - Fm 26th St to 10th St; 10th St Interchange; 10th St - Fm Lowell Ave to Cleveland Ave	Preliminary Engineering	\$0.000	\$0.025	In progress					Also Funded In: Interstate Maintenance Projects
Interstate Maintenance Projects	15.00	IM-NH 0909(46)406 NH 0011(118)80	Minnehaha	1.3	I90 - Exit 406 (Corson/Brandon); SD11 - Fm Redwood Blvd to Ash St in Brandon & 260th St Intersection in Corson	Interchange Reconstruction, Replace Str Bridge, Lighting, PCC Surfacing, ADA	\$28.546	\$33.072	No update					Also Funded In: State Highway System Urban Projects   Construction planned for 2024 & 2025
State Highway System Urban Projects	4.00	IM-NH 0909(46)406 NH 0011(118)80	Minnehaha	1.3	I90 - Exit 406 (Corson/Brandon); SD11 - Fm Redwood Blvd to Ash St in Brandon & 260th St Intersection in Corson	Interchange Reconstruction, Replace Str Bridge, Lighting, PCC Surfacing, ADA	\$2.400	\$3.345	No update					Also Funded In: Interstate Maintenance Projects   Construction planned for 2024 & 2025
Interstate Maintenance Projects	16.00	IM 2292(98)9 P 1200(04) IM 2292(112)6	Minnehaha	0.7	I229 Exit 9 (Benson Rd) in Sioux Falls; Benson Rd - Fm Lewis Ave E to Hall Ave ; I229 - 6th St Structure	Modify Interchange, LSDC, Approach Slab, Joints, Bridge Rail, PE, Grading, Storm Sewer, Curb & Gutter, PCC Surfacing, ROW, Signals, Lighting, Polymer Chip Seal	\$19.573	\$26.995	Work Started 04/03/2023			12/7/2022	12/21/2022	Also Funded In: Local Urban System Projects   Construction planned for 2023 & 2024
Local Urban System Projects	3.00	IM 2292(98)9 P 1200(04) IM 2292(112)6	Minnehaha	0.7	I229 Exit 9 (Benson Rd) in Sioux Falls; Benson Rd - Fm Lewis Ave E to Hall Ave ; I229 - 6th St Structure	Modify Interchange, LSDC, Approach Slab, Joints, Bridge Rail, PE, Grading, Storm Sewer, Curb & Gutter, PCC Surfacing, ROW, Signals, Lighting, Polymer Chip Seal	\$11.131	\$14.323	Work Started 04/03/2024			12/7/2022	12/21/2022	Also Funded In: Interstate Maintenance Projects   Construction planned for 2023 & 2024
Interstate Maintenance Projects	23.00	IM 0909(97)404 P 0011(161)80	Minnehaha	0.8	I90 E & W -Fm Exit 402 (Veterans Parkway) to Exit 406 (Corson/Brandon); SD11 - N of I90	Median & Ramp Crossovers, Shoulder Widening	\$1.564	\$1.719	To be Let			Not Scheduled		Also Funded In: State Highway System Urban Projects
State Highway System Urban Projects	8.00	IM 0909(97)404 P 0011(161)80	Minnehaha	0.8	I90 E & W -Fm Exit 402 (Veterans Parkway) to Exit 406 (Corson/Brandon); SD11 - N of I90	Median & Ramp Crossovers, Shoulder Widening	\$0.135	\$0.165	To be Let			Not Scheduled		Also Funded In: Interstate Maintenance Projects
State Highway System Urban Projects	2.00	NH-TA 0100(108)407 P 1353(00) NH 2115(00) P 1261(00)	Lincoln	2.4	Veterans Pkwy - Fm Western Ave to Cliff Ave; Western Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Minnesota Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Cliff Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls	Grading, Str Bridge, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing, Modify Intersection	\$31.872	\$53.824	Work Started 06/08/2023			5/3/2023	5/11/2023	Also Funded In: Local Urban System Projects
Local Urban System Projects	2.00	NH 0100(108)407 P 1353(00) NH 2115(00) P 1261(00)	Lincoln	2.4	Veterans Pkwy - Fm Western Ave to Cliff Ave; Western Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Minnesota Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Cliff Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls	Grading, Str Bridge, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing, Modify Intersection	\$0.000	\$12.306	Work Started 06/08/2024			5/3/2023	5/11/2023	Also Funded In: State Highway System Urban Projects
State Highway System Urban Projects	10.00	NH 0115(61)76	Lincoln	0.0	SD115 N & S - Tiger Way Jct	Signals	\$0.341	\$0.416	To be Let			Not Scheduled		
Bridge Projects	23.00	P 0020(223)	Regionwide	0.0	Various Locations Throughout the Mitchell Region	2023 Bridge Deck Treatment	\$0.256	\$0.312	Work Started 06/20/2023			4/5/2023	4/13/2023	
Railroad Crossing Improvement Projects	0.12	PP 8042(51)	Lincoln		274th St in Harrisburg, BNSF RR, DOT 381639F	Signal, CE	\$0.315	\$0.350	No update					TIP Revision: 23-003 recommendation that signals and gates be installed as soon as practical
Railroad Crossing Improvement Projects	4.00	PP-PS 1310(11)	Minnehaha	0.0	6th St - In Sioux Falls, DOT 097881H BNSF Railroad	Signals, Sidewalk, Approach, CE	\$0.135	\$0.150	No update					Railroad projects do not have SDDOT-scheduled letting dates
Railroad Crossing Improvement Projects	6.00	PS 0005(426)	Statewide	0.0	Various BNSF Crossing Locations	Preliminary Engineering FY2023	\$0.018	\$0.020	In progress					
Railroad Crossing Improvement Projects	7.00	PP-PS 1363(01)	Minnehaha	0.0	Ebenezer Ave in Sioux Falls, E&E RR, DOT 925091P	Signals, Crossing Surface, Approach Work, CE	\$0.270	\$0.300	No update					
Railroad Crossing Improvement Projects	8.00	PP-PS 1332(09)	Minnehaha	0.0	14th Street in Sioux Falls, E&E RR, DOT 186676X	Signals, Crossing Surface, Approach Work, CE	\$0.270	\$0.300	No update					



# SIOUX FALLS MPO 2023 OBLIGATED TRANSPORTATION IMPROVEMENT PROJECTS

	FUNDING CATEGORY	PRIORITY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL	2023 - TOTAL	STATUS	AWARDED	AWARDED TOTAL	LETTING DATE	AWARD DATE	NOTES
								FUNDS Y	FUNDS Y		FEDERAL FUNDS Y	FUNDS Y			
SDOT	Railroad Crossing Improvement Projects	20.00	PP-PS 2115(47)	Minnehaha	0.0	Minnesota Ave - In Sioux Falls, BNSF RR #097224S	Signals, Crossing Surface, Approach Work, CE	\$0.288	\$0.320	No update					
	Railroad Crossing Improvement Projects	21.00	PS 6361(04)	Minnehaha	0.0	West Ave - In Crooks BNSF Railroad, DOT #097259T	Crossing Surface Rehabilitation and Extension	\$0.049	\$0.054	No update					
	Railroad Crossing Improvement Projects	22.00	PS 8050(89)	Lincoln Minnehaha	0.0	Railroad Crossings in Sioux Falls BNSF	Study to Close Crossings	\$0.180	\$0.200	No update					
	Railroad Crossing Improvement Projects	23.00	PS 8050(90)	Lincoln Minnehaha	0.0	Railroad Crossings in Sioux Falls E&E	Study to Close Crossings	\$0.180	\$0.200	No update					
	Roadway Safety Improvement	0.11	PH OOSW(124)	Statewide		Statewide	Purchase Mobile Retroreflectometers	\$0.421	\$0.468	No update					TIP Revision: 23-002 equipment required to monitor pavement markings to ensure minimum
	Roadway Safety Improvement	14.00	PH 0020(165)	Regionwide	0.0	Various locations on the State System in the Mitchell Region	Durable Pavement Markings	\$0.780	\$0.780	Programmed					Construction year 2024
	Roadway Safety Improvement	21.00	PH 0020(183)	Regionwide	0.0	Mitchell Region	Corridor Signing	\$1.561	\$1.561	In progress					
	Roadway Safety Improvement	25.00	PH 0020(201)	Hanson Miner Minnehaha	3.1	Various Locations in the Mitchell Region	Modify Intersection	\$6.474	\$7.400	Work Started 05/08/2023			3/1/2023	3/9/2023	Administrative Amendment: 23-001 Increase cost to \$7.400. State = 0.926, Federal = 6.474
	Roadway Safety Improvement	28.00	PH 0005(403)	Regionwide	1.5	Various Locations on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	\$1.405	\$1.561	No update					
	Pavement Preservation Projects	1.00	NH-P 0022(71)	Areawide	0.0	Various Locations Throughout the Sioux Falls Area	2023 Areawide Pipe Work Projects	\$0.427	\$0.520	No update					
	Pavement Preservation Projects	24.00	NH-P 0022(90)	Clay Lincoln McCook Minnehaha	57.7	Various Routes in the Sioux Falls Area	Rout & Seal	\$0.178	\$0.217	No update					
	Pavement Preservation Projects	33.00	P 0022(91)	Kingsbury Lake Lincoln Minnehaha Turner	52.9	Various Locations in the Sioux Fall Area	Asphalt Surface Treatment	\$1.967	\$2.401	Completed 06/21/2023			2/15/2023	2/23/2023	
	Miscellaneous	0.11	HR XOIO(0I)	Statewide		Statewide	FY2023 State Transportation Innovation Council (STIC) Expand 3D Model Field Verification Capabilities	\$0.100	\$0.125	No update					TIP Revision 23-002 to add project to expend new grant allocation
	Miscellaneous	1.00	IT 0005(441)	Statewide	0.0	Statewide	Active Traffic Management System	\$0.832	\$1.040	No update					
	Miscellaneous	14.00	EV 2023(00)0	Statewide	0.0	Various Locations Statewide	2023 NEVI Projects	\$4.363	\$5.454	In progress					This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.
	Miscellaneous	15.00	LR 2023(00)0	Statewide	0.0	Various Locations Statewide	2023 CRP Projects	\$9.001	\$10.000	In progress					This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.
	Miscellaneous	16.00	LR 2023(00)0	Statewide	0.0	Various Locations Statewide	2023 PROTECT Projects	\$9.001	\$10.000	In progress					This project is a "fund placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.
	County Secondary and Off System Projects	3.00	P 0005(00)241	Regionwide	0.0	Various Locations in the Mitchell Region	County Pavement Marking	\$0.000	\$1.248	In progress			5/17/2023	5/25/2023	State funds at 60/40 (State CAP - \$0.223, County - \$0.149); Remainder 100% Local - \$0.828.
	Local Bridge Replacement	0.29	BRF 1282(00)23-1	Minnehaha		Structure on Russell St (WBL) West of Kiwanis Ave over the Big Sioux Rv in Sioux Falls (City Owned)	Structure Preservation – Bridge Improvement Grant	\$0.000	\$0.398	No update					TIP Administrative Amendment: 23-004
	Local Bridge Replacement	0.30	BRF 1282(00)23-2	Minnehaha		Structure on Russell St (EBL) West of Kiwanis Ave over the Big Sioux Rv in Sioux Falls (City Owned)	Structure Preservation – Bridge Improvement Grant	\$0.000	\$0.398	No update					TIP Administrative Amendment: 23-004
	Local Bridge Replacement	1.00	BRF 6364(00)21-4	Minnehaha	0.2	2 N & 0.1 W of Corson on 258th St.(Hwy 130) over Split Rock Creek SN 50-279-140	Structure Preservation – Bridge Improvement Grant	\$0.000	\$1.796				11/16/2022		
	Local Bridge Replacement	22.00	BRO 8050(00)21-1	Minnehaha		Structure 0.1 E & 0.5 S of Brandon on Mchardy Road over Split Rock Creek (City Owned) SN 50-281-180	Structure Preservation – Bridge Improvement Grant	\$0.000	\$0.217				11/10/2022		Administrative Amendment: 23-001 added structure that did not get let in FFY 2022
	Local Bridge Replacement	33.00	BRO-B 8050(82)	Minnehaha	0.2	Structure 1 N & 0.3 W of Renner on 257th St over Silver Creek SN 50-208-130	Structure, Approach Grading, PE	\$0.365	\$0.445	No update					2020 Local Federal Bridge Replacement Program
	Local Bridge Replacement	63.00	BRF 1115(00)22-1	Minnehaha	0.2	Structure 0.2 E of Minnesota Ave in Sioux Falls on North Dr over the BN RR (City Owned) SN 50-203-195	Structure Preservation – Bridge Improvement Grant	\$0.000	\$0.236	No update					

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program

# SIOUX FALLS MPO 2023 OBLIGATED TRANSPORTATION IMPROVEMENT PROJECTS

	FUNDING CATEGORY	PRIORITY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	STATUS	AWARDED FEDERAL FUNDS ¥	AWARDED TOTAL FUNDS ¥	LETTING DATE	AWARD DATE	NOTES
SDDOT	Local Bridge Replacement	64.00	BRF 1115(00)22-2	Minnehaha	0.2	Structure W of 4th Ave in Sioux Falls on North Dr over the Big Sioux Diversion (City Owned) SN 50-205-192	Structure Preservation – Bridge Improvement Grant	\$0.000	\$0.889	No update					
	Local Bridge Replacement	67.00	BRF 2115(00)21-1	Minnehaha	0.2	In Sioux Falls E of Minnesota Ave on Benson Road over the Big Sioux Diversion (City Owned) SN 50-202-180	Structure Preservation – Bridge Improvement Grant	\$0.000	\$3.076	No update					
	Transportation Alternative Projects	1.00	P TAPU(22)	Minnehaha	0.0	Crooks along West Ave from Main St to Executive Ave	PE, CE and Construction of Shared Use Path	\$0.323	\$0.394	Awarded			2/1/2023	2/9/2023	
	Transportation Alternative Projects	12.00	P TAPU(32)	Minnehaha	0.0	Brandon - along Redwood Blvd fm Split Rock Ck to S Chestnut Blvd & along S Chestnut Blvd fm E Redwood Blvd to Oakhill Circle	PCC Shared Use Path, CE	\$0.400	\$1.313	No update					
	Subtotal (Mil \$)							\$143.461	\$210.094						
BRANDON															
	MINNEHAHA BRANDON OPERATION & MAINTENANCE							\$0	\$600,000	On-going					
CROOKS															
	MINNEHAHA West Ave from Main St to Executive Ave Shared Use Path & Install RR Crossing							\$322,883	\$442,960				2/1/2023	2/1/2023	\$48,960 in Railroad crossing funds included in Total Funds column
HARRISBURG															
	MINNEHAHA CROOKS OPERATION & MAINTENANCE							\$0	\$75,000						
HARTFORD															
	MINNEHAHA HARTFORD OPERATION & MAINTENANCE							\$0	\$507,767	On-going					
	Subtotal							\$0	\$8,100,000						
SIOUX FALLS	ARTERIAL INTERSECTION IMPROVEMENTS	5	11012	LINCOLN MINNEHAHA		57th St and Sundowner Ave (23); 57th St and Marion Rd (24); 57th St & Minnesota Ave (25); 57th St & Louise Ave (26); 26th St & Sycamore Ave (27); and other various intersections	Additional turn lanes and medians at arterial intersections	\$0	\$1,050,000	Design is pending for 57th St and Sundowner Ave	\$0	\$0	NA	NA	No construction planned in 2023.
	BRIDGE AND RETAINING WALL REHABILITATION	6	11014	LINCOLN MINNEHAHA		North Dr & BNSF Overpass and North Dr & Big Sioux River Bridge rehabilitation, construct (23)	Rehabilitation of bridge decks, handrails, approach slabs, abutments and the repair and replacement of retaining walls	\$0	\$1,475,000	Final design is complete for Benson Rd/BSR/BNSF Overpass.	\$0	\$0	9/14/2023	NA	Benson Rd/BSR/BNSF Overpass is waiting on BNSF approvals. North Drive bridges design is ongoing.
	MAJOR STREET RECONSTRUCTION	7	11003	LINCOLN MINNEHAHA		Minnesota Ave from 2nd St to 18th St; 33rd St from Grange Ave to Cliff Ave; 41st St from Shirley Ave to Minnesota Ave; Rice St from Cliff Ave to Cleveland Ave; Career Avenue, and other various streets	Reconstruction and widening of various arterial and major collector streets, phased construction	\$0	\$11,780,696	Under Construction	\$0	\$0			Funds were transferred to the Unity Bridge Construction project. Minnesota Avenue from Russell Str to 2nd Street is nearly complete. Design and right of way acquisition for the next segment which is from 2nd to 7th St is underway.
	ARTERIAL STREET IMPROVEMENTS	8	11006	LINCOLN MINNEHAHA		Arterials associated with South Veterans Pkwy Improvements; 57th St from Veterans Pkwy to Six Mile Rd; 6th St from Sycamore Ave to Veterans Pkwy; 49th St Extension; Marion Rd, 259th St to Co Hwy 130; Tallgrass Ave, 69th St to Hwy 106; 85th St from Tallgrass Ave to 469th Ave; Sundowner Ave; Marion Road; 57th St; Six Mile Rd; Benson Rd; Madison St; Minnesota Ave; and other various arterials	Preliminary and final design and construction of arterial streets	\$0	\$21,978,463	First segment of South Veterans Parkway is under construction. Segments 2, 3, 4, are still under design.	\$0	\$0	5/3/2023	5/26/2023	This year's project is for South Veterans Parkway Arterials of Cliff, Minnesota and Western Avenues. Contractor is focusing on Cliff and Minnesota Avenues in 2023.
	SOUTH VETERANS PARKWAY IMPROVEMENTS	10	11120	LINCOLN MINNEHAHA		South Veterans Pkwy Construction (23-27)	Utility construction within the corridor	\$0	\$2,950,000	Under Construction	\$0	\$1,716,653	5/3/2023	5/26/2023	Contractor is focusing on Cliff and Minnesota Avenues in 2023. Sanitary and water costs only.

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program

## SIOUX FALLS MPO 2023 OBLIGATED TRANSPORTATION IMPROVEMENT PROJECTS

FUNDING CATEGORY	PRIORITY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS \$	2023 - TOTAL FUNDS \$	STATUS	AWARDED FEDERAL FUNDS \$	AWARDED TOTAL FUNDS \$	LETTING DATE	AWARD DATE	NOTES
SIOUX FALLS	BRIDGE RECONSTRUCTION PROGRAM	11	11086	MINNEHAHA	49th St & Big Sioux River Bridge, design (23-25), reconstruct (26-27). Project fund savings for reconstruction of 49th St Bridge (24-27)	Design and reconstruct various bridges	\$0	\$400,000	Not started	\$0	\$0	NA	NA	This program has been altered due to priorities. The 49th St/BSR will be be reprogrammed for 2028.
	SCHOOL DISTRICT/ PARK SITE COORDINATION	14	11002	LINCOLN MINNEHAHA	Cliff Ave from 85th St to the south 1/2 mile, construct (23); McGovern Middle School collector streets (24); Southeastern Ave from 69th St to the south, construct (25); and other various locations needed for new school construction	Public infrastructure needed for the opening of new schools or parks	\$0	\$5,525,000	Under Construction	\$0	\$4,148,182	1/26/2023	2/22/2023	Intersection of Cliff Avenue and 85th Street is currently closed until mid August.
	RAILROAD CROSSING IMPROVEMENTS	15	11011	LINCOLN MINNEHAHA	6th St Downtown, 14th St/Second Ave, Ebenezer, Minnesota Ave/Algonquin, construct (23); EE Rail Study, BNSF Rail Study, (24); 259th St by Marion Rd; 49th/ Southeastern; 14th St/Cliff Ave; 20th St/Cliff Ave; and other various crossing	Railroad crossing improvements in coordination with Ellis & Eastern and Burlington Northern railroads; this project utilizes 90% federal funds and 10% city match	\$90,000	\$100,000	Under Construction	\$0	\$100,000	NA	NA	14th Street/5th Avenue and Ebenezer Avenue Ellis Eastern crossings are completed. 6th Street and Downtown BNSF crossing is under construction.
	SDDOT PROJECT COORDINATION	16	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 SD DOT funding and are coordinated with SDDOT projects	\$0	\$190,000	Not started	\$0	\$0	NA	NA	No anticipated projects.
	BENSON ROAD & I-229 AREA IMPROVEMENTS	20	11098	MINNEHAHA	Benson Rd from Lewis Ave to Bahnsen Ave	City non participating costs for additional lanes, additional capacity & safety improvements, and pedestrian/bicycle improvements	\$0	\$2,600,000	Under Construction	\$0	\$2,065,050	12/7/2022	1/7/2023	Sanitary and water costs only.
	49TH STREET EXTENSION	22	11029	MINNEHAHA	49th St from Western Ave to Grange Ave	Extend 49th St from Western Ave to Grange Ave: Phase 2 from West to Grange, construct (23). Phase 3 from Grange Ave to Duluth Ave (26-27)	\$0	\$1,020,000	Substantially complete0	\$0	\$0	NA	NA	Final design for phase 2, West to Western in continuing.
	ARROWHEAD PARKWAY IMPROVEMENTS	23	11064	MINNEHAHA	Arrowhead Pkwy & Veterans Pkwy Intersection and approximately 1/4 mile in all directions, construct (24-25)	Reconstruct and widen Arrowhead Parkway	\$0	\$2,000,000	Construction 75% complete	\$0	\$1,769,770	4/6/2022	5/6/2022	Sanitary and water costs only.
	85TH ST AND I29 IMPROVEMENTS	24	11017	LINCOLN	85th St & I-29 interchange improvements; construct (24).	Project will allow an 85th St Interchange with I-29 to expand the arterial street system and provide for system connectivity for new growth.	\$0	\$0						
	CLIFF AVE AND I229 AREA IMPROVEMENTS	28	11100	LINCOLN MINNEHAHA	Cliff Ave from 38th St to Big Sioux River	Non-participating costs for design, reconstruction and expansion of Cliff Ave from 38th St to Big Sioux River to six lanes with a median: design (23-24), construct (25-26)	\$0	\$100,000	Design underway, Waiting for FHWA EA approval	\$0	\$85,000	12/15/2024	NA	These costs are design for water and sanitary installation. EA has not been released yet by FHWA. Project is behind schedule.
TEA	MINNESOTA AVE AND I229 IMPROVEMENTS	29	11099	LINCOLN MINNEHAHA	Minnesota Ave from 41st St to Lotta St	Reconstruction and expansion of Minnesota Ave from 41st St to Lotta St to six lanes with a median: design (23-26); Coordinate with SDDOT interchange improvements	\$0	\$100,000	Design underway, Waiting for FHWA EA approval	\$0	\$125,000	12/15/2026	NA	These costs are design for water and sanitary installation. EA has not been released yet by FHWA. Project is behind schedule.
				LINCOLN MINNEHAHA	SIOUX FALLS	OPERATION & MAINTENANCE	\$0	\$32,659,138	On-going					
Subtotal							\$90,000	\$83,928,297						
TEA				LINCOLN	TEA	OPERATION & MAINTENANCE	\$0	\$600,000	On-going					
	Subtotal						\$0	\$600,000						

¥ Costs reflect anticipated inflation

# SIOUX FALLS MPO 2023 OBLIGATED TRANSPORTATION IMPROVEMENT PROJECTS

FUNDING CATEGORY	PRIORITY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2023 - FEDERAL FUNDS ¥	2023 - TOTAL FUNDS ¥	STATUS	AWARDED FEDERAL FUNDS ¥	AWARDED TOTAL FUNDS ¥	LETTING DATE	AWARD DATE	NOTES
LINCOLN CO. (MPO)			LINCOLN		CR 110 3.3 EAST OF HARRISBURG	BRIDGE REPLACEMENT	\$0	\$1,250,000						
			LINCOLN			OPERATION & MAINTENANCE	\$0	\$1,900,000						
		Subtotal					\$0	\$3,150,000						
MINNEHAHA COUNTY (Countywide)	Co. Highway & Bridge	1	MINNEHAHA	1.0	Hwy 130 Marion Intersection Improvements	Highway Reconstruction and Signals	\$0	\$1,090,000	Bid	\$0		5/11/2023	soon	
	Co. Highway & Bridge	2	50-144-020	MINNEHAHA	0.1	Hwy 104-2 mi N 4.4 mi E of Colton	Bridge Replacement	\$0	\$1,554,000	Deferred to 2025				
	Co. Highway & Bridge	3	50-330-086	MINNEHAHA	0.1	Hwy 103 0.14 mi N of Hwy 120	Bridge Replacement	\$0	\$777,000	Deferred to 2026				
	Co. Highway & Bridge	4	50-337-130	MINNEHAHA	0.1	257th St-0.3 mi W of County Line	Bridge Replacement	\$0	\$416,250	Deferred to 2024				
	Co. Highway & Bridge	5	50-330-026	MINNEHAHA	0.1	Hwy 103 3.4 mi N of Sherman	Bridge Preservation, New Deck and Railing	\$0	\$466,000	Deferred to 2024				
	Co. Highway & Bridge	6	50-208-130	MINNEHAHA	0.1	257th St-0.3 mi W of SD Hwy 115	Bridge Replacement	\$356,000	\$461,500	Preparing to Bid				
	Co. Highway & Bridge	7	50-290-131	MINNEHAHA	0.1	2.9 mi N and 1 mi E of Corson	Bridge Replacement	\$356,000	\$461,500	Preparing to Bid				
	Co. Highway & Bridge	8	50-279-140	MINNEHAHA	0.1	Hwy 140-2 mi N and 0.1 mi W of Corson	Bridge Preservation, New Deck and Railing	\$0	\$2,153,000	Awarded	\$0	\$1,993,428	11/16/2022	12/20/2022
	Co. Highway & Bridge	1	MINNEHAHA		County Wide	System Pres & Maint	\$0	\$3,150,000	Awarded	\$0	\$2,357,310	1/18/2023	2/13/2023	
	Co. Highway & Bridge	1	MINNEHAHA		County Wide	Operations & Maint	\$0	\$6,144,452	On-going					
	Subtotal						\$712,000	\$16,673,702						
AVIATION	AIRPORT IMPROVEMENT PROGRAM	# 3-46-0078-021-2023	LINCOLN		LINCOLN COUNTY AIRPORT	NORTH GA APRON RECONSTRUCTION	\$562,500	\$625,000	Awarded	\$832,500	\$925,000	4/18/2023	5/23/2022	
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PARKING STRUCTURE & Skyway CONSTRUCTION - Part 1	\$0	\$38,375,000	Const. started 4/3/23	\$0	\$62,457,683	5/24/2022	6/10/2022	Awarded to Henry Carlson Const.
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND ECONOMY LOT	\$0	\$1,300,000	Const. started 4/3/23	\$0	\$1,704,263	10/22/2022	10/27/2022	Awarded to Soukup Const.
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REPLACE EAST-SIDE WATER MAIN	\$0	\$1,044,721	Work to begin 6/5/2023	\$0	\$1,044,721	3/21/2023	3/24/2023	Awarded to ASCO
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	Addition to Maintenance Shop	\$0	\$5,955,567	Work began Fall 22	\$0	\$5,955,567	6/25/2022	7/8/2022	Awarced to Sunkota Const.
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REPLACE EMERG. GENERATOR	\$0	\$1,012,000	Work scheduled for fall 2023	\$0	\$1,012,000	1/19/2023	1/25/2023	Awarded to Thompson Electric
	Subtotal						\$562,500	\$48,312,288		\$832,500	\$73,099,234			
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	\$372,474	\$465,593	Awards determined, unobligated	\$372,349	\$465,436			
	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	\$2,500	\$3,125	Awards determined, unobligated	\$0	\$0			
	FTA § 5339		LINCOLN MINNEHAHA		URBAN TRANSIT AGENCIES (CITY OF SIOUX FALLS)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	\$296,893	\$371,116	Suballocation process between SDDOT and FTA in progress.	\$296,893	\$371,116			
	FTA § 5311		LINCOLN MINNEHAHA		RURAL TRANSIT AGENCIES (SERVICE IN BRANDON AND HARTFORD; POTENTIAL SERVICE IN TEA AND HARRISBURG)	OPERATING ASSISTANCE	\$88,000	\$106,255	Obligated and active	\$180,000	\$217,339			
	FTA § 5339		LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES			Buses to all be delivered this summer	\$975,024	\$1,218,780	Jun-22	22-Jun	This funding will help purchase 11 fixed-route buses that will be purchased summer 2023
	FTA § 5339		LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES			Buses to be bid and ordered in 2023	\$971,211	\$1,214,014	Fall 2023	Fall 2023	This funding will help purchase 6 small cutaway buses for on-demand services
	FTA § 5307		LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	OPERATING ASSISTANCE	\$3,579,115	\$11,361,771	2022/2023 Operating Expenses	\$4,926,222	\$10,200,000	NA	NA	This funding will provide grant funding for 50% operating expenses utilizing all \$3,526,222 in 2022 FTA 5307 funding and \$1,400,000 in 2023 FTA 5307 funding.
	FTA § 5307 CARES Capital		LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	BUS REPLACEMENT	\$4,986,376	\$4,986,376	Buses to all be delivered this summer	\$3,986,376	\$5,314,551	Jun-22	22-Jun	This funding will help purchase 11 fixed-route buses that will be purchased summer 2023
		Subtotal						\$9,325,358	\$17,294,235					

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program

## 2024-2027 TIP Project Listing

The 2024-2027 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.

FHWA Funding Cross Reference	
SDDOT Project Number Prefix	FHWA Core Funding Program
CR	Carbon Reduction
EM	Earmark / FHWA Grant / Special Project
EV	National Electric Vehicle Infrastructure (NEVI) Formula Program
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)
PT	Protect

# 2024-2027 TIP PROJECT LISTING

		PRIORITY WITHIN FUNDING		LENGTH			2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL
FUNDING CATEGORY	CATEGORY	PROJECT #	COUNTY	(MILES)	LOCATION	IMPROVEMENT TYPE	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
SDOT					SEE PAGES 31-51 FOR PROJECT DETAILS		\$44,616,000	\$51,450,000	\$66,343,000	\$82,555,000	\$4,403,000	\$4,839,000	\$25,074,000	\$32,375,000
					SEE PAGES 32-53 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$41,088,000	\$54,526,000	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$48,425,000	\$77,226,000	\$63,431,000	\$57,318,000	\$29,193,000	\$57,318,000	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$375,000	\$461,000	\$261,000	\$318,000	\$5,367,000	\$6,549,000	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$657,000	\$730,000	\$18,000	\$20,000	\$558,000	\$620,000	\$18,000	\$20,000
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$1,778,000	\$60,302,000	\$2,157,000	\$16,437,000	\$0	\$7,053,000	\$4,262,000	\$12,000,000
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$1,545,000	\$1,717,000	\$2,414,000	\$2,547,000	\$5,218,000	\$5,433,000	\$2,264,000	\$2,674,000
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$3,361,000	\$4,102,000	\$0	\$0	\$0	\$0	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$25,429,000	\$29,285,000	\$25,415,000	\$29,269,000	\$24,587,000	\$28,234,000	\$24,594,000	\$28,242,000
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$0	\$1,248,000	\$0	\$1,273,000	\$0	\$1,299,000	\$0	\$1,325,000
					SEE PAGES 32-53 FOR PROJECT DETAILS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$30,315,000	\$39,772,000	\$0	\$0	\$0	\$0	\$0	\$0
					SEE PAGES 31-51 FOR PROJECT DETAILS		\$9,721,000	\$12,108,000	\$8,196,000	\$10,000,000	\$8,196,000	\$10,000,000	\$8,196,000	\$10,000,000
					STATE SYSTEM	OPERATION & MAINTENANCE	\$0	\$1,625,400	\$0	\$1,625,400	\$0	\$1,625,400	\$0	\$1,625,400
Subtotal							\$166,262,000	\$280,066,400	\$168,275,000	\$201,402,400	\$118,650,000	\$177,536,400	\$64,448,000	\$88,301,400
BRANDON														
			MINNEHAHA		BRANDON	OPERATION & MAINTENANCE	\$0	\$600,000	\$0	\$600,000	\$0	\$600,000	\$0	\$600,000
							\$0	\$600,000	\$0	\$600,000	\$0	\$600,000	\$0	\$600,000
							\$0	\$600,000	\$0	\$600,000	\$0	\$600,000	\$0	\$600,000
REVENUES								\$600,000		\$600,000		\$600,000		\$600,000
Surplus (Deficit)								\$0		\$0		\$0		\$0
CITY OF CROOKS														
			MINNEHAHA		W Side of S West Ave from 7th St to Dianne St	SHARED USE PATH	\$324,522	\$396,000						
			MINNEHAHA		CROOKS	OPERATION & MAINTENANCE	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000
							\$324,522	\$471,000	\$0	\$75,000	\$0	\$75,000	\$0	\$75,000
REVENUES								\$471,000		\$75,000		\$75,000		\$75,000
Surplus (Deficit)								\$0		\$0		\$0		\$0
CITY OF HARRISBURG			Lincoln	0.9	Willow St - Minnesota Ave to Cliff Ave	Urbanized Section	\$0	\$8,600,000	\$0		\$0		\$0	
			Lincoln	0.4	Cliff Ave - Honeysuckle Dr to Nine Mile Creek	Urbanized section/access to elementary school	\$0	\$3,300,000	\$0		\$0		\$0	
			Lincoln	0.3	Shared Use Path - Cliff Ave to residential area	Shared use path	\$0	\$600,000	\$0		\$0		\$0	
			Lincoln	0.5	Prospect St - Southeastern Ave west to railroad crossing	Rural section	\$0		\$0	\$1,000,000	\$0		\$0	
			Lincoln	0.6	Southeastern Ave - Prospect St to Legendary Dr	Rural section	\$0		\$0	\$1,400,000	\$0		\$0	
			Lincoln		Cliff Ave & Industrial Ave Signalized Intersection	Traffic signal	\$0		\$0		\$0	\$2,800,000	\$0	
			Lincoln	1.7	272nd Street - Minnesota Ave to Louise Ave	Rural section	\$0		\$0		\$0	\$3,600,000	\$0	
			Lincoln	1.0	Southeastern Ave - Willow St to 274th St	Rural section	\$0		\$0		\$0	\$2,400,000	\$0	
			Lincoln	3.5	Willow St - I-29 to Minnesota Ave	Planning - Urbanized Section	\$0		\$0		\$0	\$2,000,000	\$0	\$2,000,000
			Lincoln	0.8	Willow St - Emmett Tr to Southeastern Ave	Planning - Urbanized Section	\$0		\$0		\$0	\$1,000,000	\$0	\$1,000,000
			LINCOLN		HARRISBURG	OPERATION & MAINTENANCE	\$0	\$1,400,000	\$0	\$1,500,000	\$0	\$1,600,000	\$0	\$1,700,000
							\$0	\$13,900,000	\$0	\$3,900,000	\$0	\$13,400,000	\$0	\$4,700,000
REVENUES								\$13,900,000		\$3,900,000		\$13,400,000		\$4,700,000
Surplus (Deficit)								\$0		\$0		\$0		\$0

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program

# 2024-2027 TIP PROJECT LISTING

	FUNDING CATEGORY	PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL
								FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
HARTFORD	ROADWAY			MINNEHAHA		WESTERN AVE FROM MICKELSON RD TO I-90	URBAN PAVED ROAD			\$600,000	\$3,957,521				
				MINNEHAHA		HARTFORD	OPERATION & MAINTENANCE	\$0	\$523,000	\$0	\$538,690	\$0	\$554,850	\$0	\$571,495
	Subtotal							\$0	\$523,000	\$600,000	\$4,496,211	\$0	\$554,850	\$0	\$571,495
	REVENUES								\$523,000		\$4,496,211		\$554,850		\$571,495
	Surplus (Deficit)								\$0		\$0		\$0		\$0
CITY OF SIOUX FALLS	ARTERIAL INTERSECTION IMPROVEMENTS	5	11012	LINCOLN MINNEHAHA		57th St and Sundowner Ave (24); 57th St and Marion Rd (25); 57th St and Minnesota Ave (26); 57th St and Louise Ave (27); 26th St and Sycamore Ave (28); 26th St and Veterans Pkwy (28); and other various intersections	Additional turn lanes and medians at arterial intersections	\$0	\$1,240,000	\$0	\$1,955,000	\$0	\$3,005,000	\$0	\$3,635,000
	BRIDGE AND RETAINING WALL REHABILITATION	6	11014	LINCOLN MINNEHAHA		North Dr and BNSF Overpass and North Dr and Big Sioux River Bridge rehabilitation, construct (24); Russell St and Big Sioux River bridges (24).	Rehabilitation of bridge decks, handrails, approach slabs, abutments and the repair and replacement of retaining walls	\$0	\$1,575,000	\$0	\$1,600,000	\$0	\$1,600,000	\$0	\$1,725,000
	MAJOR STREET RECONSTRUCTION	7	11003	LINCOLN MINNEHAHA		Minnesota Ave from 2nd St to 18th St; 33rd St from Grange Ave to Cliff Ave; 41st St from Shirley Ave to Minnesota Ave; Minnesota Ave from 40th St to 1-229; Rice St from Cliff Ave to Cleveland Ave; Career Ave, and other various streets	Reconstruction and widening of various arterial and major collector streets, phased construction	\$0	\$11,449,484	\$0	\$18,146,846	\$0	\$14,300,582	\$0	\$16,325,000
	ARTERIAL STREET IMPROVEMENTS	8	11006	LINCOLN MINNEHAHA		Arterials associated with South Veterans Pkwy-Louise Ave, Tallgrass Ave, Southeastern Ave, Sycamore Ave, 57th St, 69th St; 57th St, Sparta to Six Mile Rd; 6th St, Sycamore Ave to Veterans Pkwy; 49th St Extension; Marion Rd, 259th St to Memory Ln; Tallgrass Ave, 74th St to Hwy 106; 85th St, Tallgrass Ave to 469th Ave; 85th St, MN Ave to Louise Ave; Sundowner Ave; Six Mile Rd; Benson Rd; Madison St; Minnesota Ave; and other various arterials	Preliminary and final design and construction of arterial streets	\$0	\$18,081,761	\$0	\$16,423,346	\$0	\$17,475,000	\$0	\$20,597,165
	SOUTH VETERANS PARKWAY IMPROVEMENTS	10	11120	LINCOLN MINNEHAHA		South Veterans Pkwy Construction (24-26)	Utility construction within the corridor	\$0	\$100,000	\$0	\$100,000	\$0	\$100,000	\$0	\$0
	BRIDGE RECONSTRUCTION PROGRAM	11	11086	MINNEHAHA		Marion Rd and BNSF Overpass, design (24-25), construct (25-26); 49th St and Big Sioux River Bridge, design (27-28)	Design and construct/ reconstruct various bridges; federal Railroad Crossing Elimination Grant funding	\$15,000,000	\$18,325,000	\$0	\$5,800,000	\$0	\$6,560,000	\$0	\$1,500,000
	RAILROAD CROSSING IMPROVEMENTS	15	11011	LINCOLN MINNEHAHA		Minnesota Ave/Algonquin, Madison St/Lyons Blvd, (24); 259th St by Marion Rd; 49th/ Southeastern; 14th St/Cliff Ave; 20th St/Cliff Ave; River Blvd; Marson/Southeastern; Minnesota Ave/EE, and other various crossings	Railroad crossing improvements in coordination with Ellis & Eastern and Burlington Northern railroads; this project utilizes 90% federal funds and 10% city match; these are the non-federal funds associated with the project	\$0	\$100,000	\$0	\$100,000	\$0	\$115,000	\$0	\$115,000

# 2024-2027 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL
							FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
CITY OF SIOUX FALLS	SDDOT PROJECT COORDINATION	16	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 SD DOT funding and are coordinated with SDDOT projects	\$0	\$215,000	\$0	\$215,000	\$0	\$215,000	\$0	\$215,000
	49TH STREET EXTENSION	21	11029	MINNEHAHA	Phase 2 from West to Grange, construct (24); Phase 3 from Grange Ave to Duluth Ave, construct (26-28)	Extend 49th St from Western Ave to Duluth Avenue. Coordinate with the SDDOT I229/Minnesota Ave ramp improvements	\$0	\$100,000	\$0	\$500,000	\$0	\$1,370,000	\$0	\$2,200,000
	ARROWHEAD PARKWAY IMPROVEMENTS	22	11064	MINNEHAHA	Arrowhead Pkwy & Veterans Pkwy Intersection and approximately 1/4 mile in all directions, construct (24-25)	Reconstruct and widen Arrowhead Pkwy & Veterans Pkwy Intersection	\$25,000,000	\$32,410,000	\$0	\$0	\$0	\$0	\$0	\$0
	85TH ST AND I29 IMPROVEMENTS	23	11017	LINCOLN	85th St & I-29 interchange; construct (24-26).	Construct 85th Street and I-29 interchange improvements	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
	CLIFF AVE AND I229 AREA IMPROVEMENTS	24	11100	LINCOLN MINNEHAHA	Cliff Ave from 38th St to Big Sioux River	Reconstruction and expansion of Cliff Ave from 38th St to Big Sioux River to six lanes with a median: design (24), construct (25-26). These are the non-participating costs associated with the project. This project will use STBG funds to cost share the pedestrian tunnels	\$0	\$100,000	\$0	\$1,125,000	\$0	\$0	\$0	\$0
	MINNESOTA AVE AND I229 IMPROVEMENTS	25	11099	LINCOLN MINNEHAHA	Minnesota Ave from 40th St to Big Sioux River	Reconstruction and expansion of Minnesota Ave from 40th St to Big Sioux River to six lanes with a median: design (25), construct (27-28). These are the non-participating costs associated with the project. This project will use STBG funds to cost share the pedestrian tunnels	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$975,000
				LINCOLN MINNEHAHA	SIOUX FALLS	OPERATION & MAINTENANCE	\$0	\$36,153,331	\$0	\$36,876,398	\$0	\$37,982,690	\$0	\$38,742,343
	Subtotal						\$40,000,000	\$119,999,576	\$0	\$82,941,590	\$0	\$82,723,272	\$0	\$86,029,508
	REVENUES							\$119,999,576		\$82,941,590		\$82,723,272		\$86,029,508
	Surplus (Deficit)							\$0		\$0		\$0		\$0
CITY OF TEA			LINCOLN	0.5	85TH ST FM I29 TO SUNDOWNER AVE	CONSTRUCTION OF 6-LANE URBAN SECTION	\$0	\$3,400,000						
			LINCOLN	1.0	85TH ST FM SUNDOWNER AVE TO ELLIS RD	CONSTRUCTION OF 2-LANE RURAL SECTION	\$0	\$2,000,000						
			LINCOLN	0.6	SUNDOWNER AVE FR CR-106 TO 93rd ST	CONSTRUCTION OF 3- or 4-LANE URBAN SECTION			\$0	\$2,500,000				
			LINCOLN	0.4	SUNDOWNER AVE FR 93rd ST TO 85th ST	CONSTRUCTION OF 3-LANE 1/2 URBAN & 1/2 RURAL			\$0	\$1,750,000				
			LINCOLN	0.8	HERITAGE PARKWAY TO RAILROAD ROW TO MADISON ST.	MULTI-USE PATHWAY							\$600,000	\$2,000,000
			LINCOLN		TEA	OPERATION & MAINTENANCE	\$0	\$650,000	\$0	\$700,000	\$0	\$750,000	\$0	\$800,000
	Subtotal						\$0	\$6,050,000	\$0	\$4,950,000	\$0	\$750,000	\$600,000	\$2,800,000
	REVENUES							\$6,050,000		\$4,950,000		\$750,000		\$2,800,000
	Surplus (Deficit)							\$0		\$0		\$0		\$0

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program



# 2024-2027 TIP PROJECT LISTING

		PRIORITY WITHIN FUNDING					2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL	
FUNDING CATEGORY	CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	
LINCOLN COUNTY (MPO)			LINCOLN	5.00	CR 110 FR 469th to 474th	Mill / OVERLAY	\$0	\$850,000							
			LINCOLN	3.00	CR 111 FR 268th to 271st	MILL / OVERLAY	\$0	\$480,000							
			LINCOLN	2.00	CR 117 FR 271st to 273rd	Mill / OVERLAY	\$0	\$325,000							
			LINCOLN	2.00	CR 123 FR 270th to 271 st	Mico Surface	\$0	\$76,500							
			LINCOLN	8.00	CR 106 FR 472nd to 480th	Micro Surface	\$0	\$408,000							
			LINCOLN	5.00	CR 110 FR 469th to 474th	Micro Surface							\$0	\$340,000	
			LINCOLN	3.00	CR 111 FR 268th to 271st	Micro Surface							\$0	\$204,000	
			LINCOLN	2.00	CR 117 FR 271st to 273rd	Micro Surface							\$0	\$136,000	
			LINCOLN			OPERATION & MAINTENANCE	\$0	\$1,900,000	\$0	\$1,930,000	\$0	\$1,960,000	\$0	\$1,990,000	
							\$0	\$4,039,500	\$0	\$1,930,000	\$0	\$1,960,000	\$0	\$2,670,000	
Subtotal							\$0	\$4,039,500	\$0	\$1,930,000	\$0	\$1,960,000	\$0	\$2,670,000	
REVENUES								\$4,039,500		\$1,930,000		\$1,960,000		\$2,670,000	
Surplus (Deficit)								\$0		\$0		\$0		\$0	
MINNEHAHA COUNTY (Countywide)	Co. Highway & Bridge	1	MINNEHAHA	5.3	HWY 149 S of Colton - HWY 122 to Colton	Roadway Widening and Ditch Grading	\$0	\$2,130,600							
	Co. Highway & Bridge	2	50-337-130	MINNEHAHA	0.1	257th St-0.3 mi W of County Line	Bridge Replacement	\$0	\$905,872						
	Co. Highway & Bridge	3	50-330-026	MINNEHAHA	0.1	Hwy 103 3.4 mi N of Sherman	Bridge Preservation, New Deck and Railing	\$0	\$528,459						
	Co. Highway & Bridge	4	50-272-030	MINNEHAHA	0.1	247th St 0.7 mi W of Hwy 113	Bridge Replacement	\$0	\$604,612						
	Co. Highway & Bridge	5	50-197-100	MINNEHAHA	0.1	Hwy 122 - 4 miles S and 0.3 miles W of Baltic, SD	Bridge Preservation, New Deck and Railing	\$0	\$1,288,758						
	Co. Highway & Bridge	1		MINNEHAHA	5.3	HWY 149 S of Colton - HWY 122 to Colton	Reconstruction Surfacing			\$0	\$4,059,800				
	Co. Highway & Bridge	2	50-144-020	MINNEHAHA	0.1	Hwy 104-2 mi N 4.4 mi E of Colton	Bridge Replacement			\$0	\$1,991,680				
	Co. Highway & Bridge	3	50-087-120	MINNEHAHA	0.1	256th Street-3.5 mi N and 0.3 mi W of Hartford	Bridge Replacement			\$0	\$874,964				
	Co. Highway & Bridge	4	50-237-120	MINNEHAHA	0.1	256th St 0.3 mi E of Colton	Bridge Replacement				\$811,980				
	Co. Highway & Bridge	1		MINNEHAHA	15	Hwy 103 and Hwy 105	Spot Re-Grading and In-Slope Widening 50% ROW And Wetlands				\$0	\$300,000			
	Co. Highway & Bridge	2	50-278-130	MINNEHAHA	0.1	257th St-3 mi N and 0.2 mi W of Corson	Bridge Replacement				\$0	\$833,299			
	Co. Highway & Bridge	3	50-180-134	MINNEHAHA	0.1	Hwy 133 2.0 mi E and 0.4 mi S of Crooks	Bridge Replacement				\$0	\$624,974			
	Co. Highway & Bridge	4	50-330-086	MINNEHAHA	0.1	Hwy 103 - 0.14 mi N of Hwy 120	Bridge Replacement				\$0	\$812,467			
	Co. Highway & Bridge	5	50-137-040	MINNEHAHA	0.1	248th St-3.2 mi E of Colton	Bridge Replacement				\$0	\$2,065,844			
	Co. Highway & Bridge	1		MINNEHAHA	15	Hwy 103 and Hwy 105	Spot Re-Grading and In-Slope Widening 50% ROW And Wetlands						\$0	\$300,000	
	Co. Highway & Bridge	2	50-137-217	MINNEHAHA	0.1	266th St-1.5 mi W of Ellis Road	Bridge Replacement						\$0	\$444,426	
	Co. Highway & Bridge	3	50-273-090	MINNEHAHA	0.1	263rd St-0.3 mi E of 481st Ave	Bridge Replacement						\$0	\$676,002	
	Co. Highway & Bridge	4	50-154-180	MINNEHAHA	0.1	1.5 mi N and 0.4 mi E of Ellis	Bridge Replacement						\$0	\$680,528	
	Co. Highway & Bridge	5	50-276-120	MINNEHAHA	0.1	256th St-0.4 mi W of SD 11	Bridge Replacement						\$0	\$1,249,949	
	Co. Highway & Bridge	6	50-330-159	MINNEHAHA	0.1	487th Ave-2.1 mi N of Valley Springs	Bridge Replacement						\$0	\$744,227	
	Co. Highway & Bridge	7	50-329-160	MINNEHAHA	0.1	260th Street - 2 miles N of Valley Springs	Bridge Replacement						\$0	\$444,426	
	Co. Highway & Bridge	1		MINNEHAHA	County Wide	System Pres & Maint	\$0	\$3,100,000	\$0	\$3,230,000		\$3,235,000		\$3,235,000	
	Co. Highway & Bridge	1		MINNEHAHA	County Wide	Operations & Maint	\$0	\$6,339,626	\$0	\$6,540,990		\$6,748,750		\$6,748,750	
	Subtotal							\$0	\$14,897,927	\$0	\$17,509,414	\$0	\$14,620,334	\$0	\$14,523,308
	REVENUES								\$14,897,927		\$17,509,414		\$14,620,334		\$14,523,308
	Surplus (Deficit)								\$0		\$0		\$0		\$0

# 2024-2027 TIP PROJECT LISTING

FUNDING CATEGORY	PRIORITY WITHIN FUNDING	PROJECT #	COUNTY	LENGTH	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL	2024 - TOTAL	2025 - FEDERAL	2025 - TOTAL	2026 - FEDERAL	2026 - TOTAL	2027 - FEDERAL	2027 - TOTAL
	CATEGORY			(MILES)			FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥	FUNDS ¥
AVIATION	BIPARTISAN INFRASTRUCTURE LAW, AIRPORT IMPROVEMENT PROGRAM	AIP # 3-46- 0078-022- 2023	LINCOLN		LINCOLN COUNTY AIRPORT	DESIGN AND CONSTRUCTION OF GRADING AND TAXIWAY CONSTRUCTION - HANGAR EXPANSION AREA	\$765,000	\$850,000						
	BIPARTISAN INFRASTRUCTURE LAW	AIP # 3-46- 0078-023- 2024	LINCOLN		LINCOLN COUNTY AIRPORT	DESIGN OF REVENUE PRODUCING HANGAR			\$72,000	\$80,000				
	BIPARTISAN INFRASTRUCTURE LAW, AIRPORT IMPROVEMENT PROGRAM	AIP # 3-46- 0078-024- 2025	LINCOLN		LINCOLN COUNTY AIRPORT	CONSTRUCTION OF REVENUE PRODUCING HANGAR					\$909,000	\$1,010,000		
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PARKING STRUCTURE & Skyway CONSTRUCTION - Part 2	\$0	\$22,457,000						
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND E. CARGO APRON	\$4,950,000	\$5,500,000						
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN RWY 3 HOLDING BAY	\$180,000	\$200,000						
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONCOURSE EXPANSION-DESIGN- PART 1	\$0	\$4,500,000						
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PURCH. SNOW PLOW/BLOWER UNIT	\$720,000	\$800,000						
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	RWY 3 HOLDING BAY			\$1,800,000	\$2,000,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN - B5 TAXILANE MOD.			\$135,000	\$150,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REMOVE DIRECT ACCESS B5			\$900,000	\$1,000,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN RWY 15& 21 HOLDING BAYS			\$45,000	\$50,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	REHAB RWY 15 & 21 HOLIDNG BAYS			\$270,000	\$300,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN NEW GA TAXILANE (ADG III)			\$112,000	\$125,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	PURCH. REPL. FIRE TRUCK			\$810,000	\$900,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONCOURSE EXPANSION-DESIGN- PART 2			\$4,500,000	\$4,500,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND TERMINAL APRON			\$18,000,000	\$20,000,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	SIDWALK ALONG MINN. AVE.			\$0	\$500,000				
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONST NEW GA TAXILANE (ADG III)					\$1,530,000	\$1,700,000		
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DESIGN W. CARGO/TAXIWAY K					\$135,000	\$150,000		
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	RECONST W. CARGO/TAXIWAY K					\$2,250,000	\$2,500,000		
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	EXPAND CONCOURSE -5 GATES					\$50,400,000	\$112,000,000		
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CONST RWY 33 HOLD BAY/BLAST PAD							\$2,250,000	\$2,500,000
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	CANOPY OVER READY RETURN LOT							\$0	\$2,000,000
			MINNEHAHA		SIOUX FALLS REGIONAL AIRPORT, JOE FOSS FIELD	DECOMMISSION RWY 9-27, CONVERT TO TAXIWAY							\$5,400,000	\$6,000,000
	Subtotal						\$6,615,000	\$34,307,000	\$26,644,000	\$29,605,000	\$55,224,000	\$117,360,000	\$7,650,000	\$10,500,000

¥ Costs reflect anticipated inflation

2024-2027 Transportation Improvement Program

2024-2027 TIP PROJECT LISTING

	FUNDING CATEGORY	PRIORITY WITHIN FUNDING CATEGORY	PROJECT #	COUNTY	LENGTH (MILES)	LOCATION	IMPROVEMENT TYPE	2024 - FEDERAL FUNDS ¥	2024 - TOTAL FUNDS ¥	2025 - FEDERAL FUNDS ¥	2025 - TOTAL FUNDS ¥	2026 - FEDERAL FUNDS ¥	2026 - TOTAL FUNDS ¥	2027 - FEDERAL FUNDS ¥	2027 - TOTAL FUNDS ¥
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	\$372,349	\$465,436	\$372,349	\$465,436	\$372,349	\$465,436	\$372,349	\$465,436
	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	\$2,500	\$3,125	\$2,500	\$3,125	\$2,500	\$3,125	\$2,500	\$3,125
	FTA § 5339			LINCOLN MINNEHAHA		URBAN TRANSIT AGENCIES (CITY OF SIOUX FALLS)	CAPITAL INVESTMENT: BUS AND BUS RELATED EQUIPMENT AND FACILITIES	\$296,893	\$371,116	\$296,893	\$371,116	\$296,893	\$371,116	\$296,893	\$371,116
	FTA § 5311			LINCOLN MINNEHAHA		RURAL TRANSIT AGENCIES (SERVICE IN BRANDON AND HARTFORD; POTENTIAL SERVICE IN TEA AND HARRISBURG)	OPERATING ASSISTANCE	\$120,000	\$144,893	\$12,000	\$14,489	\$120,000	\$144,893	\$120,000	\$144,893
	FTA § 5307			LINCOLN MINNEHAHA		CITY OF SIOUX FALLS (SIOUX AREA METRO)	OPERATING ASSISTANCE	\$3,632,802	\$11,717,624	\$3,687,294	\$12,084,153	\$3,742,604	\$12,461,677	\$3,798,743	\$12,812,663
Subtotal								\$4,424,544	\$12,702,194	\$4,371,036	\$12,938,320	\$4,534,346	\$13,446,247	\$4,590,485	\$13,797,233
								\$217,626,066	\$487,556,597	\$199,890,036	\$360,347,934	\$178,408,346	\$423,026,102	\$76,688,485	\$224,567,944

¥ Costs reflect anticipated inflation

# South Dakota Transportation Improvement Program

Tentative 2024-2027

Report Date 06/23/2023

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
15.00	*IM-NH-TA 0909(46)406 NH-TA 0011(118)80	4433  062V	Minnehaha	1.7	I90E I90W SD11	I90 - Exit 406 (Corson/Brandon); SD11 - Fm Redwood Blvd to Ash St in Brandon & 260th St Intersection in Corson	Interchange Reconstruction, Replace Str Bridge, Lighting, PCC Surfacing; Grading, Curb & Gutter, Storm Sewer, Sidewalk, ADA	28.546	2024	33.072	
Also Funded In:								Total Project Cost			
Item Category								37.149			
4.00 State Highway System Urban Projects								3.345			
0.11 Transportation Alternative Projects								0.732			
Construction planned for 2024 & 2025.											
25.00	*IM 1360(02) IM 0292(88)74 IM 2292(104)0	06JQ 07C6 07D0	Lincoln	4.0	I229N I29N I29S	I29 - 85th St Interchange; 85th Street (270th Street) - Fm Sundowner Avenue E 1 to Tallgrass Ave in Sioux Falls; I29 NBL - Fm 85th St to I229; I229 NBL - Fm I29 to Louise Ave	Construct Interchange, Grading, Paving, Storm Sewer, Pavement Marking, ROW, Lighting, Sidewalk, CE; Auxiliary Lane	3.749	2024	4.340	
Also Funded In:								Total Project Cost			
Item Category								50.017			
4.00 Local Urban System Projects								45.677			
Construction planned for 2025 & 2026.											
27.00	*IM-EM 0908(97)362 IM 0909(102)387	05T2 0965	McCook Minnehaha	13.4	I90E	I90 E - Fm 2 W of Humboldt to 2 E of Hartford; I90 - Str 0.4 W of Exit 390 (SD38); I90 E - Exit 379 (Humboldt); I90 E - Exit 387 (Hartford)	Remove & Replace PCC Surfacing, Replace Str Bridge, Approach Grading, Correct Clearance Deficiency, Spot Grading, Pipe Work; Temporary Ramp	0.447	2024	0.517	
Also Funded In:								Total Project Cost			
Item Category								40.289			
3.00 Special Projects								39.772			
30.00	IM 2292(105)3	07CY	Minnehaha	1.9	I229N	I229 - for Cliff Ave	Modify Crossovers, Temporary Structure	3.582	2024	4.198	
34.00	IM 0293(113)78	065E	Minnehaha	0.0	I29N I29S	I29 N & S - Strs 0.3 N of 26th St over Skunk Ck, Over 12th St (Exit 79), 0.3 N of 12th St over Ellis & Eastern RR	LSDC Overlay, Approach Slabs, Approach Pavement, Approach Guardrail, Steel Piling Repair	4.390	2024	4.826	

¥ Costs reflect anticipated inflation

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2024-2027 Transportation Improvement Program

## By Category

## Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
40.00	IM-CR 0022(94)	08Y8	Minnehaha	8.5	I29N I29S I90E I90W	Various Routes in the Sioux Falls Area	Mill, AC Resurfacing of Shoulders	3.713	2024		4.287
909.00	IM 0909(104)398 IM 0292(96)73 IM 2292(114)0	09HW 09HX 09HY	Lincoln Minnehaha	22.8	I229N I229S I29N I29S I90E I90W	I90 - Fm W of Exit 399 (Cliff Ave) to E of Exit 399; I29 - Fm Exit 73 (Tea) to Exit 83 (60th St N); I229 - Fm I29 to I90	Chain Link Fence Repair, Clearing	0.189	2024		0.210
				52.3	Miles	2024	44.616	Federal	51.450	Total	
4.00	IM 000S(418)	080J	Statewide	0.0		Statewide on the Interstate System	Install Dynamic Message Boards	1.737	2025		1.910
46.00	*IM-B-CR 2292(101)3	05HN	Minnehaha	1.3	I229N I229S	I229 - Exit 4 (Cliff Ave) in Sioux Falls	Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting	44.601	2025		56.638
Construction planned for 2025 & 2026.											
49.00	*IM 0909(92)387 P 6353(21)	06G8 08CU	Minnehaha	1.7	I90E I90W	I90 - Exit 387 (Hartford); Western Ave - Fm N of I90 Exit 387 to Mickelson Rd in Hartford	Interchange Reconstruction, Replace Str Bridge, Approach Grading, Surfacing, Sidewalk; Urban Grading, AC Surfacing, Curb & Gutter, Storm Sewer, Shared Use Path, Sidewalk, Lighting	17.808	2025		21.592
Also Funded In:											
Item		Category						Total Project Cost			
7.00		Local Urban System Projects		2.864				24.456			
58.00	IM 0909(98)396	091T	Minnehaha	0.0	I90E I90W	I90 E & W - I90/I29 Interch over I29 Drainage Ditch & I90/I229 Interch over I229	LSDC Overlay, Approach Slabs, Pavement, Rails, Joints	2.197	2025		2.415
				3.0	Miles	2025	66.343	Federal	82.555	Total	

¥ Costs reflect anticipated inflation

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## By Category

## Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
66.00	IM 2292(110)2 IM 2292(111)8	08K2 08K3	Minnehaha	0.0	I229N I229NF	I229 NF (Western Ave) - 0.1 S of I229 Interchange over Big Sioux Rv; I229 N - 0.4 N of Exit 7 (Rice St) over Big Sioux Rv	Polymer Chip Seal; LSDC Overlay, Approach Slabs, Replace Pedestrian Rail	2.263	2026		2.487
68.00	IM 0292(93)76	092A	Minnehaha	0.0	I29N	I29 - W 49th St 0.5 SW of 41st St Interch over I29	LSDC Overlay, Concrete Barrier, Joints, Approach Slabs, Pavement, Pedestrian Rail	1.772	2026		1.947
902.00	IM 0909(105)391	09DQ	Minnehaha	0.0	I90E I90W	I90 E & W - 0.8 E of Exit 390 (SD38) over Skunk Ck	Polymer Chip Seal	0.368	2026		0.405
				0.0	Miles		2026	4.403	Federal	4.839	Total
72.00	*IM 2292(84)2 NH 2115(46)	000S 08DN	Minnehaha	0.8	I229N I229S	I229 - Exit 3 (Minnesota Ave) in Sioux Falls; Minnesota Ave - Fm 49th St to N of 40th St in Sioux Falls	Interchange Reconstruction; Grading, PCC Surfacing, Curb & Gutter, Sidewalk, Storm Sewer, Signals, Lighting, Pavement Markings, ROW	25.074	2027		32.375
				Also Funded In:				Total Project Cost			
				Item Category				44.375			
				10.00 Local Urban System Projects							
				Construction planned for 2027 & 2028.							
				0.8	Miles		2027	25.074	Federal	32.375	Total

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By Category

Minor Arterial Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
37.00	*NH-P 0042(59)373	03TE	Minnehaha	4.9	SD42	SD42 - Fm the Big Sioux River Bridge to the IA State Line	Grading, PCC Surfacing, Curb & Gutter, Sidewalk, ADA, Storm Sewer, Lighting, Signals	32.296	2026	43.797	
Construction planned for 2026 & 2027.											
905.00	P-PT 0011(145)83	05V6	Minnehaha	1.3	SD11	SD11 - Fm 258th St to 257th St	Grading, AC Surfacing, Replace Str Bridge	8.792	2026	10.729	
Also Funded In:											
	Item	Category					Total Project Cost				
	70.00	Bridge Projects	6.549				17.278				
				6.2	Miles	2026		41.088	Federal	54.526	Total

## By Category

## State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
4.00	*IM-NH-TA 0909(46)406 NH-TA 0011(118)80	4433  062V	Minnehaha	1.7	I90E I90W SD11	I90 - Exit 406 (Corson/Brandon); SD11 - Fm Redwood Blvd to Ash St in Brandon & 260th St Intersection in Corson	Interchange Reconstruction, Replace Str Bridge, Lighting, PCC Surfacing; Grading, Curb & Gutter, Storm Sewer, Sidewalk, ADA	2.400	2024		3.345
Also Funded In:								Total Project Cost			
Item Category								37.149			
15.00 Interstate Maintenance Projects								33.072			
0.11 Transportation Alternative Projects								0.732			
Construction planned for 2024 & 2025.											
11.00	*NH 1157(02) NH 0011(101)72 NH 2042(28)	05C3 05C4 05UW	Minnehaha	1.0	SD11N SD11S	Veterans Parkway - Fm Arrowhead Parkway N 1000' in Sioux Falls; SD11 - Fm Arrowhead Parkway S 500' in Sioux Falls; Arrowhead Parkway - Fm Highline Ave to 0.5 W of Six Mile Road in Sioux Falls	Grading, Storm Sewer, Curb & Gutter, PCC Surfacing, ROW, Signals, Lighting	13.062	2024		16.087
Also Funded In:								Total Project Cost			
Item Category								18.257			
5.00 Local Urban System Projects								2.170			
Construction planned for 2024 & 2025.											
13.00	*NH 0100(110)405 P 1359(00) P 1391(00)	01V9 08DA 08DC	Lincoln	2.3		Veterans Pkwy - Fm I29 to Western Ave; Tallgrass Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Louise Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls	Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing	32.963	2024		57.794
Also Funded In:								Total Project Cost			
Item Category								70.249			
6.00 Local Urban System Projects								12.455			
Construction planned for 2024 & 2025.											
				5.0 Miles		2024		48.425	Federal	77.226	Total
12.00	NH 0042(80)371	06YP	Minnehaha	1.5	SD42	SD42 - Fm Willow Run Ent to Big Sioux River in Sioux Falls	Grading, Storm Sewer, Curb & Gutter, PCC Surfacing, Str Widening, Signals, Lighting	28.905	2025		37.945
Construction planned for 2025 & 2026.											

¥ Costs reflect anticipated inflation

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## By Category

## State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
20.00	*NH 0100(106)409 P 8042(00) P 8042(00)	01V7 08DG 08DH	Lincoln	2.0		Veterans Pkwy - Fm Cliff Ave to Sycamore Ave; Southeastern Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Sycamore Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls	Grading, Str Bridge, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing	34.526	2025		56.584
Also Funded In:								Total Project Cost			
Item Category								70.157			
8.00 Local Urban System Projects								13.573			
.....											
				3.5	Miles	2025		63.431	Federal	94.529	Total
24.00	*NH 0100(107)411 P 1440(00) P 1432(00)	01VA 08DJ 08DK	Lincoln Minnehaha	2.1		Veterans Pkwy - Fm Sycamore Ave to N of 57th St; 69th St - Fm Sycamore Ave to Veterans Pkwy in Sioux Falls; 57th St - Fm W of Veterans Pkwy to E of Veterans Pkwy in Sioux Falls	Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing; Modify Intersection	29.193	2026		57.318
Also Funded In:								Total Project Cost			
Item Category								64.371			
9.00 Local Urban System Projects								7.053			
Construction planned for 2026 & 2027.											
.....											
				2.1	Miles	2026		29.193	Federal	57.318	Total

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By Category

Bridge Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
37.00	PT 0011(153)57	0823	Lincoln	0.0	SD11	SD11 - Str 2.5 N of US18 Jct; Str 6 S of Minnehaha Co Line	Scour Protection, Berm Repair	0.119	2024		0.149
44.00	P 0020(224)	08P7	Regionwide	0.0		Various Location Throughout the Mitchell Region	2024 Bridge Deck Treatment	0.256	2024		0.312
				0.0	Miles		2024	0.375	Federal	0.461	Total
67.00	P 0020(225)	08P8	Regionwide	0.0		Various Locations Throughout the Mitchell Region	2025 Bridge Deck Treatment	0.261	2025		0.318
				0.0	Miles		2025	0.261	Federal	0.318	Total
70.00	P-PT 0011(145)83	05V6	Minnehaha	1.3	SD11	SD11 - Fm 258th St to 257th St	Grading, AC Surfacing, Replace Str Bridge	5.367	2026		6.549
Also Funded In:								Total Project Cost			
Item Category								17.278			
905.00 Minor Arterial Projects								10.729			
				1.3	Miles		2026	5.367	Federal	6.549	Total

## By Category

## Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
22.00	PS 8050(89)	096G	Lincoln Minnehaha	0.0		Railroad Crossings in Sioux Falls BNSF	Study to Close Crossings	0.180	2024		0.200
23.00	PS 8050(90)	096H	Lincoln Minnehaha	0.0		Railroad Crossings in Sioux Falls E&E	Study to Close Crossing	0.180	2024		0.200
30.00	PS 000S(427)	0837	Statewide	0.0		Various BNSF Crossing Locations	Preliminary Engineerng FY2024	0.018	2024		0.020
35.00	PP-PS 1416(07)	094T	Minnehaha	0.0		49th St - In Sioux Falls, BNSF RR, DOT #381648E	Signals, Crossing Surface, Approach Work, Sidewalks, CE	0.279	2024		0.310
				0.0	Miles		2024	0.657	Federal		0.730 Total
39.00	PS 000S(428)	0838	Statewide	0.0		Various BNSF Crossing Locations	Preliminary Engineerng FY2025	0.018	2025		0.020
				0.0	Miles		2025	0.018	Federal		0.020 Total
41.00	PP 8050(91)	095U	Minnehaha	0.0		259th St in Sioux Falls, BNSF RR, DOT #097252V	Signals, CE	0.270	2026		0.300
45.00	PS 000S(429)	0839	Statewide	0.0		Various BNSF Crossing Locations	Preliminary Engineering FY2026	0.018	2026		0.020
913.00	PP-PS 2115(48)	09JP	Minnehaha	0.0		S Minnesota Ave in Sioux Falls, E&E RR, DOT #186657T	Signals, Crossing Surface, Approach Work, CE	0.270	2026		0.300
				0.0	Miles		2026	0.558	Federal		0.620 Total
50.00	PS 000S(430)	083A	Statewide	0.0		Various BNSF Crossing Locations	Preliminary Engineering FY2027	0.018	2027		0.020
				0.0	Miles		2027	0.018	Federal		0.020 Total

¥ Costs reflect anticipated inflation

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## By Category

## Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
4.00	*EM 1360(02)	06JQ	Lincoln	4.0	I229N	I29 - 85th St Interchange; 85th	Construct Interchange,	0.000	2024	45.677	
	IM 0292(88)74	07C6			I29N	Street (270th Street) - Fm	Grading, Paving, Storm Sewer,				
	IM 2292(104)0	07D0			I29S	Sundowner Avenue E 1 to	Pavement Marking, ROW,				
						Tallgrass Ave in Sioux Falls; I29	Lighting, Sidewalk, CE;				
						NBL - Fm 85th St to I229; I229	Auxiliary Lane				
						NBL - Fm I29 to Louise Ave					
Also Funded In:								Total Project Cost			
	Item	Category						50.017			
	25.00 Interstate Maintenance Projects				4.340						
Construction planned for 2025 & 2026.											
5.00	*NH 1157(02)	05C3	Minnehaha	1.0	SD11N	Veterans Parkway - Fm	Grading, Storm Sewer, Curb &	1.778	2024	2.170	
	NH 0011(101)72	05C4			SD11S	Arrowhead Parkway N 1000' in	Gutter, PCC Surfacing, ROW,				
	NH 2042(28)	05UW				Sioux Falls; SD11 - Fm	Signals, Lighting				
						Arrowhead Parkway S 500' in					
						Sioux Falls; Arrowhead					
						Parkway - Fm Highline Ave to					
						0.5 W of Six Mile Road in Sioux					
						Falls					
Also Funded In:								Total Project Cost			
	Item	Category						18.257			
	11.00 State Highway System Urban Projects				16.087						
Construction planned for 2024 & 2025.											
6.00	*NH 0100(110)405	01V9	Lincoln	2.3		Veterans Pkwy - Fm I29 to	Grading, PCC Surfacing, Curb	0.000	2024	12.455	
	P 1359(00)	08DA				Western Ave; Tallgrass Ave -	& Gutter, Storm Sewer,				
	P 1391(00)	08DC				Fm S of Veterans Pkwy to N of	Signals, Lighting, AC Surfacing				
						Veterans Pkwy in Sioux Falls;					
						Louise Ave - Fm S of Veterans					
						Pkwy to N of Veterans Pkwy in					
						Sioux Falls					
Also Funded In:								Total Project Cost			
	Item	Category						70.249			
	13.00 State Highway System Urban Projects				57.794						
Construction planned for 2024 & 2025.											
				7.3	Miles		2024	1.778	Federal	60.302	Total

¥ Costs reflect anticipated inflation

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## By Category

## Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥		
7.00	*IM 0909(92)387 P 6353(21)	06G8 08CU	Minnehaha	1.7	I90E I90W	I90 - Exit 387 (Hartford); Western Ave - Fm N of I90 Exit 387 to Mickelson Rd in Hartford	Interchange Reconstruction, Replace Str Bridge, Approach Grading, Surfacing, Sidewalk; Urban Grading, AC Surfacing, Curb & Gutter, Storm Sewer, Shared Use Path, Sidewalk, Lighting	2.157	2025		2.864		
Also Funded In:								Total Project Cost					
Item Category								24.456					
49.00 Interstate Maintenance Projects						21.592							
<hr/>													
8.00	*NH 0100(106)409 P 8042(00) P 8042(00)	01V7 08DG 08DH	Lincoln	2.0		Veterans Pkwy - Fm Cliff Ave to Sycamore Ave; Southeastern Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls; Sycamore Ave - Fm S of Veterans Pkwy to N of Veterans Pkwy in Sioux Falls	Grading, Str Bridge, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing	0.000	2025		13.573		
Also Funded In:								Total Project Cost					
Item Category								70.157					
20.00 State Highway System Urban Projects						56.584							
<hr/>													
						3.7 Miles		2025		2.157	Federal	16.437	Total
9.00	*NH 0100(107)411 P 1440(00) P 1432(00)	01VA 08DJ 08DK	Lincoln Minnehaha	2.1		Veterans Pkwy - Fm Sycamore Ave to N of 57th St; 69th St - Fm Sycamore Ave to Veterans Pkwy in Sioux Falls; 57th St - Fm W of Veterans Pkwy to E of Veterans Pkwy in Sioux Falls	Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Signals, Lighting, AC Surfacing; Modify Intersection	0.000	2026		7.053		
Also Funded In:								Total Project Cost					
Item Category								64.371					
24.00 State Highway System Urban Projects						57.318							
Construction planned for 2026 & 2027.													
<hr/>													
						2.1 Miles		2026		0.000	Federal	7.053	Total

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
10.00	*IM 2292(84)2 NH 2115(46)	000S 08DN	Minnehaha	0.8	I229N I229S	I229 - Exit 3 (Minnesota Ave) in Sioux Falls; Minnesota Ave - Fm 49th St to N of 40th St in Sioux Falls	Interchange Reconstruction; Grading, PCC Surfacing, Curb & Gutter, Sidewalk, Storm Sewer, Signals, Lighting, Pavement Markings, ROW	4.262	2027	12.000	

Also Funded In:

Item Category  
72.00 Interstate Maintenance Projects  
Construction planned for 2027 & 2028.

32.375

Total Project Cost  
44.375

0.8	Miles	2027	4.262	Federal	12.000	Total
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## By Category

## Safe Routes To School Projects

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

¥ Costs reflect anticipated inflation

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By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
28.00	PH 000S(403)	06U2	Clay Lincoln Minnehaha	0.4	I29N I29S I90E SD11 SD19	Various Locations on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	1.405	2024		1.561
65.00	PH 0020(212)	07A2	Hutchinson Lincoln Minnehaha Turner	0.0	SD11 SD115 SD42 SD44 US18	Mitchell Region	Modify Intersection	0.140	2024		0.156
			0.4 Miles		2024		1.545	Federal		1.717	Total
63.00	PH 0020(211)	06UA	Regionwide	40.0		Various locations on the local system in the Mitchell Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.424	2025		0.424
81.00	PH 0020(185)	06AP	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.796	2025		0.796
88.00	PH 000S(436)	06U4	Regionwide	1.5		Various Locations on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	1.194	2025		1.327
			41.5 Miles		2025		2.414	Federal		2.547	Total
106.00	PH 0020(230)	06TH	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.812	2026		0.812
122.00	PH 0022(443)	08Q8	Lincoln Minnehaha	17.0	I29N I29S	Various Locations in the Sioux Falls Area	Median Cable Barrier	4.406	2026		4.621
			17.0 Miles		2026		5.218	Federal		5.433	Total
112.00	PH 0020(231)	06UE	Regionwide	40.0		Various locations on the local system in the Mitchell Region	Rumble Stripes and High Grade Polymer Pavement Markings	0.442	2027		0.442
116.00	PH 0020(232)	06UL	Regionwide	0.0		Various Locations on the state and local systems in the Mitchell Region	Modify Horizontal Curve	0.994	2027		1.104

¥ Costs reflect anticipated inflation

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2024-2027 Transportation Improvement Program



By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
130.00	PH 0020(234)	07AA	Regionwide	0.0		Various locations on the State System in the Mitchell Region	Durable Pavement Marking	0.828	2027		0.828
.....											
				40.0	Miles		2027	2.264	Federal	2.374	Total

¥ Costs reflect anticipated inflation

## By Category

## Pavement Preservation Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
51.00	IM 0020(205)	07CV	Minnehaha	0.0	I229N I229S	Various Locations Throughout the Mitchell Region	2024 Regionwide Approach Slab Repair, Polymer Chip Seal, Crash Wall	1.705	2024		2.081
75.00	IM-NH-P 0022(97)	097E	Minnehaha	4.6	I29N I29S SD11	Various Locations in the Sioux Falls Area	Pavement Preservation	1.656	2024		2.021
				4.6	Miles		2024	3.361	Federal		4.102
										Total	

By Category

Miscellaneous

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

¥ Costs reflect anticipated inflation

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2024-2027 Transportation Improvement Program

By Category

Miscellaneous

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

¥ Costs reflect anticipated inflation

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By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
9.00	P 000S(00)245	07DX	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2024		1.248
State funds at 60/40 (State CAP - \$0.223, County - \$0.149); Remainder 100% Local - \$0.828.											
.....											
				0.0	<b>Miles</b>		2024	0.000	<b>Federal</b>	1.248	<b>Total</b>
13.00	P 000S(00)249	07E2	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2025		1.273
State funds at 60/40 (State CAP - \$0.223, County - \$0.149); Remainder 100% Local - \$0.828.											
.....											
				0.0	<b>Miles</b>		2025	0.000	<b>Federal</b>	1.273	<b>Total</b>
17.00	P 000S(00)297	07E6	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2026		1.299
State funds at 60/40 (State CAP - \$0.223, County - \$0.149); Remainder 100% Local - \$0.828.											
.....											
				0.0	<b>Miles</b>		2026	0.000	<b>Federal</b>	1.299	<b>Total</b>
23.00	P 000S(00)256	07UD	Regionwide	0.0		Various Locations in the Mitchell Region	County Pavement Marking	0.000	2027		1.325
State funds at 60/40 (State CAP - \$0.223, County - \$0.149); Remainder 100% Local - \$0.828.											
.....											
				0.0	<b>Miles</b>		2027	0.000	<b>Federal</b>	1.325	<b>Total</b>

¥ Costs reflect anticipated inflation

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By Category

Special Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
3.00	*IM-EM 0908(97)362	05T2	McCook	13.4	I90E	I90 E - Fm 2 W of Humboldt to 2 E of Hartford; I90 - Str 0.4 W of Exit 390 (SD38); I90 E - Exit 379 (Humboldt); I90 E - Exit 387 (Hartford)	Remove & Replace PCC Surfacing, Replace Str Bridge, Approach Grading, Correct Clearance Deficiency, Spot Grading, Pipe Work; Temporary Ramp	30.315	2024	39.772	
	IM 0909(102)387	0965	Minnehaha								

Also Funded In:

Item Category

27.00 Interstate Maintenance Projects

0.517

Total Project Cost

40.289

13.4	Miles	2024	30.315	Federal	39.772	Total
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## By Category

## Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
0.11	*IM-NH-TA 0909(46)406 NH-TA 0011(118)80	4433  062V	Minnehaha	1.7	I90E I90W SD11	I90 - Exit 406 (Corson/Brandon); SD11 - Fm Redwood Blvd to Ash St in Brandon & 260th St Intersection in Corson	Interchange Reconstruction, Replace Str Bridge, Lighting, PCC Surfacing; Grading, Curb & Gutter, Storm Sewer, Sidewalk, ADA	0.600	2024		0.732
Also Funded In:								Total Project Cost			
Item Category								37.149			
15.00 Interstate Maintenance Projects								33.072			
4.00 State Highway System Urban Projects								3.345			
Construction planned for 2024 & 2025.											
18.00	P TAPU(37)	08W6	Minnehaha	0.0		Crooks - Along the W Side of S West Ave fm 7th St to Dianne St	PCC Shared Use Path, CE	0.325	2024		0.396
27.00	P TAPE(06)24	07UV	Statewide	0.0		Various Locations Throughout South Dakota	2024 PE for Transportation Alternatives Projects	0.820	2024		1.000
29.16	P TAPU(38)	09FV	Minnehaha	0.0		Sioux Falls - Along E 26th St crossing Veterans Pkwy through an existing underpass	PCC Shared Use Path, CE	0.600	2024		0.980
902.00	LR 2024(00)0	06L4	Statewide	0.0		Various Locations Throughout South Dakota	2024 Statewide Transportation Alternative Program Projects	7.376	2024		9.000
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											
				1.7	Miles		2024	9.721	Federal	12.108	Total
28.00	LR 2025(00)0	06L5	Statewide	0.0		Various Locations Throughout South Dakota	2025 Statewide Transportation Alternative Program Projects	7.376	2025		9.000
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											
29.00	P TAPE(07)25	07UP	Statewide	0.0		Various Locations Throughout South Dakota	2025 PE for Transportation Alternatives Projects	0.820	2025		1.000
				0.0	Miles		2025	8.196	Federal	10.000	Total
30.00	LR 2026(00)0	05K8	Statewide	0.0		Various Locations Throughout South Dakota	2026 Statewide Transportation Alternative Program Projects	7.376	2026		9.000
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											

¥ Costs reflect anticipated inflation

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## By Category

## Transportation Alternative Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Work Description	Federal Funds ¥	Fiscal Year	Total Cost(Mil \$)	¥
31.00	P TAPE(08)26	07UW	Statewide	0.0		Various Locations Throughout South Dakota	2026 PE for Transportation Alternatives Projects	0.820	2026		1.000
				0.0	<b>Miles</b>		2026	8.196	<b>Federal</b>	10.000	<b>Total</b>
32.00	LR 2027(00)0	05KD	Statewide	0.0		Various Locations Throughout South Dakota	2027 Statewide Transportation Alternative Program Projects	7.376	2027		9.000
This project is a "funding placeholder" to show any difference between the total amount programmed and the estimated annual programmed amount.											
33.00	P TAPE(09)27	07UX	Statewide	0.0		Various Locations Throughout South Dakota	2027 PE for Transportation Alternatives Projects	0.820	2027		1.000
				0.0	<b>Miles</b>		2027	8.196	<b>Federal</b>	10.000	<b>Total</b>



## **Appendices**

Appendix A	2024-2027 TIP Map
Appendix B	Public Participation Plan
Appendix C	Agency Letters and Responses
Appendix D	Public Comments and Questions
Appendix E	Self-Certification
Appendix F	Amendments

## **Appendix A**

### **2024-2027 TIP Map**

**Appendix B**

**Public Participation Plan**

**Project:**

**UDC Meeting Date:**

## **Project-Specific Public Participation Plan**

### **The Sioux Falls MPO Four-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 the decisions. Therefore, prior to the development of any transportation product, staff should implement the following four-step process, review each step's corresponding section in the PPP, and design a public participation plan specific to the product.

**Step 1 Goals and Actions:** What is the public participation goal? Determine the type of plan or product, the goal of participation, and the action required.

***MPO Approval Required?***

***Informational?***

***Other Approval Required?***

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

**Step 3 Participation Method:** What public participation methods and notification techniques for engaging the public will be utilized?

Participation Methods:

Notification Techniques:

**Step 4 Assessment:** What type of public participation information will you review to assess the performance of public participation techniques? (Ex. Meeting attendance, count website visits, number of mailers sent)

## **Appendix C**

### **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) • [sean@secog.org](mailto:sean@secog.org)

July 5, 2023

S.D. DANR – Inspection, Compliance & Remediation  
523 E. Capitol Avenue  
Pierre, SD 57501-3182

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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 2024-2027. 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. An electronic version of the draft 2024-2027 TIP is available at: <https://siouxfallsmpo.org/> for your review and comment. Please contact me at 605.681.8176 or [sean@secog.org](mailto:sean@secog.org) to request a printed copy of the TIP.

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

Sincerely,

Sean Hegyi  
Planner



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[www.sioxfallsmpo.org](http://www.sioxfallsmpo.org) • [sean@secog.org](mailto:sean@secog.org)

July 5, 2023

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. Steve Naylor:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; and the South Eastern Council of Governments (SECOCG). 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,

Sean Hegyi  
Planner



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July 5, 2023

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

Dear Ms. Vanosdall:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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,

Sean Hegyi  
Planner





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July 5, 2023

Ms. Hilary Morey  
S.D. Department of Game, Fish & Parks  
523 E. Capitol Avenue  
Pierre, SD 57501

Dear Ms. Hilary Morey:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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,

Sean Hegyi  
Planner



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July 5, 2023

Mr. Marc Macy  
South Dakota Division of Emergency Management  
221 S. Central Avenue  
Pierre, SD 57501-2217

Dear Mr. Marc Macy:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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,

Sean Hegyi  
Planner



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) • [sean@secog.org](mailto:sean@secog.org)

July 5, 2023

Ms. Jenna Carlson Dietmeier  
ATTN: Section 106 Review and Compliance  
South Dakota State Historical Society  
Cultural Heritage Center  
900 Governors Drive  
Pierre, SD 57501

Dear Ms. Jenna Carlson Dietmeier:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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 2024-2027. 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. An electronic version of the draft 2024-2027 TIP is available at: <https://siouxfallsmpo.org/> for your review and comment. Please contact me at 605.681.8176 or [sean@secog.org](mailto:sean@secog.org) to request a printed copy of the TIP.

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

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July 5, 2023

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

Dear Mr. Scott Larson:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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.

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Sean Hegyi  
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[www.sioxfallsmpo.org](http://www.sioxfallsmpo.org) • [sean@secog.org](mailto:sean@secog.org)

July 5, 2023

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

Dear Mr. Nathan Jones:

The Sioux Falls Metropolitan Planning Organization (MPO) is comprised of the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; 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,

Sean Hegyi  
Planner

## **Appendix D**

### **Public Comments/Questions**

## **Appendix E**

### **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

South Dakota Department of Transportation  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



**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).

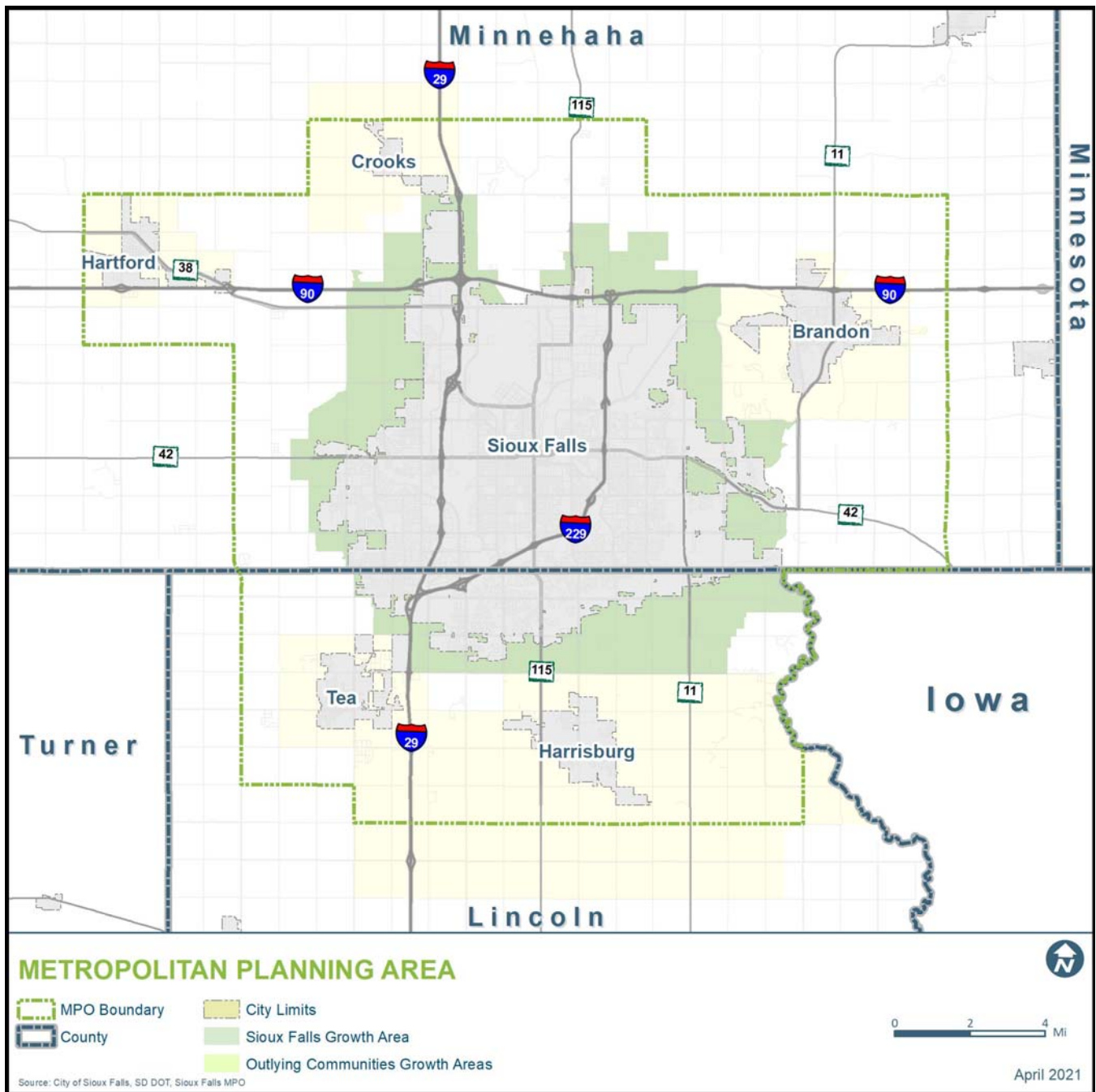
Through the MOU, the authority for transportation and transit planning for the Sioux Falls MPA was delegated to the Urbanized Development Commission (UDC). The UDC is the governing body with two permanent advisory committees, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (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; 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; 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 5, 2020.

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 the considerations identified in the FAST Act, the Infrastructure Investment and Jobs Act (IIJA), and the Bipartisan Infrastructure Law (BIL) Planning Emphasis Areas.

The Sioux Falls MPO's 2023-2026 TIP was adopted in August 2022 and was incorporated into SDDOT's STIP. The 2024-2027 TIP is currently being developed and is scheduled for approval in August 2023.

## F. Transportation Planning Factors

MAP-21 required that the eight Federal Planning Factors be considered within the planning process. The FAST Act carried this requirement forward and added two additional Planning Factors, including Factor #9 (Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation) and Factor #10 (Enhance travel and tourism).

The Federal Planning Factors provide guidance during the development of the LRTP Goals. However, the final refined statements developed reflect the specific vision for the Sioux Falls Area MPO. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas. These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and planning agencies to focus their planning efforts. The table below shows which elements of the Go Sioux Falls 2045 LRTP Goals support these Transportation Planning Factors and Planning Emphasis Areas.

Table 1: MAP-21/FAST Act Relationship to Go Sioux Falls 2045 LRTP Goals

MAP-21/FAST Act Planning Factors		Go Sioux Falls 2045 LRTP 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. Connectivity 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	B. Connectivity and Economic Vitality C. Livability and Environmental Sustainability
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	B. Connectivity 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	F. System Preservation
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	A. Operational Efficiency C. Livability and Environmental Sustainability E. Safety and Security
10	Enhance travel and tourism	A. Operational Efficiency B. Connectivity and Economic Vitality

### **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 Metropolitan Planning Organization'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.

Prior to development of any transportation product requiring approval, the MPO will review and adopt a plan or project specific public participation plan following the four-step process outlined below:

STEP 1—Goals and Actions:

- ▶ Determine the specific goals and objectives that public participation is to accomplish.
- ▶ Who recommends and approves the plan or product?
- ▶ What is the significance of the approval of the plan or product?

STEP 2—Stakeholders:

- ▶ Identify the stakeholders that either might be interested in participating or whose participation is necessary in order to achieve the objectives.

STEP 3—Participation Method(s):

- ▶ Select a technique(s) for interacting with the public that will achieve the objectives.
- ▶ Select suitable notification techniques for reaching the desired public with the necessary information.
- ▶ Implement and conduct the appropriate participation technique(s).

STEP 4—Assessment/Summary:

- ▶ Determine how the techniques are to be assessed.
- ▶ 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 coordination with the CIP and TIP/STIP processes, CityLink public service announcements, use of the Sioux Falls MPO website, study websites, 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 F**

## **Amendments**

## 2024-2027 STIP DEVELOPMENT PUBLIC MEETING DATES:

### **Formal Public Meetings**

**July 11, 2023** – Aberdeen at the AmericInn 7:00 p.m. CDT  
301 Centennial St S, Aberdeen, SD 57401

**July 12, 2023** – Sioux Falls at Southeast Technical Institute – Sullivan Health Center  
7:00 p.m. CDT  
2320 N Career Ave, Sioux Falls, SD 57107

**July 13, 2023** – Rapid City at the Ramkota Hotel, 7:00 p.m. MDT  
2111 N Lacrosse St, Rapid City, SD 57701

**July 19, 2023** – Fort Pierre at the Casey Tibbs Rodeo Center, 7:00 p.m. CDT  
210 Verendrye Dr, Fort Pierre, SD 57532

All formal public STIP meetings will be conducted in-person and also include a virtual method to participate for those who cannot attend in-person. Details on how to participate virtually are available at:

<https://dot.sd.gov/projects-studies/planning/stip>

**August 24, 2023** – SD Transportation Commission's consideration and approval of the 2024-2027 STIP, Sioux Falls MPO TIP, Sioux City MPO TIP, Rapid City MPO TIP, and Transit Improvement Program

Rice Street/Holly Boulevard Corridor Study Open House  
July 13, 2023

Citizen Advisory Committee  
August 9, 2023

Technical Advisory Committee  
August 10, 2023

Urbanized Development Commission  
August 10, 2023