

# Rapid City Regional Airport

Master Plan Update

Rental Car Focus Group Meeting

February 4, 2021



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# Agenda

- Introductions
- Airport Master Plan Background
- Rental Car Facility Needs
  - Existing
  - Future
- Expansion Areas / Preliminary Concepts



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# Airport Master Plan

- “Road Map” for meeting aviation demands over the next 20 years
- Help RAP preserve flexibility to respond to future needs
- Some critical reasons a Master Plan Update was needed:
  - 20-year activity forecasts from the 2014 Airport Master Plan were already surpassed in 2019.
  - Continuity of operations – develop a plan to eliminate or minimize closure time of RAP’s primary runway when major runway reconstruction becomes necessary.

**Currently working through Facility Requirements & Preliminary Concepts Phase of the Master Plan**

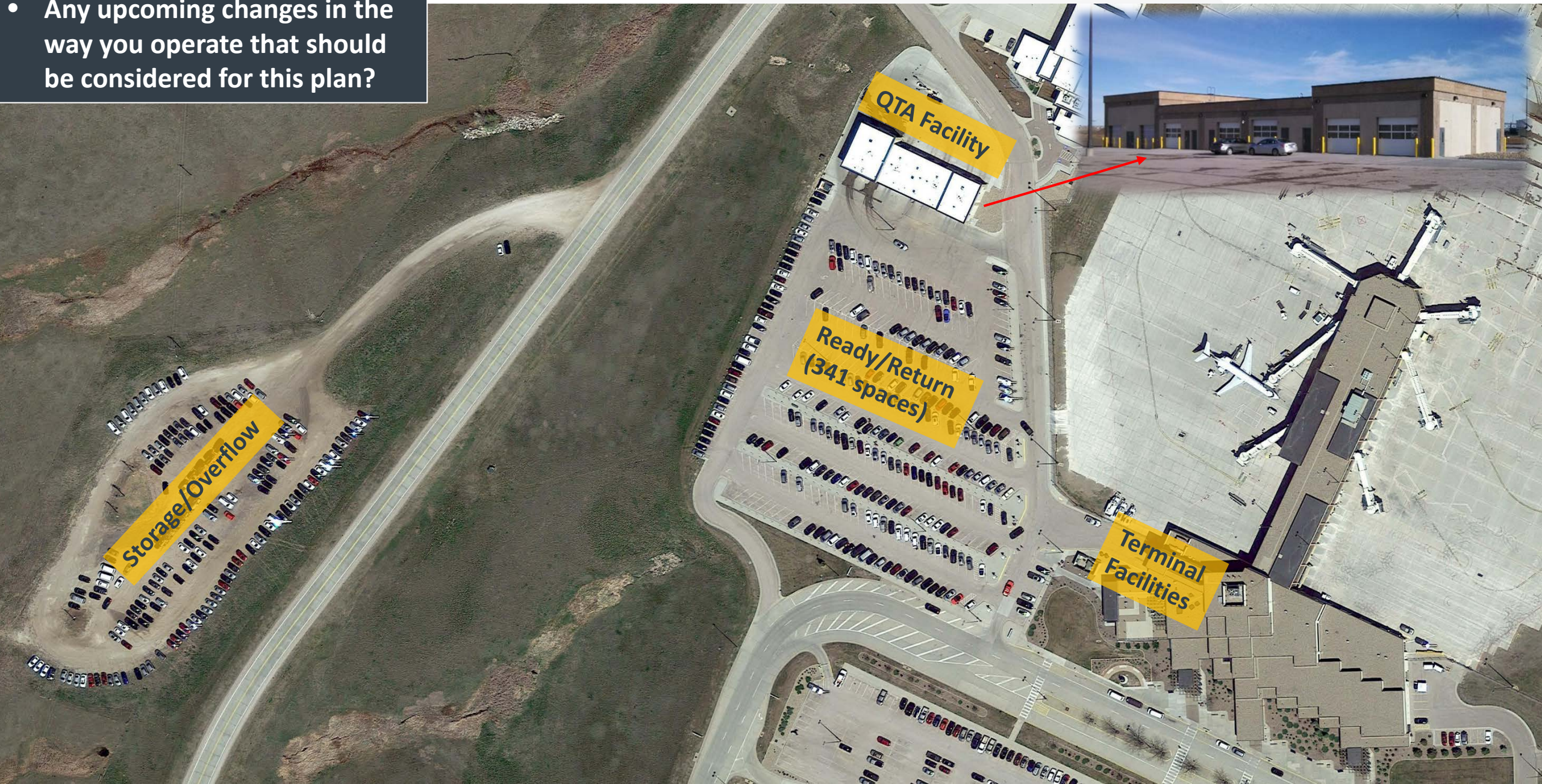


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- Existing challenges or issues?
- What's working well?
- Any upcoming changes in the way you operate that should be considered for this plan?

# Facility Needs

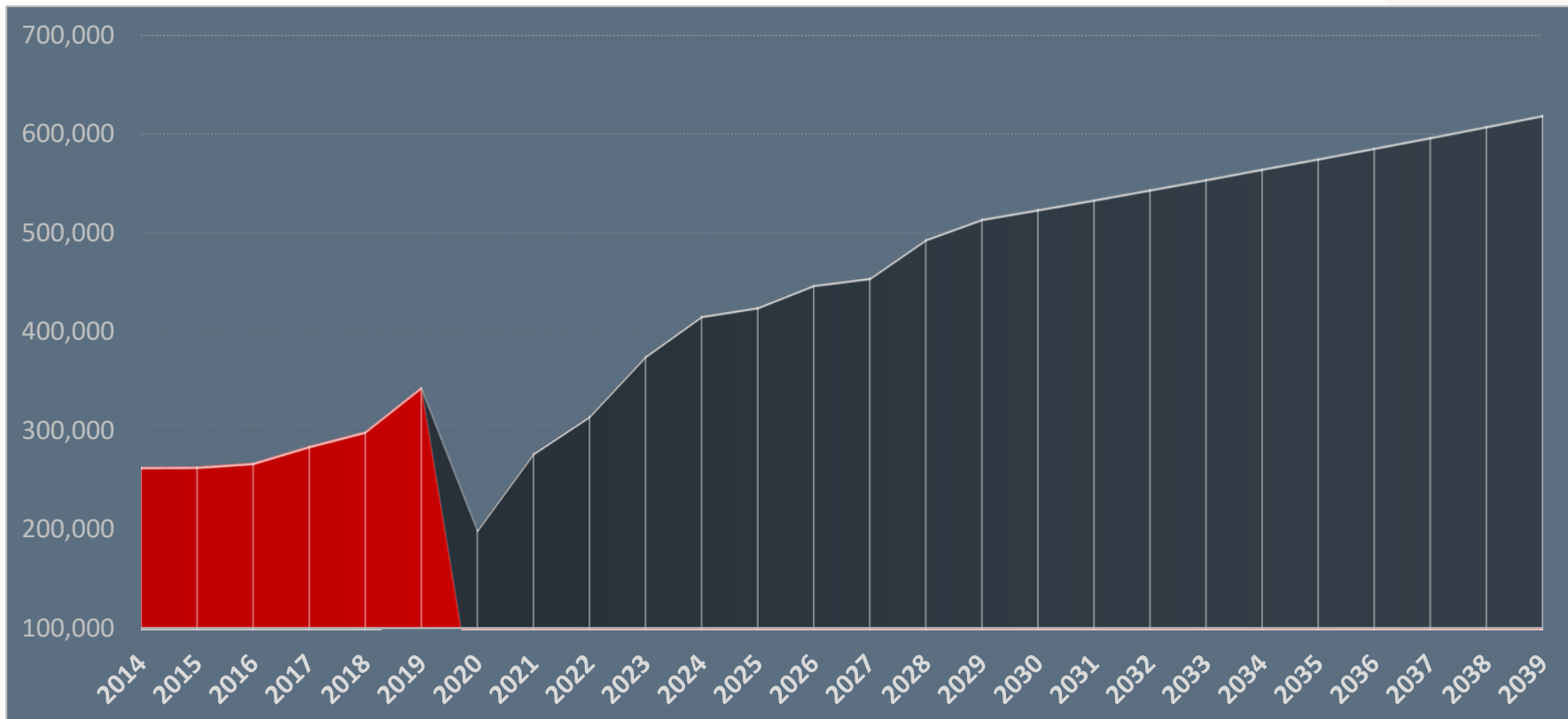




# 2019 Baseline & Long-Range Enplanement Forecasts

- Forecasting is far from an exact science (especially since COVID-19 came along)
- Detailed 10-year enplanement forecast shown on the following slide

Forecast	2019	2024	2029	2034	2039	2019 to 2029 CAGR	2019 to 2039 CAGR
Enplanements	343,926	416,470	514,497	565,267	619,525	4.11%	2.98%



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# 2019 Baseline & 10 Year Enplanement Forecasts

Month	2019	2021	2023	2025	2027	2029	CAGR
January	19,142	11,318	14,189	17,036	17,036	20,501	0.69%
February	17,594	12,124	14,521	17,363	17,923	23,322	2.92%
March	19,956	16,911	20,566	22,523	24,022	26,387	2.83%
April	20,778	18,470	22,077	24,063	24,980	30,188	3.81%
May	27,778	20,224	25,353	32,921	33,422	42,055	4.20%
June	37,764	33,168	49,848	56,956	63,154	73,156	6.84%
July	<b>43,259</b>	39,845	58,214	65,398	73,195	<b>79,248</b>	6.24%
August	<b>41,062</b>	38,118	56,185	63,369	70,315	<b>76,944</b>	6.48%
September	37,732	28,494	38,805	46,641	48,072	56,655	4.15%
October	30,379	23,785	30,025	32,114	35,186	36,265	1.79%
November	21,515	16,007	22,448	22,448	22,448	23,494	0.88%
December	26,964	19,184	23,675	24,439	25,203	26,282	-0.26%
Total	<b>343,926</b>	<b>277,647</b>	<b>375,906</b>	<b>425,272</b>	<b>454,956</b>	<b>514,497</b>	<b>4.11%</b>

Potential for peak month enplanements to nearly double over the next 10 years

## Relationship Between Enplanements/Deplanements & Rental Car Transactions

2019 Activity							
Month	# of Trans	Avg. Trans Per Day	Avg. Trans Per Week	CFC Days	CFC Days Per Trans	Enplanements	Passengers Per Transaction
JANUARY	2,759	89	623	9,720	3.5	19,142	6.9
FEBRUARY	2,361	84	590	8,210	3.5	17,495	7.4
MARCH	2,870	93	648	10,153	3.5	19,956	7.0
APRIL	3,839	128	896	13,930	3.6	20,778	5.4
MAY	6,026	194	1,361	24,162	4.0	27,880	4.6
<b>JUNE</b>	<b>8,019</b>	<b>267</b>	<b>1,871</b>	<b>37,293</b>	<b>4.7</b>	<b>37,764</b>	<b>4.7</b>
<b>JULY</b>	<b>9,108</b>	<b>294</b>	<b>2,057</b>	<b>44,430</b>	<b>4.9</b>	<b>43,259</b>	<b>4.7</b>
<b>AUGUST</b>	<b>9,002</b>	<b>290</b>	<b>2,033</b>	<b>44,037</b>	<b>4.9</b>	<b>41,062</b>	<b>4.6</b>
<b>SEPTEMBER</b>	<b>8,833</b>	<b>294</b>	<b>2,061</b>	<b>41,889</b>	<b>4.7</b>	<b>37,732</b>	<b>4.3</b>
OCTOBER	6,580	212	1,486	26,732	4.1	30,379	4.6
NOVEMBER	3,765	126	879	14,080	3.7	21,515	5.7
DECEMBER	2,927	94	661	10,425	3.6	26,964	9.2

- Is CFC Days Per Transaction a good representation of length of rental use? I imagine there may be some overlap with returns and new transactions occurring the same day.
- Passengers Per Transaction could be applied to forecasts for a general expectation of future needs.



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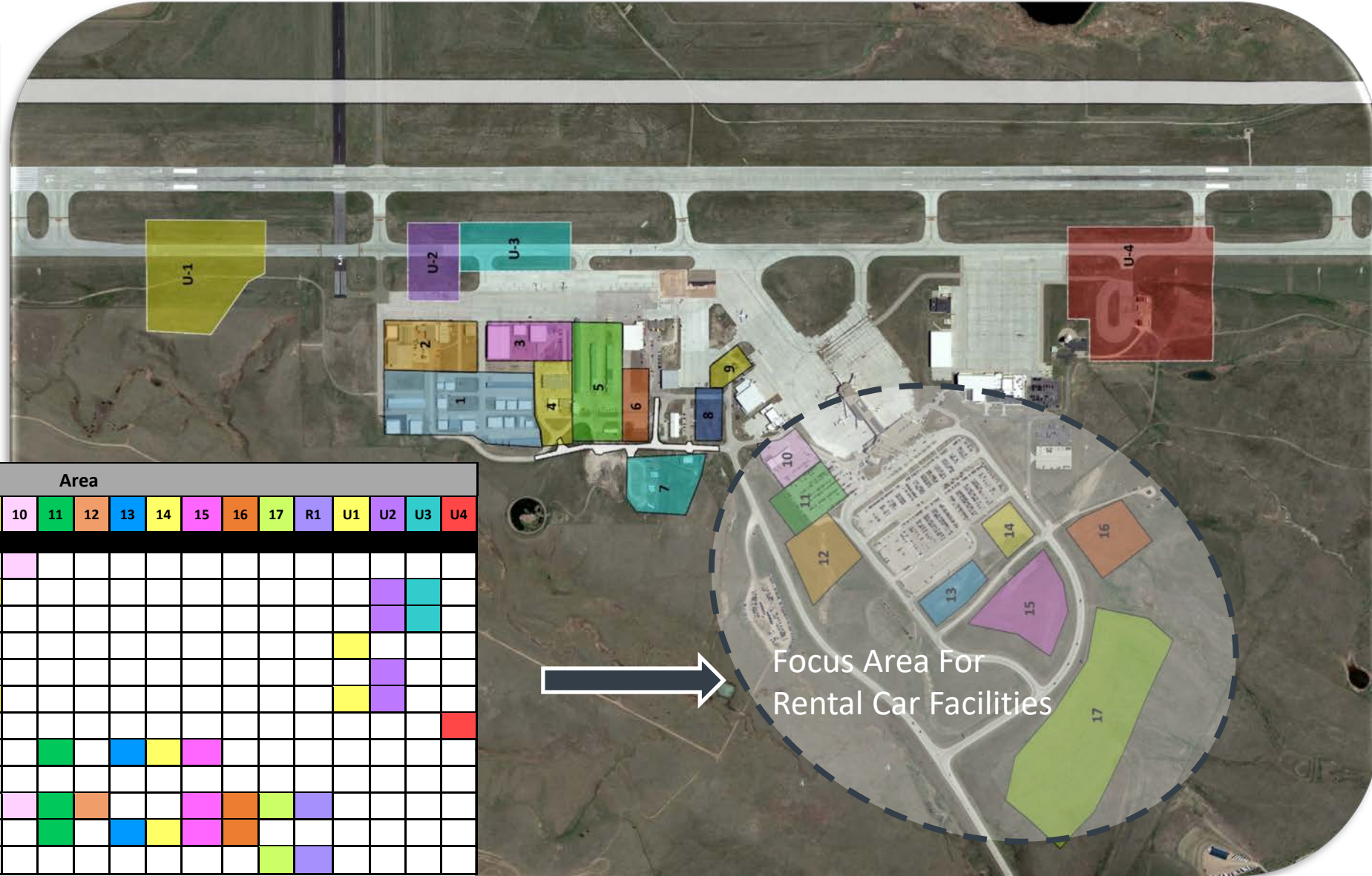
## Overall Development Areas

Determine developable areas & put space to its best use

## Constraints/Challenges

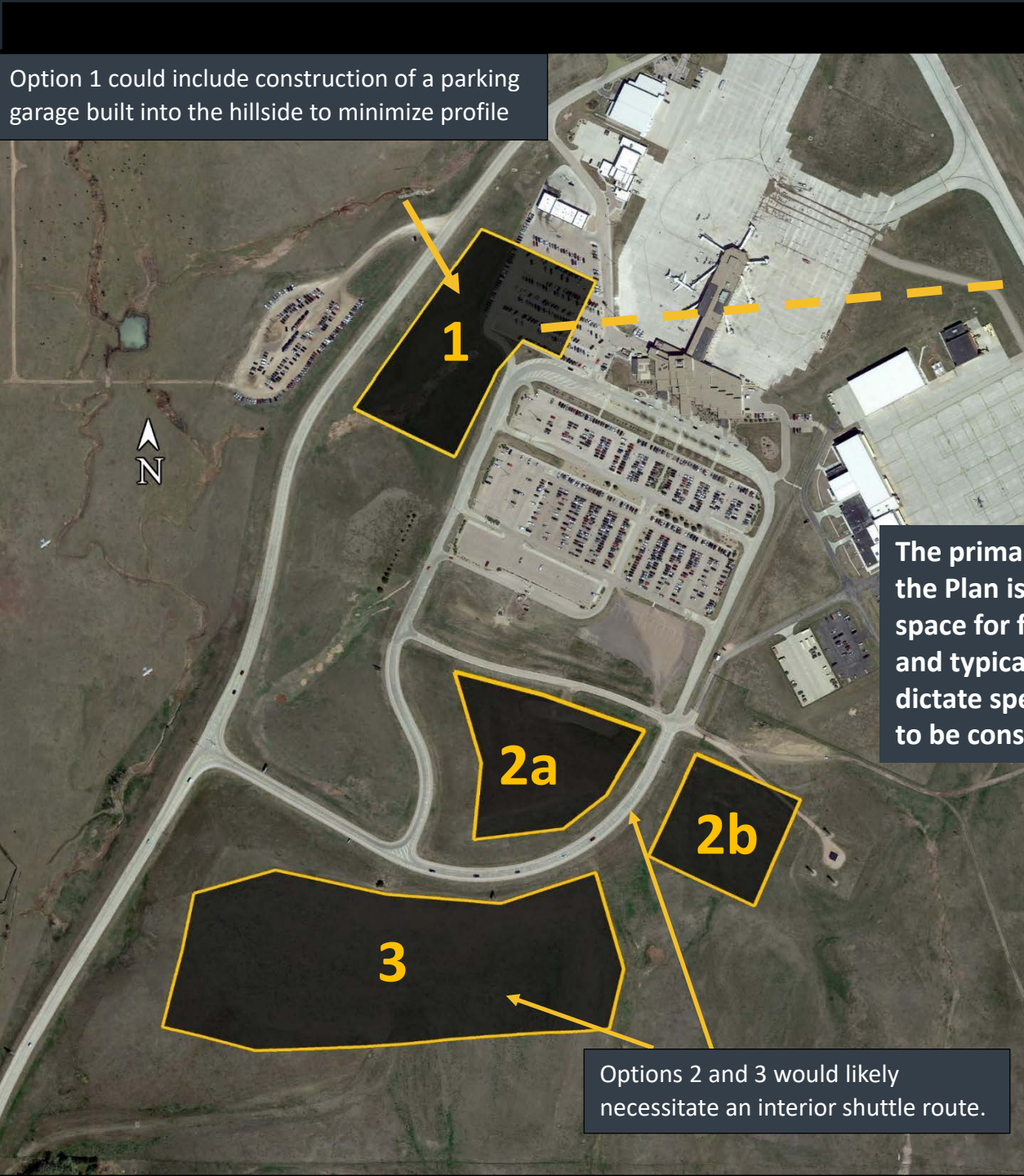
- Terrain
- Design Standards
- Existing Leaseholds
- Environmentally Sensitive Avoidance Areas

- ## Constraints/Challenges
- Terrain
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  - Environmentally Sensitive Avoidance Areas

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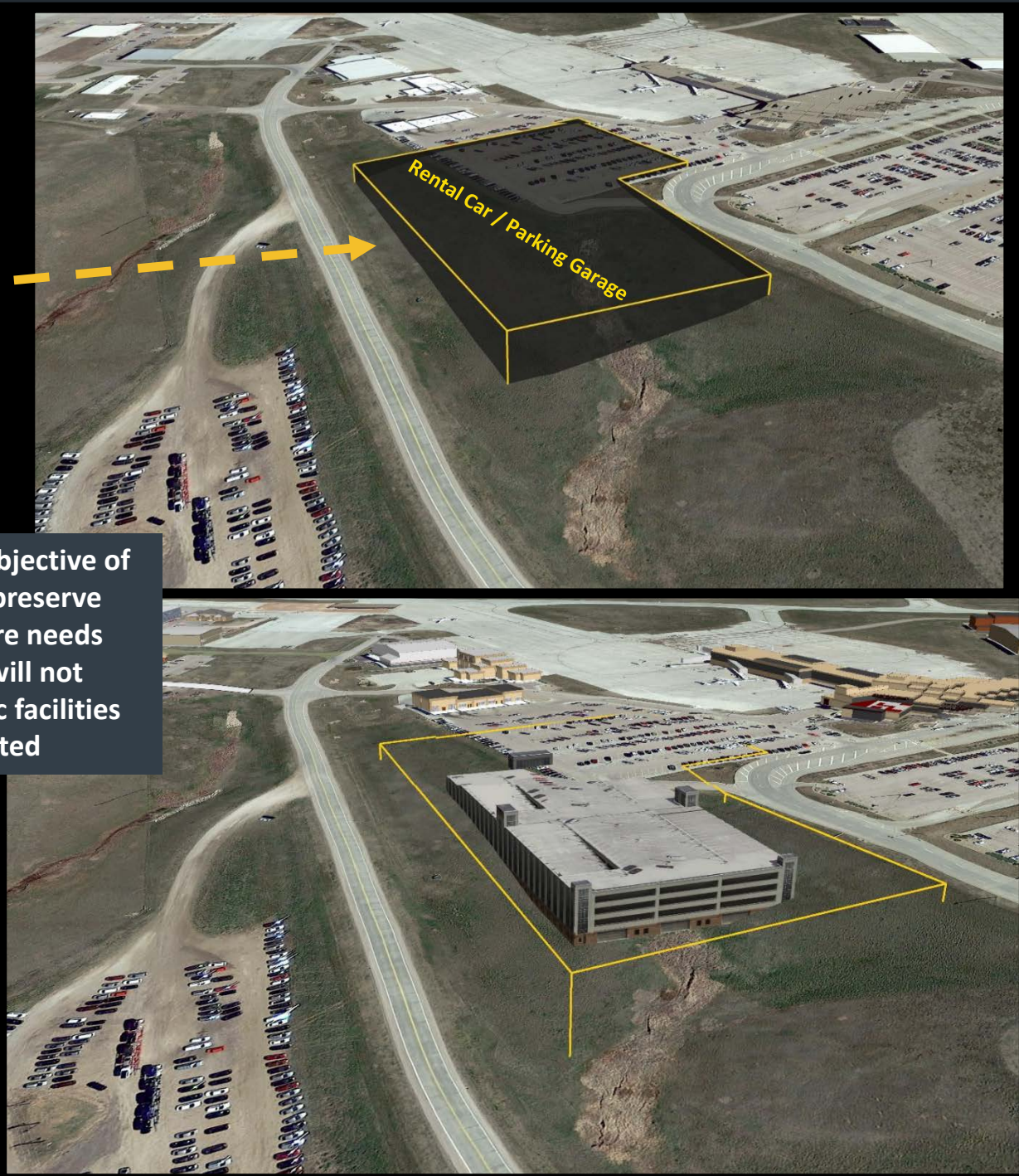


Option 1 could include construction of a parking garage built into the hillside to minimize profile



The primary objective of the Plan is to preserve space for future needs and typically will not dictate specific facilities to be constructed

Options 2 and 3 would likely necessitate an interior shuttle route.



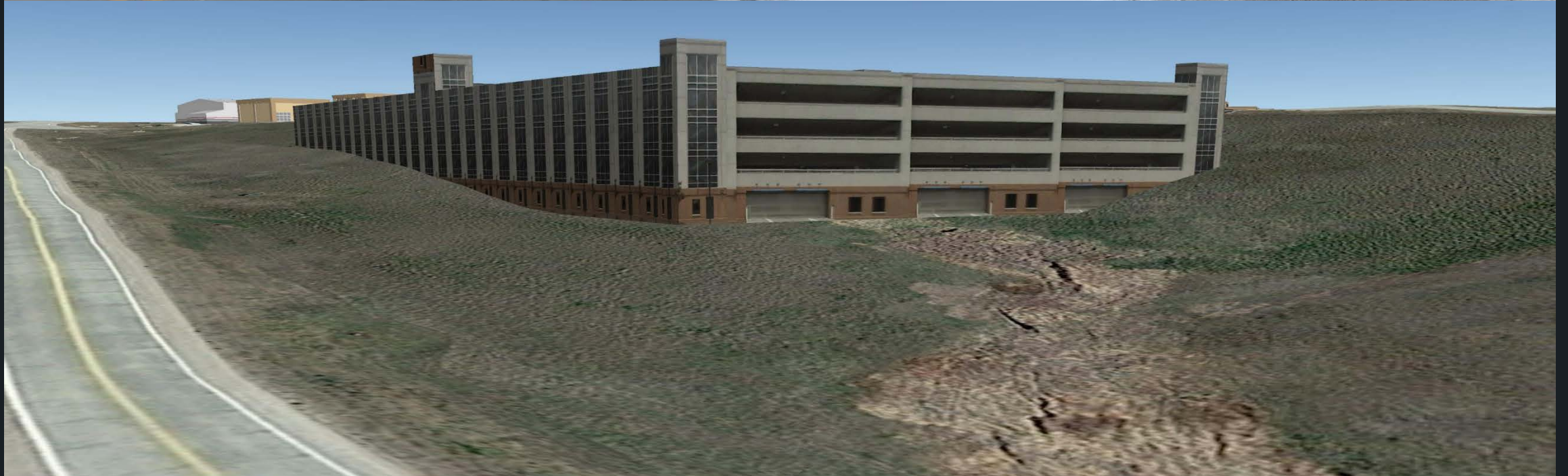




3D Parking Garage Model is Approximately 450' x 250'



Basic Concept (*Looking northeast from Airport Road toward the ready/return lot*)



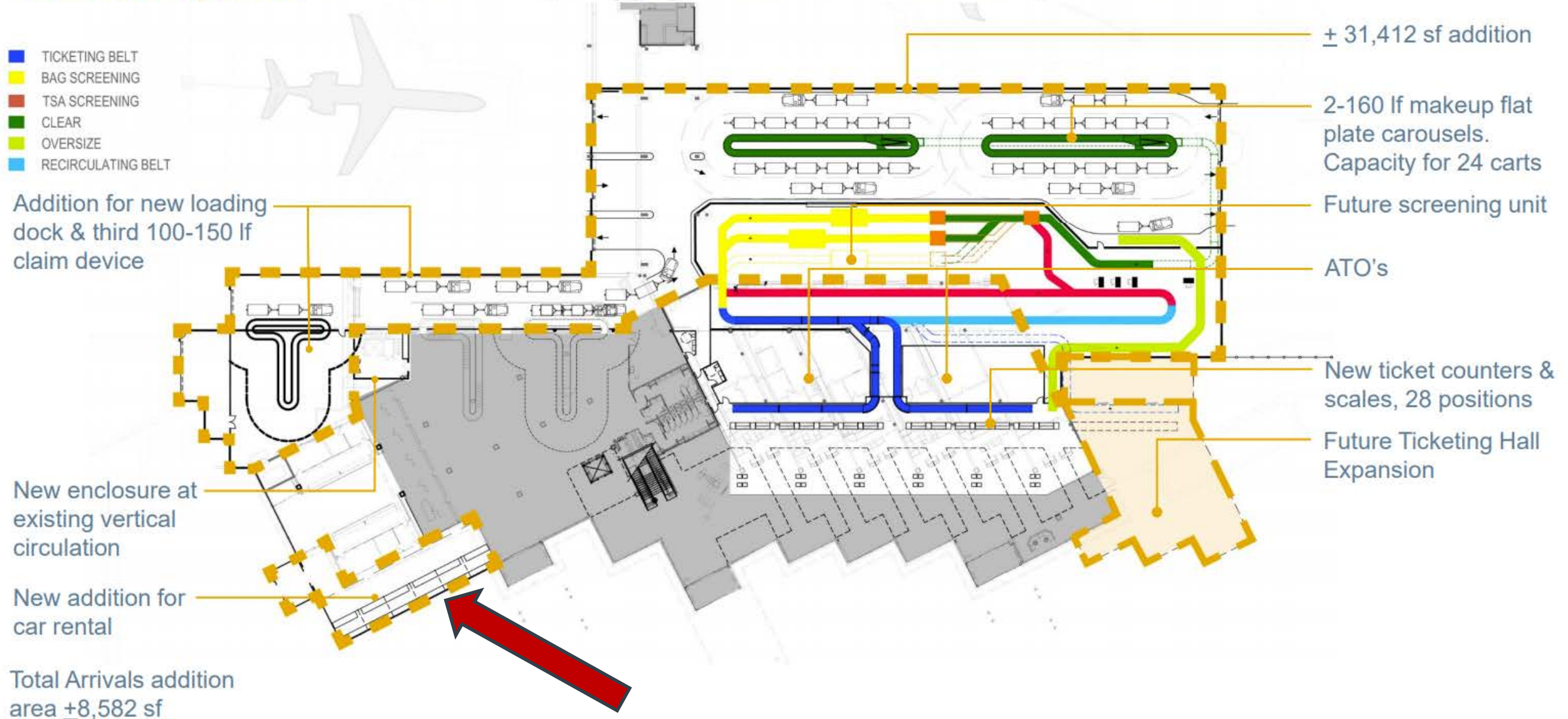


**Basic Concept** (*Looking south from Airport Road toward the ready/return lot hillside*)



# Terminal Expansion Options

## Preferred Options EDS Option A.4, Baggage Claim & Rental Car Option A.1





# Next Steps

- Review Feedback
- Finalize Facility Requirements Chapter
- Hold Any Necessary Follow-Up Meetings
- Finalize Master Plan Study



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# Thank You!

Please Provide any Additional Questions & Comments to:

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