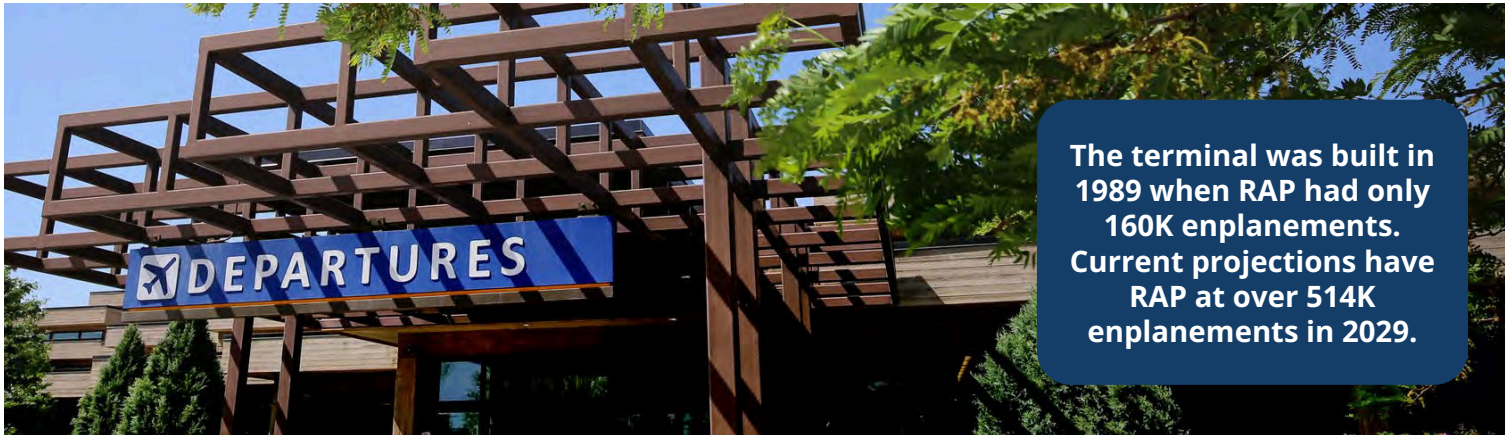


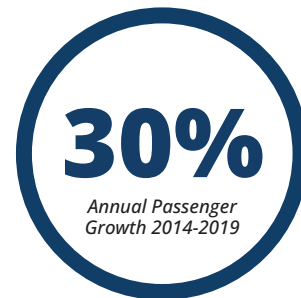
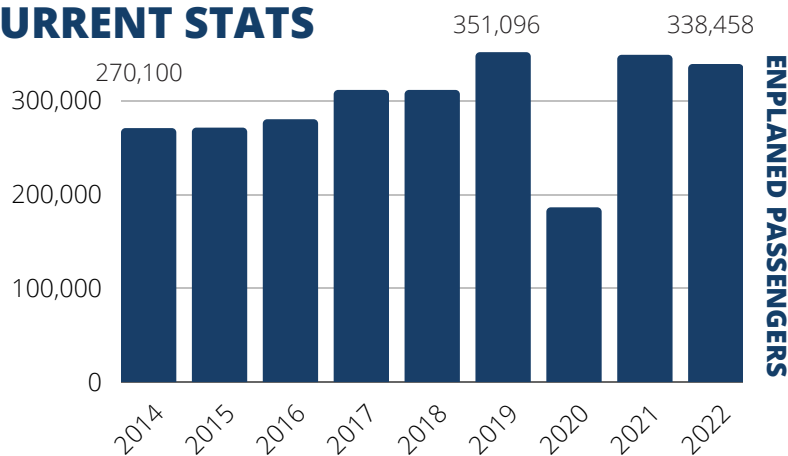
SB148

RAP TERMINAL EXPANSION

Rapid City Regional Airport (RAP) is the second largest airport in South Dakota, and is the gateway to the Black Hills, providing access for tourists, business travelers and western South Dakota and eastern Wyoming residents.

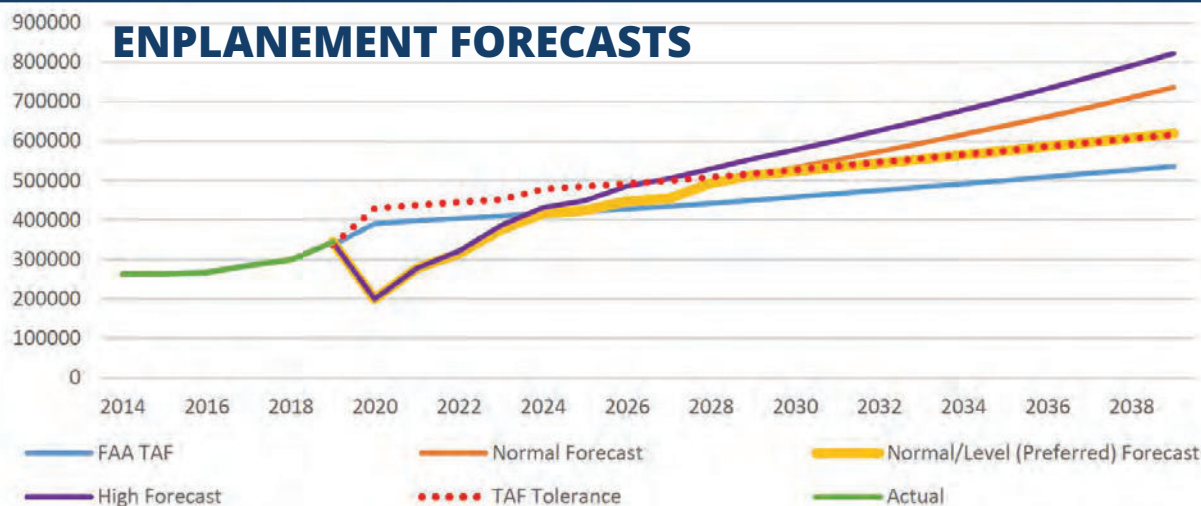


CURRENT STATS



RAP has seen significant growth over the past 10 years, with seasonal trends of double the passengers during the summer months vs. fall and winter months. In 2022 RAP moved up to a small hub category.

ENPLANEMENT FORECASTS



394

Enplanements/hour
Peak 2021

752

Enplanements/hour
Peak 2030

4.11%

Compound Annual
Growth
2019-2029

2019

Normal Level
343,926

2024

Normal Level
416,470

2029

Normal Level
514,497

2034

Normal Level
565,267

2039

Normal Level
619,525

SB148

RAP TERMINAL EXPANSION

A new TSA security checkpoint will be constructed to minimize wait times. The checked baggage area will be upgraded for bag movement efficiencies. Ticketing will be reconfigured to provide flexibility for the airlines.

The fiscal responsibility of our projects is of primary importance, and we are seeking public backing and support for this construction project that will improve the airport.

PROJECT 1

**BAGGAGE/SECURITY
TICKETING RENOVATION**
*\$58,992,544

CURRENT CHALLENGES

TSA Checkpoint /Screening equipment

- Current screening area is on a slope. New TSA screening equipment requires flat platform to operate.
- Checkpoint is at maximum capacity during summer months. A minimum of one additional lane is required to meet current demand.

Ticket Counter space

- Renovation allows flexibility for additional airlines and adds mobile check-in kiosks.

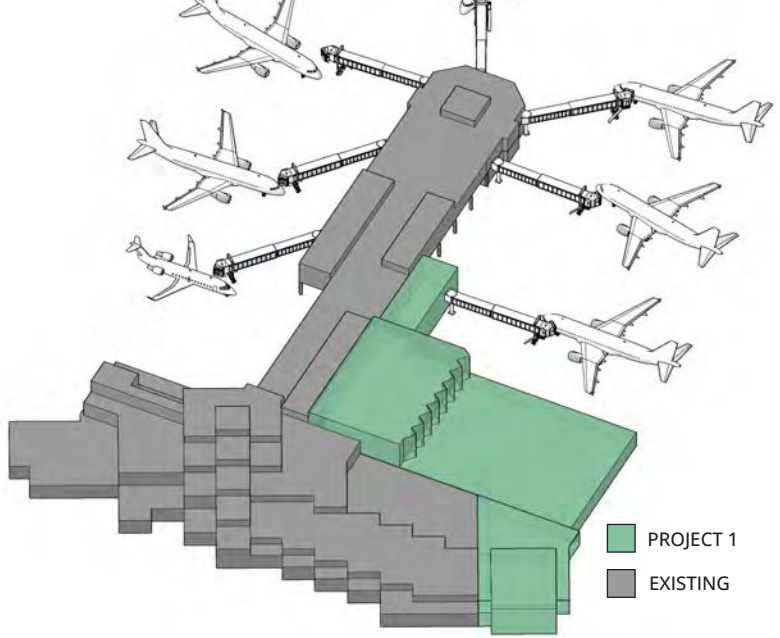
Baggage Handling Equipment

- Existing passenger baggage handling system is labor intensive and at capacity. It has not been updated since 1989 and the development of TSA.

Garnering FAA Funding

- Projects of this magnitude FAA seldom covers total eligible expenses.

**This estimate includes significant cost multipliers to account for inflation and current status of the terminal design. To provide flexibility to the Airport, the project is envisioned to consist of three primary projects. This is phase one of three projects.*



CONSEQUENCES OF INACTION

TSA Checkpoint/ Screening equipment

- TSA equipment cannot be updated and ultimately TSA will not be able to screen in current screening area as existing equipment is phased out.
- During peak hour three lanes are required. Currently, space for two creating excessive wait times for passengers in summer tourist seasons.

Ticket Counter space

- Unable to accommodate airline growth at ticket counter or move to kiosks.

Baggage handling equipment

- Baggage is often carried by hand over 100' to carts due to extreme congestion. This is hazardous for employees, and inefficient.
- RAP has not updated baggage screening devices after 9-11. The devices still sit in the lobby behind the ticket counters creating efficiency and security issues for the Airport and TSA.

Federal Funding

- On major projects such as RAP terminal the FAA considers support from City, State, and other sources as representative of broad support and likely success of the project.
- No State support may cause FAA to limit or pass on funding a project of this size.

LEARN MORE AT RAPAIRPORT.COM/TERMINAL