



Division of Secretariat
Office of the Secretary
700 E. Broadway Avenue
Pierre, South Dakota 57501
605.773.5105
dot.sd.gov | sd511.org

TO: South Dakota Aeronautics Commission
FROM: Joel Jundt, Office of the Secretary
DATE: June 20, 2024
SUBJECT: South Dakota Airport Terminal Program (SDATP) Presentation List

The following applications came into the Department of Transportation by the deadline set by the Aeronautics Commission at the May 23, 2024 meeting. Also listed is the amount requested.

A. Aberdeen Regional Airport	\$1,200,000.00
B. Chamberlain Municipal Airport	\$31,896.67
C. Hot Springs Municipal Airport	\$27,000.00
D. Rapid City Regional Airport	\$17,841,696.00
E. Sioux Fall Regional Airport	\$15,000,000.00
F. Black Hills Airport (City of Spearfish)	\$1,319,073.00
G. Sturgis Municipal Airport	\$210,000.00
H. Marv Skie – Lincoln County Airport	\$735,000.00
I. Watertown Regional Airport	\$900,000.00

South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. **Applications must be submitted to the Department of Transportation by June 10, 2024** and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Aberdeen Regional Airport
- b. Point of Contact: Rich Krokell, Transportation Director
- c. Address Line 1: 123 South Lincoln Street
- d. Address Line 2:
- e. City: Aberdeen
- f. State: SD
- g. Zip Code: 57401
- h. Phone Number: 605-626-7020
- i. Email: rich.krokell@aberdeen.sd.us

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Sponsor is proposing to implement an expansion/remodeling project to house the new CT-80 Baggage Screening Machine being used by TSA within the Terminal. Recently, a CT-80 was installed at ABR; however, the terminal design and construction predates 9/11 and does not have adequate room for baggage screening. The CT-80 is currently in the main lobby (adjacent to the ticketing counter) of the terminal and is not secure. Passengers currently have their baggage tagged by airline personnel at the ticketing counter and then have to move their baggage to the CT-80 where a TSA representative operates the machine. The proposal is to expand/remodel baggage makeup area of the terminal (behind the ticketing counter) to house the CT-80 as well as prepare for a future expansion of the Passenger Hold Room and relocation of the Private Screening Room. The Terminal was last remodeled in 2012 to expand the Passenger Hold Room to accommodate the existing passenger loads at ABR. To date, if the Airport experiences cancelled flights or delays, they do not have the capacity to hold passengers for multiple flights in the current Passenger Hold Room. Preliminary/Planning sketches have been completed.

- b. Summarize the work to be performed.

The Baggage Makeup Area located behind the ticketing counter will be expanded/remodeled to allow for the CT-80 to be installed and remove it from the Lobby. TSA has plans to acquire a larger CT-80 to handle firearms and oversized baggage; therefore, the area will be sized accordingly for larger equipment. The Baggage Makeup Area is located where any future expansion to the Passenger Hold Room and relocation of the Private Screening Room would take place. Although the actual expansion of the Passenger Hold Room and relocation of the Private Screening Room would not take place with this project, the appropriate areas would be prepared.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

ABR is working toward an FY 2024 AIP grant of approximately \$4.4M. This grant is anticipated to include approximately \$3.4M in AIP Discretionary funds. In the last 5 years, ABR has been able to compete Nationwide for AIP Discretionary and AIP Supplemental Discretionary funds with solid, competitive projects accumulating nearly an additional \$15M in Federal funding in the last 5 years. The airport has infrastructure projects that include reconstructing their parking lots and access roads with Federal funds to ensure free parking remains at their airfield, Snow Removal Equipment Storage Building Expansion and Vault Building Relocation within the next 3 years. They will be using all of their available AIP entitlement funds and BIL allocations to complete those project with requests for AIP Discretionary funding as well.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

ABR has applied for the FAA's Bipartisan Infrastructure Law (BIL) Airport Terminal Program (ATP) since it's inception and have not received funds to date. If the total amount of SDATP funding is not granted, ABR will continue to pursue that avenue for additional funding.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☐ No ☒

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The Airport plans to continue working toward completion of their parking lot and access road reconstruction plans and will apply for the FAA BIL ATP program again when the Notice of Funding Opportunity (NOFO) is published.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☐ No ☒

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

ABR would like to have the funding secured for the remodel of the terminal building and continue toward rehabilitating/reconstructing pavements for the airport. In the mean time, they will continue to apply for FAA BIL ATP funds.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	N/A at this time	N/A
SDATP	\$1,200,000.00	60%
Applicant	\$800,000.00	40%
Other (Please Describe)		
Other (Please Describe)		
Total Project Cost	\$2,000,000.00	100%

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Appropriated From 2024 SB144

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Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Chamberlain Municipal (9V9)
- b. Point of Contact: Clint Soulek, City Administrator
- c. Address Line 1: 715 North Main Street
- d. Address Line 2:
- e. City: Chamberlain
- f. State: South Dakota
- g. Zip Code: 57325
- h. Phone Number: 605.234.4400
- i. Email: chamberlainca@midstatesd.net

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

Chamberlain Municipal Airport had an existing terminal building that had exceeded its useful life and was beyond repair. The original structure, which was originally part of a residential home, was not designed for air terminal purposes. As a result, it did not meet the capacity or access goals required for transient or based pilots and passengers.

Chamberlain ranks as one of the top pheasant hunting and walleye fishing destinations in the United States. The construction of this new facility will directly impact the City of Chamberlain, welcoming visitors into the community.

As a precursor to this project, Chamberlain Municipal Airport completed a Master Plan. This plan outlined the proper layout of the airfield, addressed critical needs to support forecasted growth, and strategically placed the new Terminal Building to provide safer access for pilots and passengers.

Supporting the City of Chamberlain's ongoing Terminal Building project will also allow the City to allocate resources for other project costs. Additionally, the airport is preparing for a significant runway realignment project expected to take place within the next five years. Recently, the airport completed a pavement rehabilitation project to extend the life of Runway 15/33, ensuring the pavement remains functional until the major project begins.

- b. Summarize the work to be performed.

A state-of-the-art terminal building is in the process of construction near the existing location at Chamberlain Municipal Airport. This modern facility, spanning approximately 1,100 square feet, will be ADA-accessible and energy-efficient. While providing a contemporary ambiance, it will also retain the community's outdoor charm.

The new terminal is designed to accommodate the forecasted capacity of Chamberlain Municipal Airport's passengers and pilots, ensuring safe and convenient usage for passengers. Its amenities include two restrooms, a pilot planning/briefing room, a waiting area, a kitchenette, and a utility support room.

The project is underway and is expected to be completed in August 2024.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

The Chamberlain Municipal Airport has several significant projects planned for the next five years, with a particular focus on the Runway 15/33 realignment project. Currently, the airport is in the process of acquiring over 70 acres of land to prepare for this upcoming project. By reallocating local funds from the ongoing Terminal Building project, we can alleviate the burden on the airport, which is currently covering the land acquisition costs. Additionally, these funds will play a crucial role in supporting future runway realignment expenses, as this project is expected to be a substantial investment for the City of Chamberlain.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The City of Chamberlain will not have other avenue to consider and cover their local share of the project, other than local contributions which may affect investment in future projects at the airport.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☒ No ☐

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

FAA ATP Grant 15-2023 -- This is the highly competitive Airport Terminal Program (ATP), where 9V9 was selected for \$900,000 in 2022.

FAA AIG/BIL Grant 16-2023

FAA AIP Grant 17-2023

FAA AIG/BIL Grant 18-2024 (? Future Grant to cover additional construction costs)

SDDOT is currently funding the 2.5% of the remaining 5% on the ATP Grant, as well as 3.5% of the remaining 10% on the BIL & AIP grant as part of the project.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

The airport has applied for and secured three grants to cover the construction, design, and construction administration for this project. The airport will also be applying for a fourth grant to cover additional construction costs that are expected.

FAA ATP Grant 15-2023

FAA AIG/BIL Grant 16-2023

FAA AIP Grant 17-2023

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	995,638.09	94.3
SDATP	31,896.67	3.0
Applicant	0.00	
Other (Please Describe) SDDOT State Match	28,729.67	2.7
Other (Please Describe)		
Total Project Cost	1,056,264.43	100.0

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3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Hot Springs Municipal Airport
- b. Point of Contact: Bob Nelson, Mayor
- c. Address Line 1: 303 N River Street
- d. Address Line 2:
- e. City: Hot Springs
- f. State: SD
- g. Zip Code: 57747
- h. Phone Number: 605-745-3135
- i. Email: hsmayor@hs-sd.org

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Hot Springs Airport has experienced substantial growth over the last 4 years with the addition of a maintenance facility, T-hangar units and a growing demand for lease agreements for private hangars. In addition, the City of Hot Springs also continues to experience economic growth, all of which increases public air travel through our airport terminal building.

The Hot Springs terminal building was constructed in the early 1950s. Renovations have included updated heating and cooling system, new windows and window coverings. The terminal building serves as a pilot lounge, waiting area for passengers, control room for the airport runway lighting and Papi systems and office space for the airport manager. The 72 year old brick structure is relatively sound, however the plumbing and bathroom facilities have had very limited updates. The public bathrooms are not up to code, and pose health and safety risks such as inadequate ventilation, sanitation concerns and accessibility for individuals with disabilities.

- b. Summarize the work to be performed.

Complete renovation of bathroom facilities to mitigate health and safety risks referenced above.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

If SDATP funds are received for this terminal project, any sponsor funds that were allocated to this terminal project that the SDATP funding replaces will be utilized to assist with funding of the local share of an AWOS III System installation on the airfield. With the increase of air charter and corporate flights at the Hot Springs airport, it is critical that pilots receive accurate up-to-date information on weather at the airfield for safe operations.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The governing authority does not currently have adequate funding to complete the project without assistance through the SDATP. The project would be delayed until the governing authority could either save enough reserve funds to complete the project or garner funds for the project by holding community fund raising events. Even if both options were utilized, the efforts to raise enough funds for the project would likely take several years due to other obligations.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☐ No ☒

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The Governing Authority plans to submit a Bipartisan Infrastructure Law (BIL) ... Airport Terminals Program (ATP) grant application for Federal Fiscal Year 2025. If not awarded, the governing authority will then request state apportionment funding for Federal Fiscal Year 2025 through the Airport Improvement Program (AIP).

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

No funding has been secured for the terminal project to date.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	\$27,000.00	45.0%
SDATP	\$27,000.00	45.0%
Applicant	\$6,000.00	10.0%
Other (Please Describe)	\$0.00	
Other (Please Describe)	\$0.00	
Total Project Cost	\$60,000.00	100.0%

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OVERVIEW

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3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Rapid City Regional Airport
- b. Point of Contact: Patrick Dame - Airport Executive Director
- c. Address Line 1: 4550 Terminal Road - Suite 102
- d. Address Line 2:
- e. City: Rapid City
- f. State: South Dakota
- g. Zip Code: 57703
- h. Phone Number: 605.394.4195
- i. Email: Patrick.Dame@rcgov.org

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Rapid City Regional Airport terminal development is a 4-stage upgrade to existing terminal. Each stage has work elements that interlink and defined as follows: Stage 1) Vertical Circulation; Stage 2) Passenger Baggage Makeup, Passenger Ticketing, and Transportation Security Administration (TSA) Checkpoint; Stage 3) Concourse Expansion; and Stage 4) Baggage Return, Rental Car, and Administrative Space. The vertical circulation project was completed in 2020 utilizing local and approximately

\$3,940,044.00 of Federal Aviation Administration entitlement funds. The on-going Project is for Phase 1 of Stage 2 consisting of the expansion of the baggage makeup area to support baggage carousels, relocation of TSA checkpoint to accommodate capacity, and expansion/remodeling of the ticketing area to allow additional passenger queuing. It is anticipated that a minimum of two additional phases will be required to complete Stage 2. The funding discussed within this document address only Stage 2 of the overall program.

Rapid City Regional Airports serves most of western SD, eastern WY, and the Black Hills/Mount Rushmore area. This includes Pine Ridge, and Rosebud, and Cheyenne River Indian Reservations. The Pine Ridge (Oglala Sioux) reservation is specifically listed under FAA Historically Disadvantaged Populations and only 50 miles away from RAP and the only primary airport within 200 miles.

The existing terminal and utility system is over 30 years old and needs to be upgraded to be compliant with current building codes and provide utilities that are more efficient. The terminal was built prior to TSA regulations, so configuration changes are needed to address increased passengers and TSA needs.

The existing terminal has several aircraft gates that limit aircraft operations due to space available for aircraft safety envelopes. Additionally, the antiquated baggage system requires airlines to manually push and pull heavy baggage carts and carry luggage of all shapes and sizes. The proposed terminal project will resolve these issues, increasing safety and efficiency.

The existing ticketing area is configured with a sawtooth pattern of walls and ticketing counters. Creating straight-line ticket counters will allow new and existing air carriers flexibility to share and expand check-in locations during peak demand throughout the day allowing the airport/airlines to maximize the space to its fullest potential and an easier entrance into the RAP market.

- b. Summarize the work to be performed.

Stage 2 provides a baggage makeup area to accommodate baggage carousels, straightens and realigns the ticketing counters and creates a new TSA checkpoint. Addition of baggage carousels allows the airport to improve passenger processing capacity in a safe and efficient manner. The realigning of the ticketing counters expands the passenger queuing area. The TSA checkpoint expansion provides additional passenger lanes as requested by TSA management.

Phase 1 of Stage 2 is currently under construction with an anticipated cost of \$36,230,268.00 (\$29,830,268.00 for construction; \$5,000,000 for overall project development and design fees; and \$1,400,000 for consultant construction services) and an anticipated completion date of May 2025. Current planning to complete Stage 2 which will be dependent upon available funding includes the following:

* Phase 2 - Building infrastructure (systems improvements such as heating and cooling)	= \$ 7,910,000.00
* Phase 3 - TSA Checkpoint (final build-out and finishes)	= \$18,362,500.00
* Phase 4 - Checked Baggage and Ticketing (final build-out and finishes)	= \$21,300,500.00
TOTAL FUTURE PHASES = \$47,573,000.00	

OVERALL STAGE 2 PROJECT COSTS = \$83,803,268.00

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

The current federal funding to include available FAA entitlement and Bipartisan Infrastructure Law (BIL) Airport Improvement Grant (AIG) funds will be utilized as portion of the funding package for this project. The Airport also has an announcement of Congressional Director Spend (CDS) in the amount of \$20m. See the attached funding plan.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The Airport will continue to seek additional funding through the highly competitive programs to include FAA discretionary, BIL ATP and supplemental funding programs. The Airport has recently applied to receive a 2024 supplemental grant and anticipates hearing if they are successful later this year.

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☒ No ☐

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

2023 BIL ATP = \$11,9000,000 (awarded)

2022, 2023, 2024 and 2025 BIL AIG = \$5,582,352 (awarded) + \$5,576,916 (future)

2023 FAA Discretionary = \$1,200,000 (awarded)

2022, 2023, 2024 and 2025 FAA Entitlement = \$4,682,782 (awarded) + 5,125,058 (future)

2024 Congressional Designated Funding - \$20,000,000 (announced)

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

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2022, 2023, 2024 and 2025 BIL AIG = \$5,582,352 (awarded) + \$5,576,916 (future)

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2024 Congressional Designated Funding - \$20,000,000 (announced)

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration (Please Describe) FAA AIP	\$11,007,840.00	13.1%
SDATP	\$17,841,696.00	21.3%
Applicant	\$11,894,464.00	14.2%
Other (Please Describe) FAA BIL ATP	\$11,900,000.00	14.2%
Other (Please Describe) Congressionally Directed Spending	\$20,000,000.00	23.9%
Other (Please Describe) FAA BIL Airport Infrastructure Grant	\$11,159,268.00	13.3%
Total Project Cost	\$83,803,268.00	100.0%

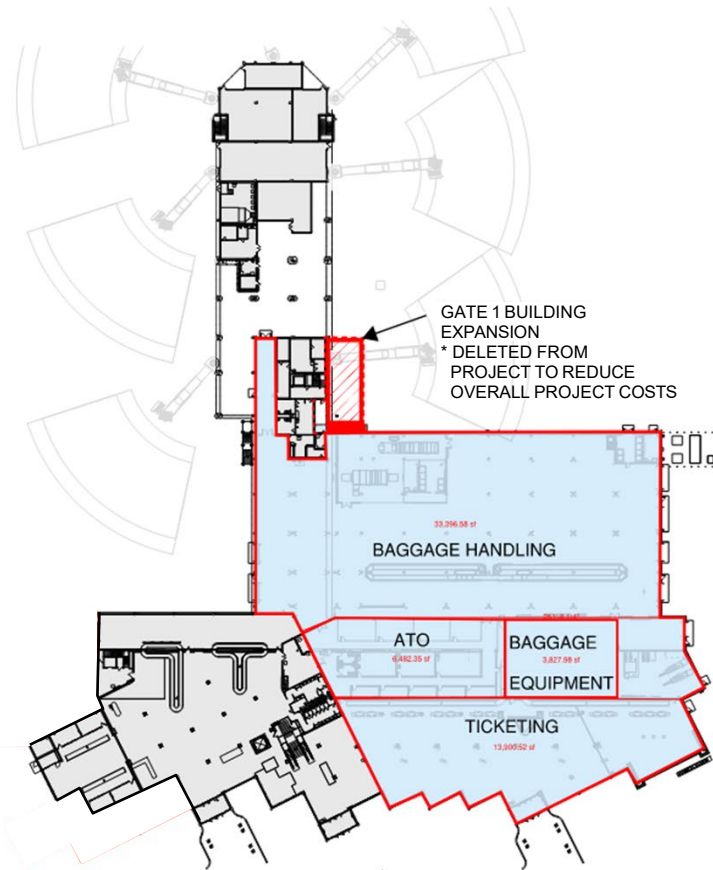


**RAPID CITY REGIONAL AIRPORT
2019 - 2029 TERMINAL PROGRAM**

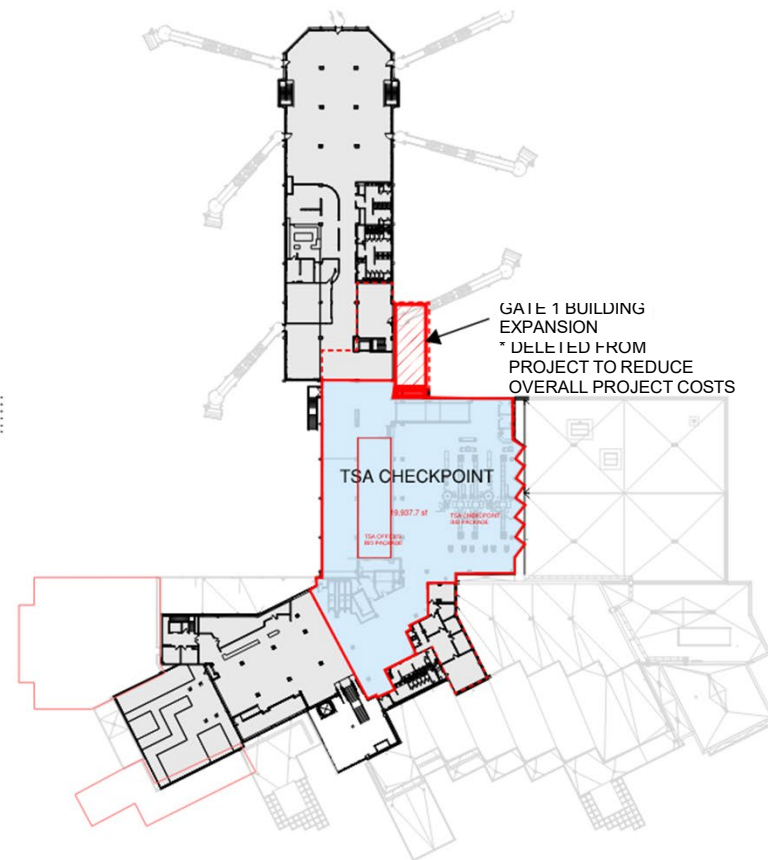
TERMINAL BUILDING PROGRAM THRU PROJECT 1

<u>PROJECT</u>	<u>COST</u>	<u>FUNDING SOURCES</u>	<u>FUNDS</u>
Stage 1 - Vertical Circulation - COMPLETE *	\$4,377,826	AIP Passenger Entitlements	\$3,940,044
		Local Share	\$437,782
TOTAL COST	\$4,377,826	TOTAL FUNDING	\$4,377,826
Stage 2 - Phase 1 Base Bid. Building Shell - ONGOING	\$28,936,075	2024 BIL ATP (#64-2023)	\$11,900,000
CO1 - Remove Gate 1 exp. and Balance VE	\$121,478	2023 AIP (#66-2023) 22&23 Entitlements	\$4,682,782
CO2 - Adjusted VE quantities	\$172,715	2023 AIP (#66-2023) Discretionary	\$1,200,000
Anticipated CO (floor and structural)	\$600,000	2024 BIL - AIG (#67-2024) 22&23 BIL AIG	\$5,582,352
Terminal Design (Stage 2 - 4 DD and SD total)	\$5,000,000	2024 SD Airport Terminal Program	\$7,719,080
Terminal CA/CO	\$1,400,000	Local Share	\$5,146,054
TOTAL COST	\$36,230,268	TOTAL FUNDING	\$36,230,268
Stage 2 - Phase 2. Building Infrastructure (Systems improvement-heating and cooling)	\$7,420,000	2024 Congressionally Directed Spending (CDS)	\$20,000,000
Stage 2 - Phase 3. ABI1 - TSA Checkpoint (Final build-out and Finishes)	\$17,225,000	2025 AIP 24&25 Entitlements	\$5,125,058
Stage 2 - Phase 4. ABI 2 - Checked Baggage/Ticket (Final build-out and Finishes)	\$19,981,000	2025 BIL 24&25 AIG	\$5,576,916
Design Cost	\$1,052,500	2024 SD Airport Terminal Program	\$10,122,616
Terminal CACO	\$1,894,500	Local Share	\$6,748,410
TOTAL COST	\$47,573,000	TOTAL FUNDING	\$47,573,000
SUMMARY	COST	FUNDING SOURCES	FUNDS
Terminal Project 1 (All phases)	\$83,803,268	Federal Entitlements	\$9,807,840
		Federal BIL AIG	\$11,159,268
		Federal Discretionary	\$1,200,000
TOTAL COST	\$83,803,268	Federal ATP	\$11,900,000
		Federal CDS	\$20,000,000
		State ATP	\$17,841,696
		Local Share	\$11,894,464
		TOTAL FUNDING	\$83,803,268

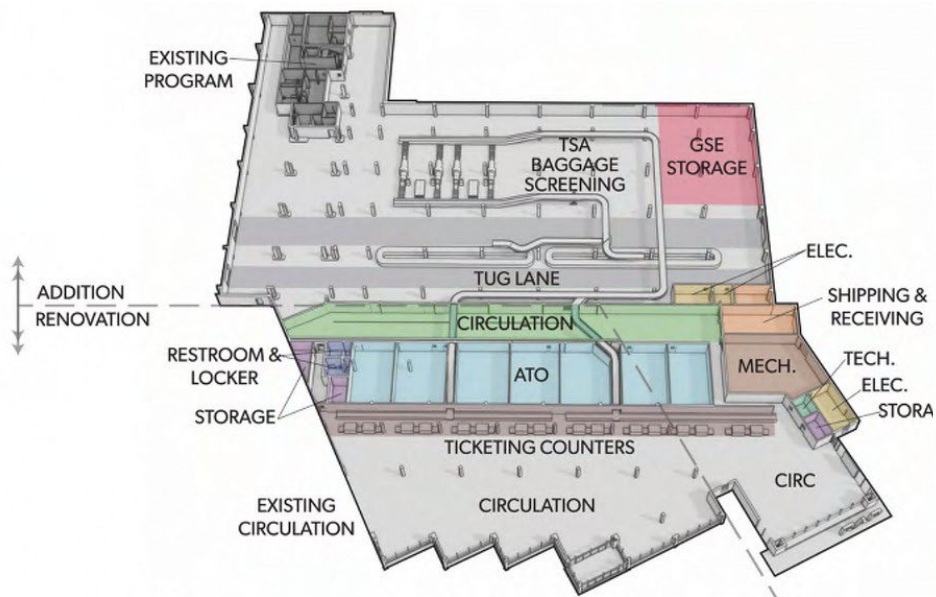
* Not included in Summary Calculations



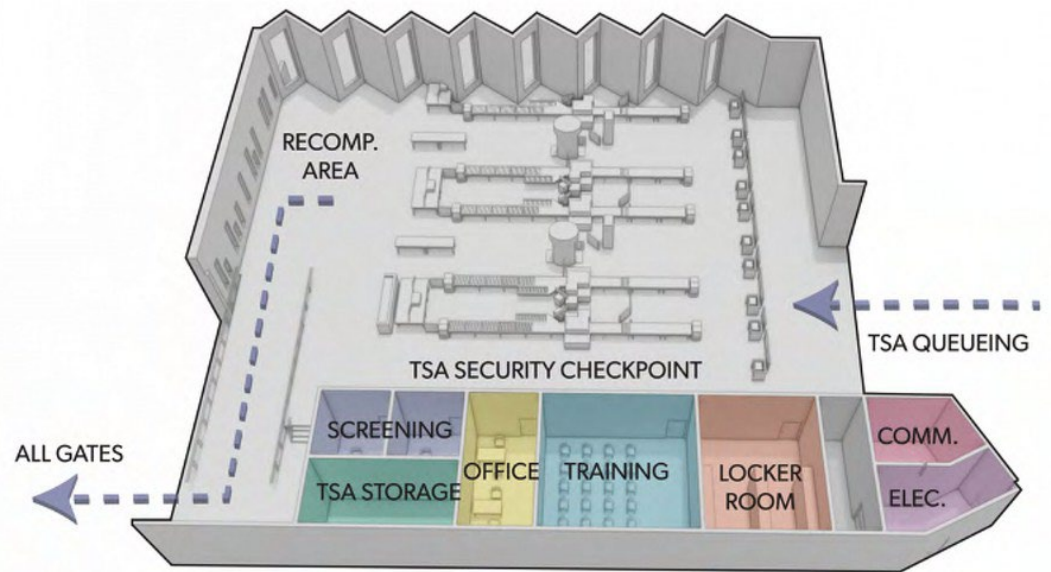
FIRST FLOOR



SECOND FLOOR



FIRST FLOOR



SECOND FLOOR

South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. Applications must be submitted to the Department of Transportation by June 10, 2024 and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Sioux Falls Regional Airport Authority
- b. Point of Contact: Dan Letellier, Executive Director
- c. Address Line 1: 2801 N. Jaycee Lane
- d. Address Line 2:
- e. City: Sioux Falls
- f. State: South Dakota
- g. Zip Code: 57104
- h. Phone Number: 605-367-7375
- i. Email: Dan.Letellier@sfairport.com

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Sioux Falls Regional Airport (FSD) currently operates out of a concourse with 7 gates. (6 hold rooms). The original concourse was constructed in 1969 with 5 gates and was expanded in 2012 to accommodate 7 jet bridges. The original concourse hold rooms were designed for 50-70 seat aircraft however equipment upgrades now have aircraft with 150-180 seat aircraft operating from these gates, creating a significant deficit in available seating and circulation space. The number of passengers utilizing FSD has grown a great deal in the past 20 years. The airport has set passenger records in 10 of the past 12 years with 2023 reaching a record 1.3 million passengers. A Terminal Planning Study was performed by Mead & Hunt in 2023 which supported the need for additional gates including a new concourse. The Planning Study identified a current need of 10 gates for the volume of flights and passengers currently using the facility growing to a total of 14 gates in the next 10-15 years. Mead & Hunt has designed a new concourse which would provide 5 gates or a net increase of 4 gates with the option of one additional gate. Additional work necessary to accomplish this project include an expanded terminal apron and expansion of efficient building systems.

FSD provides a \$500 million annual economic impact to the local community which is one of the major economic drivers in the Sioux Falls area. The airport must expand in order to provide the facilities necessary for the planned increase in passengers and flights. Our Terminal Study and Master Plan forecast passenger traffic to increase to over 2 million passengers/year in the next fifteen years which mirrors a 3% annual growth rate also expected for the Sioux Falls metro area. FSD is the primary airport for not only Sioux Falls area residents, but in 2023 over 61% of all commercial air travelers in the State utilized FSD. As more people move to South Dakota, even more will be using FSD for their connection to the rest of the country and the world.

If funding is not secured for this project, more travelers will utilize Minneapolis and Omaha for more affordable flight options. Demand will only continue to increase with the growing population, but without increased terminal capacity, air fares will force travelers to other airports outside the State to travel from. This has happened before, in 2009 almost 50% of local FSD travelers flew out of Omaha for more affordable fares and route options. This will happen again unless we provide a facility that can accommodate additional flights with larger aircraft.

- b. Summarize the work to be performed.

Design for the construction of a new concourse is nearly complete which will provide 5 gates (4 net additional) in the base bid along with an alternate for 1 additional. The project includes new jet bridges and hold room space for each gate along with restrooms in the base project. Alternate bid items include additional passenger seating areas along with concessions space for food/beverage and retail/gift. The construction of the concourse will be broken into 1-3 phases depending on funding availability and construction bids. The additional alternate gate may also include space for a Federal Inspection Service (FIS) area in order to clear international flights. Again pending available funding to complete.

A concurrent project will be required to expand the terminal apron to provide for the new concourse and aircraft parking. The removal of a City water well is also expected.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

Our Capital Improvement Plan for the next 3 years is devoted to the construction of this new concourse and adjoining terminal apron. In 2027 we also plan to replace the surrounding terminal apron which is at the end of its useful life. We would not redirect any CIP funding if this State grant is awarded as Federal assistance at this time is not confirmed.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

If the total amount of our funding request is not granted, we will have to look at extending the project into another year or not complete all the phases of the project as planned. We have phased the construction of the concourse and terminal apron into multiple years and broken them into multiple phases. If our full funding request is not granted it is unlikely we will be able to complete the full project.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☒ No ☐

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The Airport has been awarded a grant under the Bipartisan Infrastructure Law-Airport Improvement Grant (AIG) program in the amount of \$7,395,278.52 to assist with the design of the new concourse. The official grant award will be announced in the next few weeks with an award termination date of June 2028. However all grant funds will be utilized by Sept. of 2024. We have also applied for a \$30 million Congressionally Designated Spending (CDS) for the 2025 Federal Fiscal Year and will also be applying for a \$25 million grant under the BIL-Airport Terminal Plan (ATP) program again this Fall. We did apply for funding under this program in 2024 but were not successful.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

The following Federal Funding has been or will be assigned toward this project:

2022 & 2023 BIL-AIG Funds-	\$7,395,278.52 - Design of new Concourse and Apron (under grant)
2024, 2025, 2026 BIL-AIG Funds-	\$12,604,722 - Assigned to concourse construction. (will apply)
2025, 2026, 2027 AIP Funds-	\$ 11,100,000 - Assigned to terminal apron construction.(will apply)
Local Airport Revenue Bonds-	\$30,000,000 - Total Bonding level not determined at this time.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	\$66,500,000.00	64.6
SDATP	\$15,000,000.00	14.6
Applicant	\$21,500,000.00	20.8
Other (Please Describe)		
Other (Please Describe)		
Total Project Cost	\$103,000,000.00- Concourse Only	100

June 6, 2024

Mr. Jack Dokken
Program Manager, South Dakota Department of Transportation
700 East Broadway Ave.
Pierre, SD

Reference: Application for SDATP Grant Program

Dear Mr. Dokken:

Please find attached the Sioux Falls Regional Airports application for the SDATP Grant Program. I have also attached several renderings of the project and phases of construction.


Our project will construct a new, second concourse with a total of 6 gates along with the extended terminal apron necessary to accommodate the new concourse. Our community and airport have grown significantly in the past twenty years out growing our existing facility. The new concourse and gates will allow our airport to meet the expected increase in passenger flights as well as aircraft size.

The estimated cost of construction for the concourse is over \$103 million. As our application will highlight our request does comply with the SDATP application criteria:

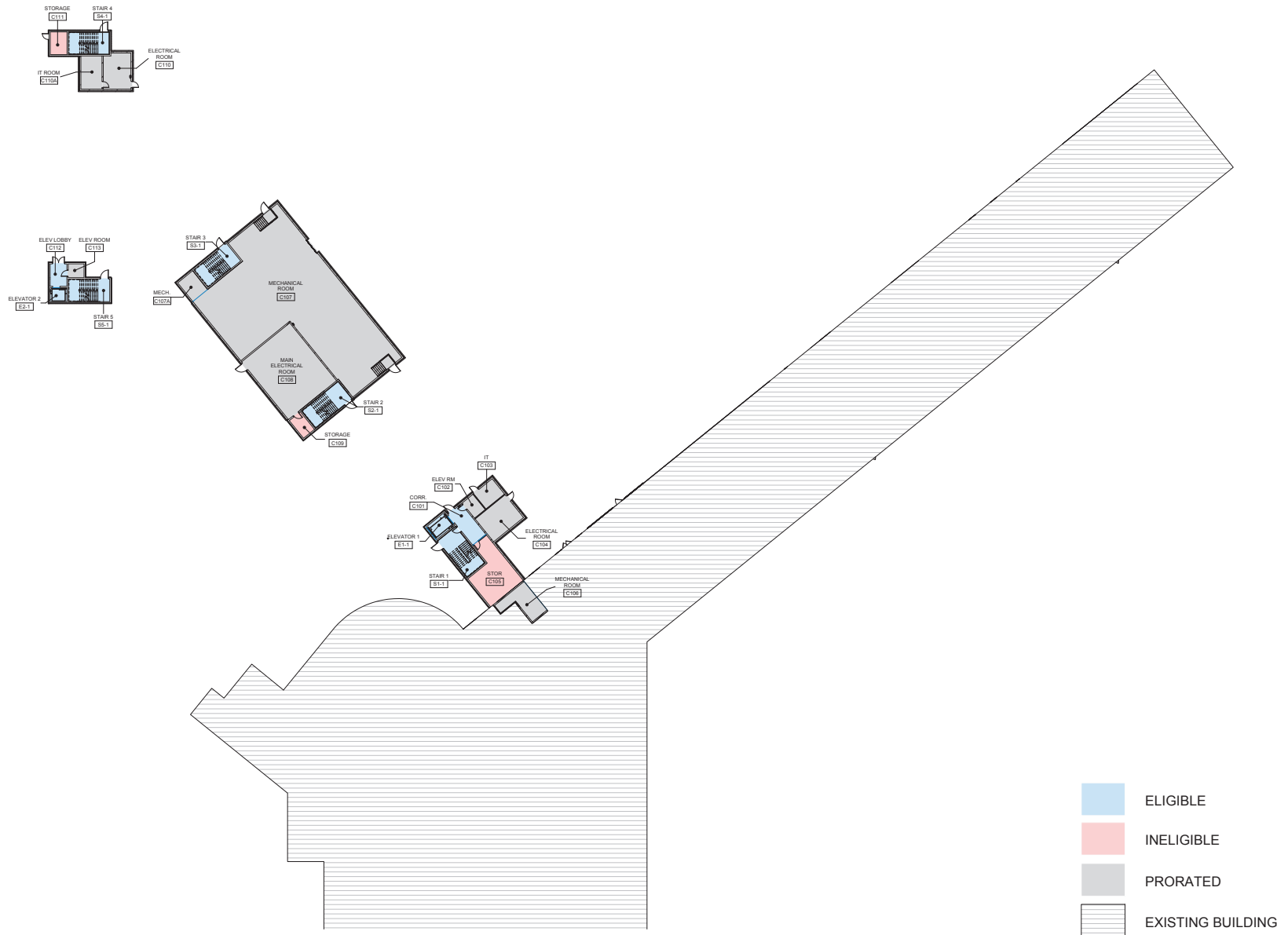
- 1) Our project has been included in our CIP for the past two years.
- 2) Federal AIP funding will be utilized in fiscal years 2025, 2026 and 2027 towards the terminal apron construction.
- 3) BIL-AIG Grant funds for fiscal years 2022 and 2023 totaling \$7.3m have been awarded to fund design for this project. AIG funds for 2024, 2025 and 2026 are allocated for construction of the concourse.
- 4) Construction has not started on the project. Current plan is for construction from 2025-2027.
- 5) SDATP funds would be used specifically for construction of the concourse.
- 6) Local funds are expected in the \$20-\$30 million range using airport reserves and revenue bonds.
- 7) Additional Federal funds will be requested through the BIL-ATP program and Congressionally Designated Spending (CDS). Applications have been submitted for Federal fiscal year 2025.
- 8) SDATP Grant funding request does not exceed 60% of non-federal funding.

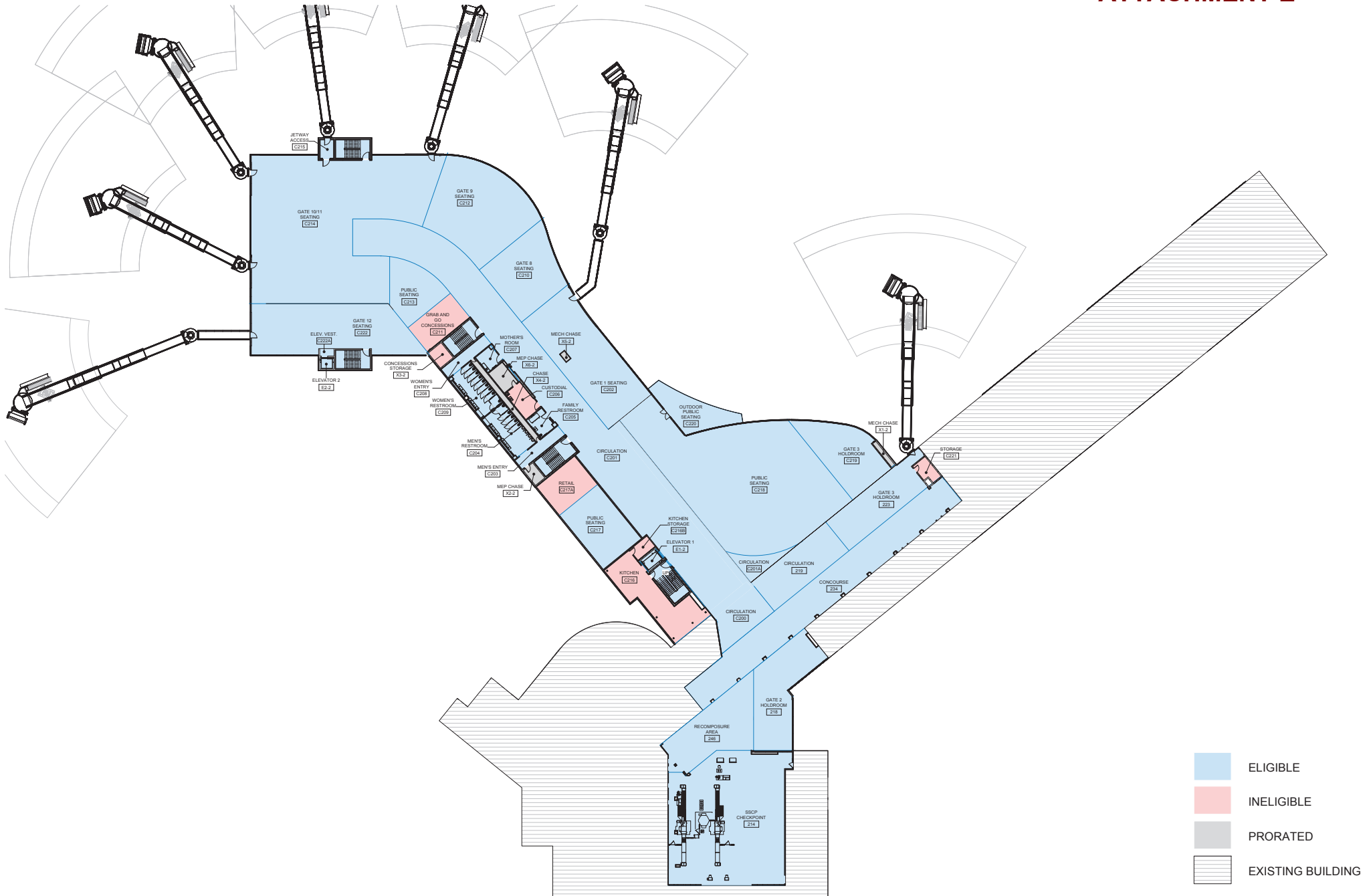
Our request of \$15 million for SDATP is our current requirement for this project. Please let me know if you have any additional questions regarding our application.

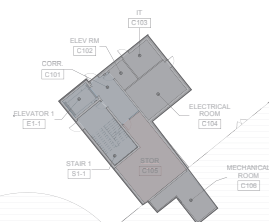
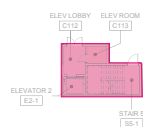
Sincerely,



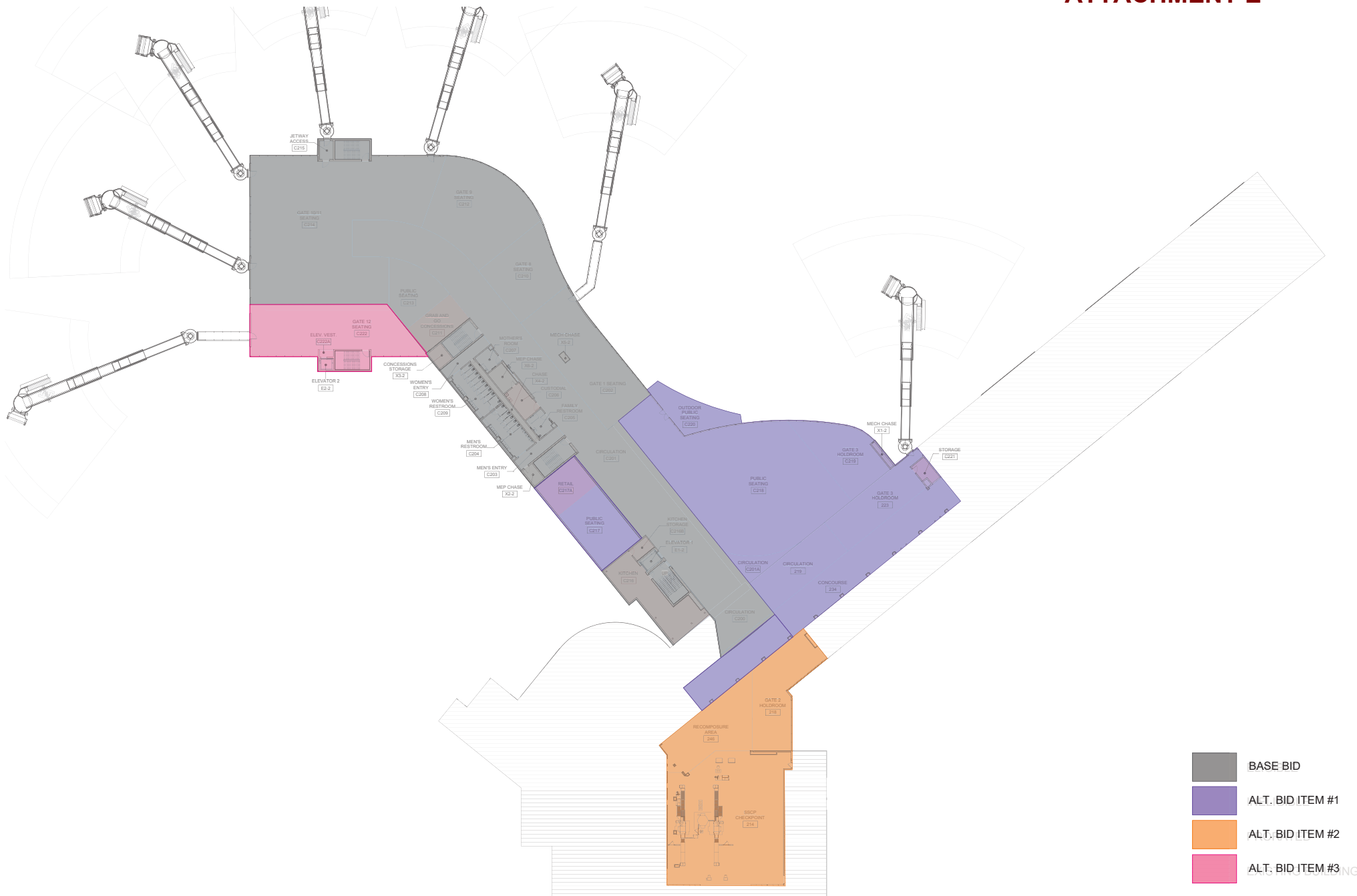
Dan Letellier,
Executive Director – Sioux Falls Regional Airport







- BASE BID
- ALT. BID ITEM #1
- ALT. BID ITEM #2
- ALT. BID ITEM #3



South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. Applications must be submitted to the Department of Transportation by June 10, 2024 and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Black Hills Airport - City of Spearfish
- b. Point of Contact: Adam McMahon - Public Works Director or John Senden - Mayor
- c. Address Line 1: 625 North 5th Street
- d. Address Line 2:
- e. City: Spearfish
- f. State: South Dakota
- g. Zip Code: 57783
- h. Phone Number: 605.642.1333
- i. Email: adam.mcmahon@cityofspearfish.com or john.senden@cityofspearfish.com

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The project provides an approximately 3,600 square foot General Aviation terminal, associated parking lot, general aviation apron allowing connectivity to the primary apron and associated utilities. The Black Hills Airport serves as the gateway to the Black Hills providing access to the Spearfish, Deadwood, and Lead. The airport is classified as "Regional" in the most recent FAA Asset Study and serves as home for approximately 80 based aircraft with routine traffic ranging from tail draggers to Gulfstream business jets. It is the primary jet traffic airfield (Regional - Asset Study) providing access to the well-known Deadwood Gaming and Entertainment District, Sanford Underground Research Facility, and the Sturgis Bike Rally.

The existing terminal was constructed in 1970's as an administrative area connected to a hangar. The existing terminal has far exceeded its useful life with numerous ADA deficiencies, inefficient heating and cooling systems and in need of numerous repairs. The current terminal lacks adequate passenger waiting areas for today's increased traffic demand, adequate flight planning room and pilot amenities. The new terminal will be located closer to the airport's primary apron, meet ADA requirements, and provide energy efficient utilities.

The terminal's mechanical and electrical systems are at the end of their useful life and are not energy efficient. The project will include major facilities making them more resource efficient by incorporating LED lighting, automated lighting, and HVAC controls to optimize energy use, VAV heating/cooling, super insulated envelope along with best practices from LEED & CORE.

The existing apron near the terminal was originally a hangar area where the hangars were destroyed in a weather event and the airport paved over the area to allow aircraft parking. The apron does not meet FAA grade requirements so aircraft taxiing through this area have to be extremely cautious to prevent propeller strikes with the surface. The existing terminal apron has a Pavement Conditions Index (PCI) ranging from 21-72 (2021 data) with most of the pavement in the PCI range of 21-46 which indicates a pavement that has failed or in poor condition. Additionally, aircraft dropping off or picking up passengers do not have adequate space for aircraft to park without compromising FAA design standards by encroaching into the taxiway object free area (TOFA).

- b. Summarize the work to be performed.

The overall project will be constructed in phases based on available funding and will include the terminal building, parking lot, apron expansion and associated utilities.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

The current federal funding to include available FAA entitlement and Bipartisan Infrastructure Law (BIL) Airport Improvement Grant (AIG) funds will be utilized as portion of the funding package for this project. See the attached funding plan.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The Airport will continue to seek additional funding through the highly competitive programs to include FAA discretionary, state apportionment and supplemental funding programs. The Airport has recently applied to receive a 2024 supplemental grant and anticipates hearing if they are successful later this year.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☒ No ☐

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The Airport was allocated a Bipartisan Infrastructure Law Airport Terminal Program (ATP) in February 2024 in the amount of \$1,950,000. The terminal building project will be opened for bids on June 20, 2024 with the ATP grant application anticipated to be submitted by July 1, 2024.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

2024 BIL ATP (\$1,950,000) - allocated with grant application anticipated by July 1, 2024

2022 & 2023 BIL AIG (\$357,545) - 2022 balance and 2023 funds appropriated - grant application anticipated by July 1, 2024

2024 & 2025 BIL AIG (\$590,000) - projected funding amounts

2025 AIP entitlements (\$150,000) - projected funding amounts

See attached Funding Plan for future phases of the project and utilization BIL AIG and AIP entitlement funds.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	\$1,097,545.00	12.2%
<u>SDATP</u>	\$1,319,073.00	14.6%
Applicant	\$879,382.00	9.8%
Other (Please Describe) FAA Airport Terminal Program	\$1,950,000.00	21.7%
Other (Please Describe) FAA Supplemental/Discretionary/State Apportionment	\$3,754,000.00	41.7%
Total Project Cost	\$9,000,000.00	100%



**BLACK HILLS AIRPORT
2024 - 2025 TERMINAL PROGRAM**



CONSTRUCT TERMINAL BUILDING

<u>PROJECT</u>	<u>COST</u>	<u>FUNDING SOURCES</u>	<u>FUNDS</u>
Terminal - Structure and Sitework	\$3,000,000	2024 BIL - Airport Terminal Program	\$1,950,000
Utilities - Power, Gas and Telephone	\$15,000	2022 BIL - Airport Infrastructure Grant	\$65,545
Terminal Furniture	\$75,000	2023 BIL - Airport Infrastructure Grant	\$292,000
Terminal Design Architecture and Eng.	\$225,000	2024 SD Airport Terminal Program	\$1,015,473
Terminal Construction Admin Services	\$200,000	Local Share	\$676,982
Terminal Parking Lot-Design & Construct	\$485,000		
TOTAL COST	\$4,000,000	TOTAL FUNDING	\$4,000,000

TERMINAL APRON

<u>PROJECT</u>	<u>COST</u>	<u>FUNDING SOURCES</u>	<u>FUNDS</u>
Terminal Apron Design (Phase 1 and 2)	\$500,000	2024 BIL - Airport Infrastructure Grant	\$294,000
TOTAL COST	\$500,000	2025 AIP Entitlements	\$150,000
		2024 SD Airport Terminal Program	\$33,600
		Local Share	\$22,400
		TOTAL FUNDING	\$500,000

<u>PROJECT</u>	<u>COST</u>	<u>FUNDING SOURCES</u>	<u>FUNDS</u>
Terminal Apron Construction (Phase 1)	\$1,500,000	2024 FAA Supplemental	\$1,300,000
Terminal Apron Construction (Phase 2)	\$2,500,000	2025 BIL - Airport Infrastructure Grant	\$296,000
Apron Construction Admin Services	\$500,000	2025 FAA Entitlements/Discretionary / State Apportionment	\$2,454,000
TOTAL COST	\$4,500,000	2024 SD Airport Terminal Program	\$270,000
		Local Share	\$180,000
		TOTAL FUNDING	\$4,500,000



SOUTHEAST 3D VIEW



NORTHWEST 3D VIEW

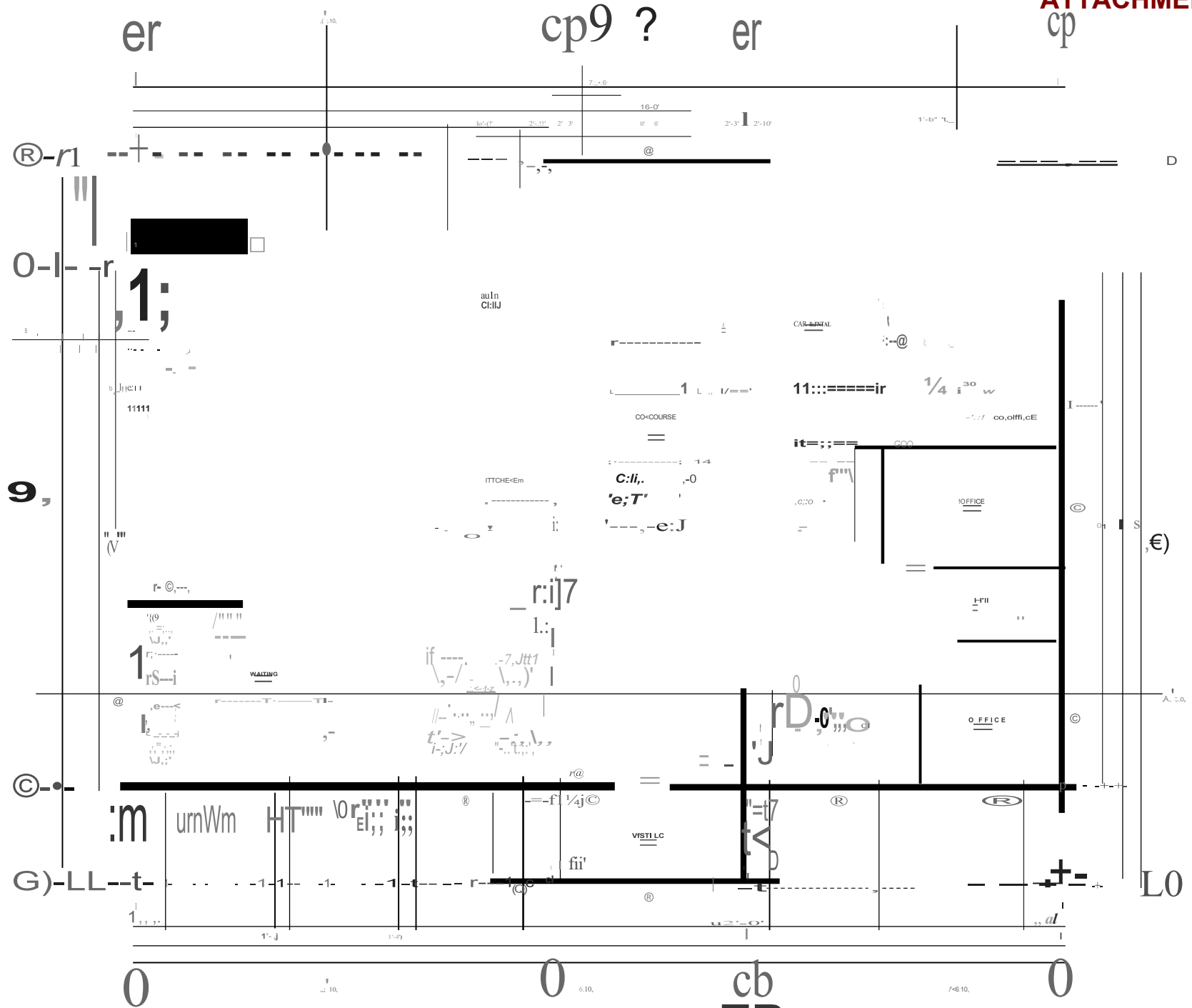


SOUTHWEST 3D VIEW



NORTHEAST 3D VIEW

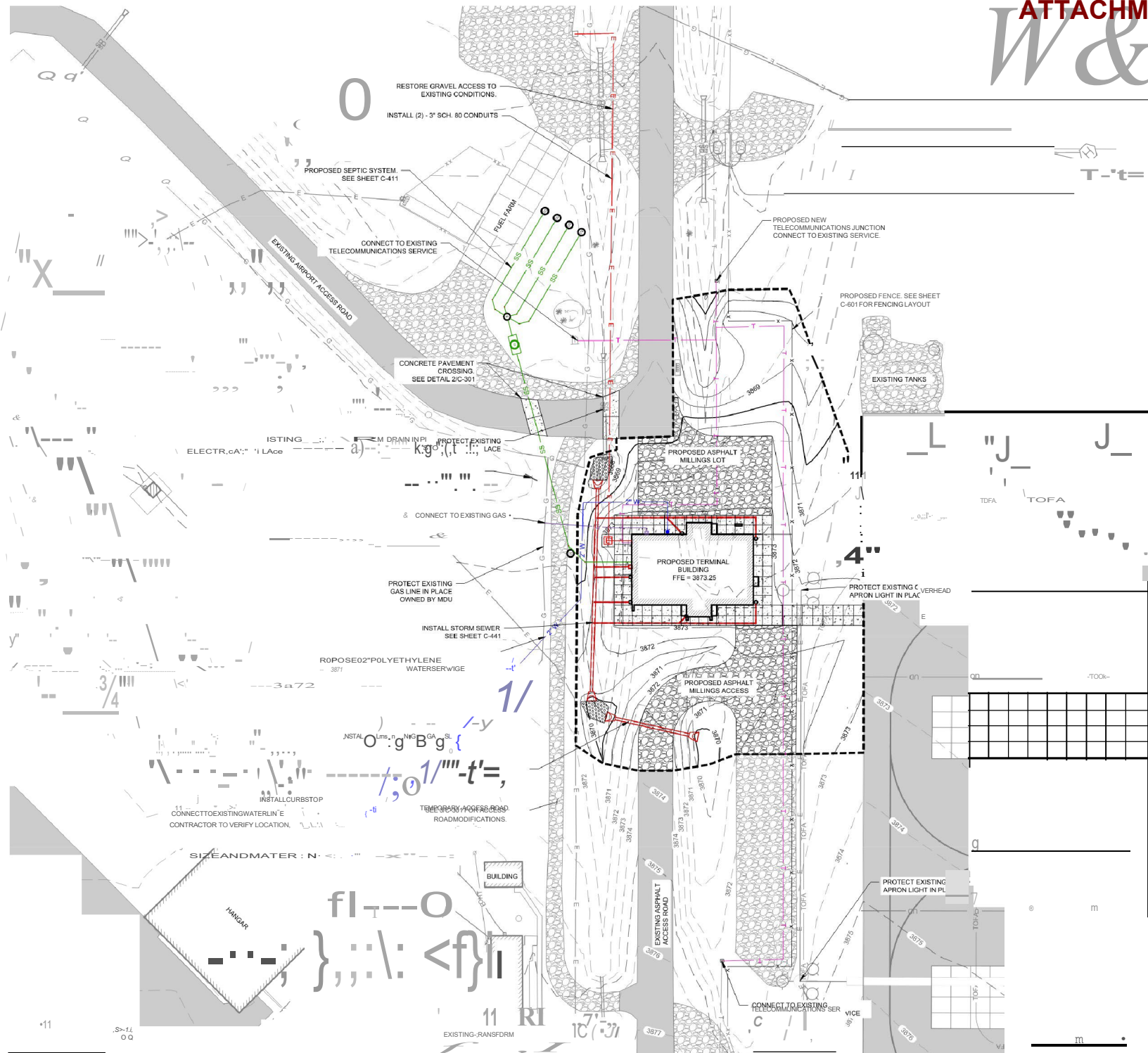




REFERENCE PLAN
1/4" = 1'-0"

GR055 50. FT. - 3.622 SF

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South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. **Applications must be submitted to the Department of Transportation by June 10, 2024** and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Sturgis Municipal Airport
- b. Point of Contact: Dave Smith, Director of Planning & Permitting/Airport Liason
- c. Address Line 1: 1040 Harley-Davidson Way
- d. Address Line 2:
- e. City: Sturgis
- f. State: SD
- g. Zip Code: 57785
- h. Phone Number: 605-347-4422 ext 227
- i. Email: DSmith@sturgisgov.com

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Sponsor is proposing to remodel the existing Terminal Building. The current configuration is aging, crowded and not able to accommodate the growing and incredibly busy airport. Since 2017, the airport has expanded from 43 based aircraft and 17 hangars to 103 based aircraft and 35 hangars, a 6-unit T-Hangar and several more currently being constructed. The airport has several based jets and 5 Certified Flight Instructors (CFIs) currently working on the airfield. Although, they'd prefer to construct a new, larger terminal building, the Sponsor is proposing to remodel the existing facility in order to be fiscally responsible with their capital improvements as they have a large safety critical project on the horizon (full parallel taxiway).

- b. Summarize the work to be performed.

The Sponsor is proposing to remodel the existing facility by updating the interior of the existing building, and expanding the pilot briefing area to accommodate larger groups.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

With the growth at the airport, it is imperative for functionality and safety on the airfield to complete a full parallel taxiway. The project will alleviate the concern over the potential for runway incursions with daily operations reaching over 100 on a regular basis. The airport is working with the FAA to facilitate a parallel taxiway project to receive Federal Discretionary funding in FY 2025 for the completion of this project. Additionally, the airport has no locations to lease for new hangars. Therefore, another priority for the airport will be to complete a hangar taxilane expansion project as soon as funding allows. Although, this Terminal project will not directly bring additional funding to the Sturgis Municipal Airport, it will indirectly allow the airport to continue to pursue Federal Discretionary funding on other infrastructure projects.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The airport has applied for the FAA's Bipartisan Infrastructure Law (BIL) Airport Terminal Program (ATP) fund each year since it has been announced. Due to the infrastructure needs at the airport, the airport will be unable to fund this project with AIP, within the next 5 years.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☐ No ☒

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The Airport would prefer to continue to use FAA funding for the infrastructural needs of the airport, but will apply to use FY 2025 BIL Allocations if required by the Commission.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☐ No ☒

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

The Airport has applied for BIL ATP funding, but have not been selected for the grant funds to date.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	N/A (unless a future grant is applied for)	N/A
SDATP	\$210,000.00	60% of Construction
Applicant	\$140,000.00	40% of Construction
Other (Please Describe)		
Other (Please Describe)		
Total Project Cost	\$350,000.00	100%

South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. **Applications must be submitted to the Department of Transportation by June 10, 2024** and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

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3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Marv Skie - Lincoln County Airport
- b. Point of Contact: David Myers, Airport Manager
- c. Address Line 1: 104 N. Main Street
- d. Address Line 2:
- e. City: Canton
- f. State: SD
- g. Zip Code: 57103
- h. Phone Number: 605-212-4947
- i. Email: dmyers@lincolncountysd.org

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The Sponsor is proposing to construct a general aviation terminal building large enough to accommodate the active general aviation population along with office space for the new airport manager. Due to the growth of the airport and the increase in activity, the County has hired a new full time airport manager. In the past, the local FBO acted in the position, however, the airport is too active for this to be a part time position. He is currently without a designated office space and must use a local building's conference room as his office space. The new building is proposed to be located on the apron and will be a focal point of the airport. With more than 70 based aircraft and countless more willing to construct hangars or rent hangar space, the airport is in desperate need of expansion but also a terminal space. The new terminal will be a meeting location of users and itinerant users. The proposed project is shown on the Airport's CIP in 2030, but is needed now.

In recent years, the Airport has purchased approximately 20 acres for future development, reconstructed the north half of their General Aviation Apron, and has recently applied for Federal funding for the reconstruction of the southern half of the General Aviation Apron. Resulting in approximately \$1.6M in Federal funding beyond allocated AIP entitlements since 2021. Future plans include hangar taxilane construction to allow for new hangar construction and reconstruction of the north hangar taxilanes that are in poor condition to enable them to meet FAA regulations.

- b. Summarize the work to be performed.

The airport is planning to construct a new terminal building on the General Aviation Apron. The terminal is planned to be approximately 900 square feet on each of two levels. It will include a foyer/entryway, space large enough for the airfield electrical vault to be relocated within the building in the future, office space for the airport manager, restrooms, mechanical room, and pilot briefing area/pilot lounge areas open to the public. Limited site work surrounding the building will also be completed with a future project to expand the parking area closer to the building.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

The Airport has extensive needs beyond a terminal building. They have developed a plan with priorities to continue to move forward with the infrastructure needs at the airport. The Airport plans to continue to request additional funds beyond their entitlements from the SDDOT and FAA for many years to come. A graphic of the priorities is attached to this form.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The airport has applied for the FAA's Bipartisan Infrastructure Law (BIL) Airport Terminal Program (ATP) fund each year since it has been announced. Due to the immense needs at the airport (both current pavements and expansion needs), they have been pursuing other opportunities for funding this building such as the BIL ATP fund and now the SDATP fund. They will continue to pursue other funding options outside of the standard AIP entitlements and BIL allocations for this project.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☐ No ☒

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

The contracts are being developed for this work and the County plans to have the project bid by Fall of 2024 for construction to begin ASAP. The County would prefer to continue to use FAA funding for the infrastructural needs of the airport, but will apply to use FY 2025 entitlements or BIL allocations for the Engineering if required by the Commission.

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☒ No ☐

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

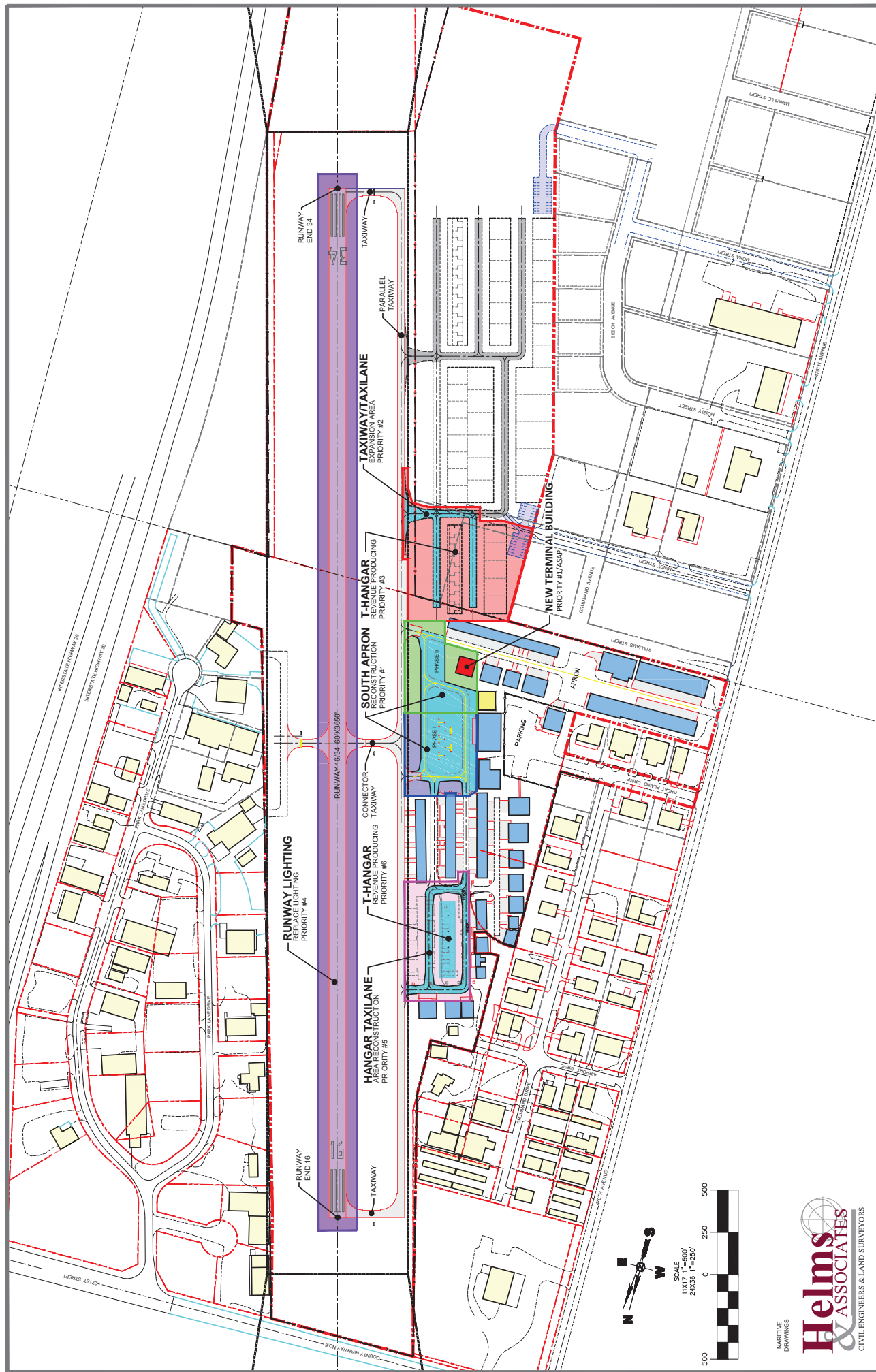
Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

The County has applied for BIL ATP funding as they have infrastructure projects ongoing and are looking to take advantage of specific funding opportunities while continuing on with capital improvements on the airfield. No other funding sources have been secured to date.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	N/A (unless a future grant is applied for)	N/A
SDATP	\$735,000.00	60% of Construction
Applicant	\$490,000.00	40% of Construction
Other (Please Describe) Engineering (local or Federal/local costs)	\$185,000.00	100% of Engineering
Other (Please Describe)		
Total Project Cost	\$1,410,000.00	100%

ATTACHMENT H



South Dakota Airport Terminal Funding Application

Appropriated From 2024 SB144

OVERVIEW

Senate Bill 144 passed in the 2024 legislative session, which provides \$10 million in funding for airport terminal projects. These funds will be known as the South Dakota Airport Terminal Program (SDATP). The grant rules outlined for SDATP funds emphasize their distinct nature from Aeronautics Commission policy, indicating that these funds are one-time appropriations exempt from traditional Commission policies. Applicants cannot use both Aeronautics Trust Funds and SDATP funds for the same project and must choose one, with the requirement to de-obligate Aeronautics Trust Funds if SDATP funds are elected. Eligible projects must have been included on the Airport Capital Improvement Plan or National Plan of Integrated Airports (NPIAS) submitted yearly to the State. In addition, the project must receive funding by the federal government to include a minimum of one (1) year of Airport Improvement Program (AIP) federal entitlements and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) allocation and show that an application has been submitted, a grant has been awarded, or a commitment to applying in the next federal funding round. Projects not awarded federal grants by September 30, 2025, lose eligibility, and their funds will be redistributed to other eligible projects that have been approved for SDATP funds. SDATP funds are strictly for construction reimbursement, excluding project planning, design, and administration costs. Only projects that have not been completed by the application deadline will be eligible. **Applications must be submitted to the Department of Transportation by June 10, 2024** and demonstrate local funding will supplement state contributions based on federal eligibility criteria.

Projects seeking SDATP funds must demonstrate local community effort and funding. Priority consideration will be given to projects that include the following:

1. Funding plan including two (2) or more years of federal entitlements.
2. Projects that are receiving federal funding beyond entitlement funding. Projects that have unsuccessfully competed for federal funding beyond entitlement funding will still be considered, but with decreased priority.
3. Projects with funding plans where state funding does not exceed 60% of the non-federal costs.

APPLICANT INFORMATION

- a. Airport: Watertown Regional Airport
- b. Point of Contact: Heath VonEye, Assistant City Manager/Public Works Director/Acting Airport Manager
- c. Address Line 1: 23 2nd Street NE
- d. Address Line 2: PO Box 910
- e. City: Watertown
- f. State: SD
- g. Zip Code: 57201
- h. Phone Number: 605-882-6202
- i. Email: hvoneye@watertownsd.us

PROJECT DESCRIPTION

- a. Please describe the purpose and need of the project. Details such as age of terminal, previous renovations, and a description of the impact to the airport/air transportation in the region and state if this project is delayed or not completed.

The City of Watertown has been working toward completion of their new Terminal Project. Through the FAA and SDDOT planning and funding processes, the City of Watertown has to-date been approved and received 3 Federal Grants for the project, totaling more than \$20 million with a current project investment of approximately \$26 million. The last phase of the Terminal Project is the FAA Instrumentation Relocation of equipment from the old terminal building to another location on the airfield before the old terminal can be demolished. This is the last phase and final remaining work to complete the active Terminal Project. The need for the FAA equipment relocation has forced a very large expense solely onto the Airport through a Reimbursable Agreement that has been established with the FAA for this work and to include them in the process, as required, at an estimated cost of \$1.5 million. The Instrumentation Relocation has been delayed thus far due to funding constraints. Additional delays could adversely impact carrying out other ALP/AIP projects, and equally concerning could impact the partnering with Lake Area Technical College and their plans to expand their aviation programs at the Airport. As the current lessee of the old terminal, upon Instrumentation Relocation, they plan to demo the old terminal and build newly expanded facilities to house a number of their aviation education programs. This cannot happen until our Terminal Project is complete.

- b. Summarize the work to be performed.

The work is to perform an FAA Instrumentation Relocation project in order to complete the Watertown Regional Airport new Terminal Project. The FAA's Remote Communications Outlet (RCO)/Backup Emergency Communication (BUEC), Automated Surface Observing System Acquisition Control Unit (ASOS ACU), and Remote Maintenance Monitoring (RMM) systems for the Instrument Landing System (ILS)/Distance Measuring System (DME) equipment is still located at the old Terminal Building. The old terminal building is currently being used by Lake Area Technical College (LATC) and is planned for demolition for the construction of new facilities once the equipment has been relocated out of the building. A new instrumentation-housing structure will be placed on the airfield to house the equipment to isolate from areas such as the Terminal or the Snow Removal Equipment (SRE) storage building owned by the Airport and used on a regular basis. The Instrumentation Relocation project includes a Reimbursable Agreement with the FAA and costs associated with the construction of the structure and relocation of the equipment estimated at \$1.5 million. No engineering costs by the consultant will be included with this grant.

- c. If grant funding is awarded for this terminal project how will the governing authority redirect funds to other airport CIP projects?

The funding will enable the City to complete the last phase of the project with grant funds and continue on with other planned CIP projects. In FY2024, the City is using nearly all of their AIP and BIL funds to complete a project that will enable Ag Operators to be located on the airfield but away from the General Aviation hangars and aircraft. Additionally, the City is working to complete the removal of Taxiway B and complete the construction of a full parallel taxiway for Runway 17/35 for standard geometry on the airfield given the new Terminal Project. Lastly, the City is also working to incorporate a private hangar expansion area project. With high interest in building hangars but without build-ready locations to place them, these users are seeking to enter into preliminary land lease agreements with the City to reserve their hangar locations.

- d. If the total amount of SDATP funding is not granted, please describe other funding options the applicant will consider to complete this project.

The City has exhausted discussions with the FAA throughout the Terminal Project about the Instrumentation Relocation portion being eligible under the numerous grant and funding programs awarded the project. It was determined these costs were ineligible under those programs, and have forced a very large expense solely onto the Airport. If the SDATP funding is not granted for this project, the City will be required to move forward with other financing options outside of the SDATP and FAA funding in order to complete the last phase of the current Terminal Project. This will likely result in solely funding with local dollars. This large of an expense at 100% local cost will likely impact other immediate and long-term needs at the Airport by postponing our ability to provide local cost-share for those identified projects.

PROJECT FUNDING

- a. Has the Applicant secured funding from the Federal Aviation Administration? Yes ☒ No ☐

If yes, please describe the awarded grant information such as the funding mechanism, award date and award termination date. If no, please describe the applicant's future Federal application strategy to meet the Federal funding requirements of securing SDATP funds.

FAA AIP Grant No. 3-46-0058-036-2020, Award Date of 9/14/2020 with a Period of Performance end date of 9/14/2024

FAA AIP Grant No. 3-46-0058-037-2021, Award Date of 11/9/2020 with a Period of Performance end date of 11/9/2024

FAA AIP Grant No. 3-46-0058-038-2021, Award Date of 8/10/2021 with a Period of Performance end date of 8/10/2025

- b. Is the Applicant seeking a grant from the Federal Aviation Administration? Yes ☐ No ☒

- c. Have all potential funding sources been exhausted? Yes ☒ No ☐

Please provide specific information on which funding sources your airport has secured and if the funding has been appropriated by those entities.

The City of Watertown has received Federal assistance for the new Terminal Project to date. The City has used two years of AIP Entitlements, Discretionary Funding, and Supplementary Discretionary funding to go towards completing the project, as well as funding from the SD Aeronautics Trust fund.

- d. Requested Funding

Funding Partner	Amount (in US Dollars using decimal)	Proposed Share Percentage
Federal Aviation Administration	FAA Grants are already assigned to Terminal Project.	N/A
SDATP	\$900,000.00	60%
Applicant	\$600,000.00	40%
Other (Please Describe)		
Other (Please Describe)		
Total Project Cost	\$1,500,000.00	100%

**FAA EQUIPMENT RELOCATION
 WATERTOWN REGIONAL AIRPORT
 WATERTOWN, SOUTH DAKOTA
 ENGINEER'S ESTIMATE
 SEPTEMBER, 2023**

Base Bid

Item #	Item Description	Quantity	Unit	Unit Price	Total Cost
1	Mobilization	1	L.S.	\$ 41,000.00	\$ 41,000.00
2	Construction Safety Phasing Plan	1	L.S.	\$ 15,000.00	\$ 15,000.00
3	Unclassified Excavation	1,200	CuYd	\$ 15.00	\$ 18,000.00
4	Gravel Surfacing	1,200	Ton	\$ 40.00	\$ 48,000.00
5	20" Cantilever Roll Gate	1	Each	\$ 15,000.00	\$ 15,000.00
6	Topsoiling	300	CuYd	\$ 20.00	\$ 6,000.00
7	Seeding and Fertilizing	2,500	SqYd	\$ 1.00	\$ 2,500.00
8	Mulching	2,500	SqYd	\$ 1.50	\$ 3,750.00
9	Footing for FAA Furnished Shelter (16 Piers)	1	L.S.	\$ 25,000.00	\$ 25,000.00
10	Crane Services, Set FAA Furnished Shelter	1	L.S.	\$ 7,500.00	\$ 7,500.00
11	Lightning Protection for FAA Furnished Shelter	1	L.S.	\$ 10,000.00	\$ 10,000.00
12	40-Foot Self-Supporting Fold Over Tower, Including Footing (ASOS)	1	L.S.	\$ 50,000.00	\$ 50,000.00
13	Electrical Systems Installation from Shelter to ASOS Tower/Antennas	1	L.S.	\$ 15,000.00	\$ 15,000.00
14	34-Foot Self-Supporting Tower w/ Platform, Including Footing (COMM)	1	L.S.	\$ 110,000.00	\$ 110,000.00
15	Electrical Systems Installation from Shelter to Comm Tower/Antennas	1	L.S.	\$ 30,000.00	\$ 30,000.00
16	NAVAID Antenna Supports, Attached to FAA Furnished Shelter (NAVAID)	1	L.S.	\$ 10,000.00	\$ 10,000.00
17	Electrical Systems Installation from Shelter to NAVAID Antennas	1	L.S.	\$ 10,000.00	\$ 10,000.00
18	Power Supply Service to FAA Furnished Shelter (Local Electric)	1	L.S.	\$ 5,000.00	\$ 5,000.00
19	Misc. Work	1	L.S.	\$ 20,000.00	\$ 20,000.00
Estimated Construction Costs					\$ 441,750.00
Estimated Design Engineering (Civil, Electrical, Structural)					\$ 125,000.00
Estimated Geotechnical Investigation					\$ 11,000.00
Estimated Documented CATEx					\$ 10,000.00
Estimated Bidding & Negotiations					\$ 11,000.00
Estimated Construction Administration					\$ 60,000.00
Estimated Construction Engineering					\$ 50,000.00
Estimated Contingency (5% of Construction Costs)					\$ 21,250.00
Estimated FAA Reimbursable Agreement					\$ 780,000.00
Estimated Total Project Costs					\$ 1,510,000.00