

State of California
Business, Transportation and Housing Agency
Department of Transportation

POLICY MATTERS
Capital Improvement Program Update
Action Item

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Agenda Item: 4.9

Original Signed By _____
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**ADOPTION OF THE BIENNIAL UPDATE OF
THE CAPITAL IMPROVEMENT PROGRAM ELEMENT
OF THE CALIFORNIA AVIATION SYSTEM PLAN**

SUMMARY

Under State requirements, the Department of Transportation (Department) and the Regional Transportation Planning Agencies (RTPAs) have recently updated the Capital Improvement Program (CIP) element of the California Aviation System Plan (CASP). A draft CIP was presented to the California Transportation Commission (Commission) as an information item at the June 2001 meeting. The CIP will be used by the Department for its proposed 2002 Aeronautics Program and by the RTPAs for the aviation element of their Regional Transportation Improvement Plans (RTIPs).

RECOMMENDATION

The Department recommends that the Commission adopt this update of the CIP.

BACKGROUND

The development of a CIP element of the CASP is required by State law (Public Utilities Code Sections 21702-6) and must be updated every two years. The CIP is a needs assessment, not a programming document. The CIP was developed by the Department with the cooperation of RTPAs, airport sponsors and the Federal Aviation Administration (FAA). The CIP includes projects at publicly owned, public use airports. It lists, by airport, maintenance and improvement projects for the next ten years. Ground access needs are also presented. The CIP narrative discusses programming issues. Inclusion in the CIP is a prerequisite for the State to fund an airport project. Projects for the 2002 Aeronautics Program, which the Commission will adopt next year, will be selected from the CIP. The Commission's Technical Advisory Committee on Aeronautics (TACA) approved the CIP at its June 13, 2001 meeting.

An executive summary of the CIP is attached. Complete copies of the document will be provided prior to the July meeting.

Attachment

Department of Transportation
California Aviation System Plan
Capital Improvement Program

Executive Summary

The Capital Improvement Program (CIP) is a ten-year capital improvement program that serves as a guide for future airport development. Inclusion in the CIP is a prerequisite for projects that will be programmed in the 2002 Aeronautics Program. Capital projects at airports are funded by user fees, local government support, and several state and federal programs. The CIP focuses on airport needs and, as such, is not fiscally constrained.

This CIP contains over 2,300 airport projects totaling \$4.0 billion. Of this total amount, \$2.9 billion are at primary/commercial airports, \$400 million at reliever airports, and \$684 million at general aviation airports.

This CIP also contains information about ground access needs. The airport sponsors and the Regional Transportation Planning Agencies (RTPAs) provided information on the type of project, the start date, and the cost. Ground access projects cannot be funded through either Federal Aviation Administration (FAA) grants or State Aeronautics Account funds. Just under \$3 billion worth of ground access projects are listed with the vast majority (\$2.9 billion) for primary and commercial airports.

Use of the CIP in Programming

By law (Public Utilities Code 21706), Aeronautics Account funds may be expended only for those projects that have been included in the CIP. This is applicable to both the Acquisition and Development (A&D) grants and the matching of federal grants.

The Department will present a proposed 2002 Aeronautics Program to the California Transportation Commission (Commission) in the spring of 2002. With the CIP as a starting point, A&D projects will be recommended for programming in accordance with the methodology adopted by the Commission. Matching for FAA grants will be allocated from a "set-aside." Individual projects for FAA matching will not be programmed.

Development of the CIP Update

This is the fifth CIP to be presented to the Commission for approval. The CIP is updated every two years. In December 2000, the Department sent letters to the airports, RTPAs, and Airport Land Use Commissions soliciting projects. Follow-up telephone calls were made to airports and RTPAs when the project information was missing or incomplete. From this information, the CIP was developed.