

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 7-8, 2007

Reference No.: 4.6
Action Item

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Subject: **APPROVAL OF THE CAPITAL IMPROVEMENT PLAN ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the Capital Improvement Plan (CIP). This item was presented for information at the September 19-20, 2007, Commission meeting.

ISSUE:

The Capital Improvement Plan (CIP) is the basis for the biennial Aeronautics funding program that consists of the airport development projects and airport land use compatibility plans selected by the Department, based on a priority matrix, which is then adopted by the Commission for State funding. The 2008 Aeronautics funding program will come before the Commission for adoption in late spring of 2008. The CIP is an element of the overall California Aviation System Plan (CASP) as the underpinning of the California Aid to Airport Program. The Commissions Technical Advisory Committee on Aeronautics endorsed the 2007 CIP at its August 7, 2007, meeting. An executive summary of the CIP is attached. Complete copies of the document were provided as part of the September 19-20, 2007 Commission Meeting materials (Tab 81, Ref 4.10).

The CIP contains 1,985 airport development and Airport Land Use Compatibility Plan projects totaling \$3.58 billion. The funding split is 2 percent for State funding participation (\$65 million), 81 percent for federal-only funding (\$2.91 billion) and 17 percent for the local match participation (\$609 million). Of the total \$3.58 billion, 60 percent (\$2.16 billion) is for primary-commercial service airports, 15 percent (\$524 million) for reliever airports, 1 percent (\$33 million) for general aviation airports not in the federal National Plan of Integrated Airport Systems (non-NPIAS), and 23 percent (\$838 million) for NPIAS general aviation airports.

BACKGROUND:

The CIP element of the CASP is required by Public Utilities Code Sections 21702-21706 as a ten-year capital improvement plan for each eligible airport and is updated every two years. The Department develops the State's CIP in collaboration with regional transportation planning agencies, airport sponsors, and the Federal Aviation Administration for projects at public-use, publicly-owned airports. A priority matrix is used to select projects from the CIP based on safety first, capability improvements that enhance system capacity second, and security enhancements third. A project must be in the CIP in order to obtain State funding.

Attachment

EXECUTIVE SUMMARY

The California Aviation System Plan (CASP), a multi-element plan, is prepared by the California Department of Transportation, Division of Aeronautics (Department) with the goal of developing and preserving a system of airports responsive to the needs of the State.

The State Aeronautics Act requires that the CASP include as one of its elements, the Capital Improvement Plan (CIP). The CIP is a ten-year capital improvement plan, based predominantly on the State's general aviation airports' master plan or other comparable long-range planning document, submitted to the Department for inclusion in the CASP. The CIP allows the Department's partners to actively participate and assist in the coordination of the Department's ongoing, statewide, aviation system planning and project funding effort. Biennial updates to the CIP provide the basis for the development of the funding program, which consists of airport development and land use compatibility plan projects selected by the Department based on a priority matrix. The California Transportation Commission adopts the Aeronautics Program from the projects listed in the CIP, so projects must be in the CIP to obtain State funding.

The priority matrix is used to rank projects in order of State importance starting with the category of safety, followed by capability improvements that enhance system capacity, then security enhancements. Nearly all projects fit into these three categories. Ground access projects located outside of an airport's operations areas, are listed separately in the CIP and are not eligible for either federal Airport Improvement Program (AIP) or State California Aid to Airports Program (CAAP) funds. The project priority rankings can be found in the appendix of this CIP.

This CIP contains 1,985 airport development and Airport Land Use Compatibility Plan (ALUCP) projects desired by airport sponsors with a fiscally unconstrained cost estimate of \$3.58 billion. This year, Regional Transportation Planning Agencies and Airport Land Use Commissions were encouraged to coordinate with airport sponsors to update ALUCP documents.

National Connection

The National Plan of Integrated Airport Systems (NPIAS) is a federal document that identifies airports that are significant to national air transportation, and are eligible to receive grants under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

Many of the projects listed in the CIP will be funded by federal AIP, CAAP AIP, and local funds. The State contribution is 2.5 percent of the federal grant amount. The broad aim of the AIP is to assist in the development of the nationwide system of public-use airports, so the CIP represents California's participation in the nationwide effort. For more information and details of the AIP, refer to the FAA Order 5100.38C entitled "Airport Improvement Program (AIP) Handbook."

California Aid to Airports Program

The purpose of the California Aid to Airports Program (CAAP) is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation. The Department recently undertook efforts to synchronize the CAAP process with the federal programming process, and to create a unified federal/State application form. This coordination with the FAA prevents duplicative efforts, and provides better service to the Department's customers, who are local airport sponsors, Airport Land Use Commissions, Regional Transportation Planning Agencies, the FAA, the aviation community, and the public.

All projects in the CIP are subject to the provisions of the State Aeronautics Act and the CAAP.

The inclusion of an airport development project or an airport land use compatibility plan in the CIP does not imply promise of funding, nor that the project complies with the National Environmental Policy Act or the California Environmental Quality Act.

Federal, State and local sources fund airport capital improvement projects. Information on federal Airport Capital Improvement Plan funding can be found at http://www.faa.gov/airports_airtraffic/airports/aip/. The Division recently updated "State Dollars for Your Airport" which can be found at <http://www.dot.ca.gov/aeronautics>.

Ground Access Projects

The purpose of airport ground access projects is to optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities seek to provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users. Planning for ground access and public transportation to airports generally requires joint participation by airports, the private sector, local jurisdictions, transit agencies, the Department, congestion management agencies, and regional transportation agencies.

Airports are key assets to communities and regions for both the economy and the overall quality of life. Thus, ground access to airports is perceived to be a critical issue facing the aviation system. This includes improved access as well as improved intermodal connections.

This CIP contains information on ground access to airports. Along with the requested airport projects, the airport sponsors and the regional transportation planning agencies provided information on the type of ground access project, the start date, and the cost.