

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: September 15, 2011

Reference No.: 4.5  
Action Item

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Chief Financial Officer

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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 August 10, 2011 meeting.

## **ISSUE:**

The CIP is the basis for the biennial Aeronautics funding program which consists of the airport development and airport land use compatibility plan (ALUCP) projects selected by the Department's Division of Aeronautics, based on a priority matrix, which is then adopted by the Commission for State funding. The 2012 Aeronautics funding program will come before the Commission for adoption in late spring of 2012.

The CIP is an element of the overall California Aviation System Plan (CASP) as the underpinning of the California Aid to Airport Program. The CIP contains 2,057 airport development and ALUCP projects totaling \$3.62 billion. Regional transportation planning agencies and airport land use commissions are encouraged to coordinate with airport sponsors to update ALUCP documents. The funding split is 2 percent for State funding participation (\$64 million), 86 percent for federal-only funding (\$3.13 billion) and 12 percent for the local match participation (\$431 million). Of the total \$3.62 billion, 61 percent (\$2.21 billion) is for commercial service primary airports, 0.2 percent (\$7 million) is for commercial service non-primary airports, 16 percent (\$572 million) is for reliever airports and 22 percent (\$811 million) is for general aviation airports which are all part of the National Plan of Integrated Airport Systems (NPIAS). The remaining 0.8 percent (\$25 million) is for general aviation airports that are not in the NPIAS (non-NPIAS).

The Department presented the CIP to the Commission's Technical Advisory Committee on Aeronautics (TACA) on August 3, 2011. At that time, TACA members voted to support the CIP presented by the Department. Complete copies of the document were provided as part of the Commission's August 10, 2011 meeting materials.

The CIP also integrates the General Aviation System Needs Assessment (GASNA) element as part of the CASP. The GASNA is a list of fiscally unconstrained airport improvement projects

recommended from the perspective of the Department instead of airport sponsors. The recommended projects are those the Department considers to be of greatest benefit to improving the safety, capacity and capability of the statewide system of public use airports as well as an airport itself.

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

The California Public Utilities Code Section 21702-21706 of the State Aeronautics Act (Act) requires that the CASP include as one of its elements, the Capital Improvement Plan (CIP). The CIP is a ten-year compiled listing of capital projects submitted to the Department for inclusion in the CASP, predominantly based on general aviation airport master plans or other comparable long-range planning documents. The CIP allows Department partners to actively participate and assist in the coordination of the Department's ongoing, statewide, aviation system planning and project funding effort. The CIP is updated every two years.

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 list of projects shown the CIP is contained in a database that includes the capital needs for California's publicly owned, public use airports. The CIP serves as an unconstrained fiscal estimate for current and future airport development projects desired by the airport sponsors, and for funding airport land use compatibility planning documents in California. Not all projects listed in the CIP will be programmed.

The Priority Ranking Matrix (see Appendix A) is used to rank projects for the upcoming three-year fiscal Aeronautics Program. The ranking is 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 California Aid to Airports Program (CAAP) funds.

This CIP contains 2,057 airport development and Airport Land Use Compatibility Plan (ALUCP) projects desired by airport sponsors with a fiscally unconstrained cost estimate of \$ 3.62 billion. Regional transportation planning agencies and airport land use commissions are 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 FAA Order 5100.38C entitled "Airport Improvement Program (AIP) Handbook." For more information on the NPIAS and FAA airport categories listed in this CIP, please refer to the FAA website: [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/).

## **California Aid to Airports Program**

The purpose of the CAAP is to assist in establishing and improving a statewide system of safe and environmentally compatible airports for general aviation. The Department is attempting to synchronize the CAAP process with the federal programming process by creating a unified federal and State project request form. This coordination with FAA will reduce duplicative efforts and provide better service to the Department's customers, who are local airport sponsors, airport land use commissions, regional transportation planning agencies, FAA, the aviation community, and the public.

All projects in the CIP are subject to the provisions of the Act and the CAAP. In addition, the inclusion of an airport development project or an airport land use compatibility plan in the CIP does not imply promise of funding or 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 CIP funding can be found at FAA's Web site: [http://www.faa.gov/airports\\_airtraffic/airports/aip/](http://www.faa.gov/airports_airtraffic/airports/aip/). State CAAP funding information is located in the "State Dollars for Your Airport" document found on the Division of Aeronautics' Web site 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 and improved intermodal connections.

This CIP contains information about ground access to airports; however, these projects are not funded by the State. Along with the requested airport projects, airport sponsors and regional transportation planning agencies provided information on various ground access projects, start dates, and costs.

### **GASNA**

This version of the CIP also integrates the General Aviation System Needs Assessment (GASNA) element as part of the CASP. The GASNA is a list of fiscally unconstrained airport improvement projects recommended from the perspective of the Department instead of airport sponsors. The recommended projects are those the Department considers to be of greatest benefit to improving the safety, capacity and capability of the statewide system of public use airports as well as an airport itself. A broader discussion of the GASNA is provided in Section VI of this document.