

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 13-14, 2003

Reference No.: 4.8
Information Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: R. Austin Wiswell
Division Chief
Aeronautics

Ref: **REVIEW OF THE BIENNIAL UPDATE OF THE CAPITAL IMPROVEMENT PROGRAM ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

SUMMARY

Under State requirements, 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). The CIP will be presented to the California Transportation Commission (Commission) for approval at the September 2003 meeting. The CIP will be used by the Department for its proposed 2004 Aeronautics Program and by the RTPAs for the aviation element of their Regional Transportation Improvement Plans (RTIPs). This is an information item for the August 2003 meeting. The CIP is proposed for approval by the Commission at the September 2003 meeting. The Commission's Technical Advisory Committee on Aeronautics (TACA) approved the CIP at its June 10, 2003 meeting. Projects for the 2004 Aeronautics Program, which the Commission will adopt next year, will be selected from 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 public-use, publicly owned 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.

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

Attachment

Department of Transportation
California Aviation System Plan
Capital Improvement Program (CIP)

Executive Summary

The 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 2004 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 2,028 of projects totaling \$3.9 billion. Of this total, \$2.8 billion are at primary/commercial airports, \$494 million at reliever airports, and \$589 million at general aviation airports.

This CIP also contains information on ground access needs off the airport property. 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.

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 of Transportation will present a proposed 2004 Aeronautics Program to the California Transportation Commission (Commission) in the spring of 2004. 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 sixth CIP to be presented to the Commission for approval. The CIP is updated every two years. In December 2002, 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.