

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 4.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Division of Aeronautics

Subject: **DIVISION OF AERONAUTICS DRAFT CAPITAL IMPROVEMENT PLAN ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

SUMMARY:

The Capital Improvement Plan (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 California Department of Transportation (Department), Division of Aeronautics (Aeronautics), based on a priority matrix, which is adopted by the California Transportation Commission (Commission) for State funding. The 2016 Aeronautics Funding Program will come before the Commission for adoption in late spring of 2016, if funding permits. The CIP is an element of the overall California Aviation System Plan (CASP) as the underpinning of the California Aid to Airport Program. The draft CIP will be presented as an informational item at the Commission's June 2015 meeting, with recommendation for adoption at the Commission's August 2015 meeting. The CIP 2016–2025 publication expected release date is in mid-September 2015.

This draft CIP contains 2,080 airport development and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of \$3.21 billion (see attachment). Regional Transportation Planning Agencies and Airport Land Use Commissions are encouraged to coordinate with airport sponsors to update ALUCP documents. The federal funding split is 2.9 percent for State funding participation (\$92.7 million), 88.1 percent for federal-only funding (\$2.83 billion), and 9.0 percent for the local match participation (\$287.9 million). Of the total \$3.21 billion, 57.2 percent (\$1.84 billion) is for commercial service primary airports, 2.3 percent (\$74.6 million) is for commercial service non-primary airports, 17.4 percent (\$557.0 million) is for reliever airports, and 22.2 percent (\$713.1 million) is for general aviation airports, which are all part of the National Plan of Integrated Airport Systems (NPIAS). The remaining 0.9 percent (\$27.3 million) is for general aviation airports that are not in the NPIAS (non-NPIAS).

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 the Executive Summary of the CIP.

BACKGROUND:

The CIP element of the CASP is required by the California Public Utilities Code, Sections 21702–21706 as a ten-year capital improvement plan for each eligible airport and is updated every two years. Aeronautics develops the State’s CIP in collaboration with Regional Transportation Planning Agencies, airport sponsors, and the Federal Aviation Administration for improvement 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 of the Capital Improvement Plan – California Aviation System Plan 2016-2025.

Note: Due to the size of the document (378 pages), a copy of the CIP is not attached. However the document can be viewed at:

http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/2015_DRAFT_CIP.pdf

EXECUTIVE SUMMARY

The California Aviation System Plan (CASP) is a multi-element plan prepared by the California Department of Transportation (Caltrans), Division of Aeronautics (Division), with the goal of developing and preserving a system of airports to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the State.

The California Public Utilities Code (PUC), section 21702-21706, of the State Aeronautics Act (SAA) 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 Caltrans for inclusion in the CASP predominantly based on general aviation airport master plans or other comparable long-range planning documents. The CIP allows Caltrans' partners to actively participate and assist in the coordination of its ongoing, statewide, aviation system planning and project funding effort. The CIP is updated biennially (every two years) in accordance with PUC, section 21704.

Biennial updates to the CIP provide the basis for the development of the funding program, which consists of airport Acquisition and Development (A&D) and Airport Land Use Compatibility Plan (ALUCP) projects selected by Caltrans based on a priority matrix. The California Transportation Commission adopts the Aeronautics Program from the projects listed in the CIP. Therefore, projects must be listed in the CIP to obtain State funding. The CIP is published every odd year, and the Aeronautics Program, based on the CIP, is adopted every even year.

The list of projects shown in 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 fiscal three-year 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. Funding for these projects is typically from local agencies or the State transportation improvement program.

This airport CIP contains 2,088 airport A&D and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of \$ 3.20 billion. Regional

transportation planning agencies and airport land use commissions are encouraged to coordinate with airport sponsors to update ALUCP documents.

The Division promotes the development of an air transportation system of airports that will meet the majority of needs of the aviation community, air travelers, emergency relief, goods movement, fire suppression, law enforcement, medical response, and recreational services. The Division also uses technical expertise to spend State dollars wisely to provide sustainable aviation facilities to operate safely, economically, efficiently, and environmentally.

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) AIP.

Many of the projects listed in the CIP will be funded by federal AIP, CAAP AIP, and local funds. The State contribution is five 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. 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/.

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. Caltrans 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 Caltrans' 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 SAA and the CAAP. In addition, the inclusion of an airport development project or an ALUCP 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 the FAA's website: <http://www.faa.gov/airports/aip/>. State CAAP funding information is located in the "State Dollars for Your Airport" document found on the Division of Aeronautics' website at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

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, Caltrans, 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 airport 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.

General Aviation System Needs Assessment

The General Aviation System Needs Assessment (GASNA) is a living document that encourages airport improvement projects. The Division considers these projects important in order to improve the efficiency and safety of the overall system of airports in California. These projects may include runway extensions, widening, and pavement repairs, as well as visual aids, instrument approach procedures, automated weather observation systems, or fueling system upgrades or replacements. These types of projects benefit airport safety, capacity, and the capability of the statewide system of public-use airports. The Division requests that airport sponsors consider these types of projects as they compile their biennial CIP project list. Yearly updates on meeting these improvements can be viewed from the Division's GASNA Appendix IV Table Update webpage at:
<http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/>