

Memorandum

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To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 19–20, 2016

Reference No.: 4.12
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: **UPDATE ON THE CALIFORNIA AVIATION SYSTEM PLAN AND ADOPTION OF THE
2016 CALIFORNIA AVIATION SYSTEM POLICY ELEMENT**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt the 2016 California Aviation System Plan (CASP) Policy Element and approve an effort to revise the CASP format for the future.

SUMMARY:

The format of the CASP was modeled after parts of Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070 in the 1980s. The AC 150/5070 has since been revised. The Department's Division of Aeronautics (Division) intends to revise the format of the CASP that meets the intent of the current FAA AC 150/5070 guidance, as well as guidance of the Commission, the California State Transportation Agency (CalSTA), and the current California Transportation Plan (CTP). The CASP is codified in the California Public Utilities Code (PUC) Sections 21701–21707.

To maintain consistency with PUC Section 21702, CASP elements are required to be updated on a five-year cycle. The Policy Element was last updated in October 2011 and thus is being presented to meet the update schedule. The Policy Element is the primary document that explains the policies and general activities of the Division and its roles within the Department. Looking forward, the information contained in this Policy Element will be moved into the new CASP.

There are no project obligations associated with revising the CASP or approving the 2016 Policy Element. There may be minor fiscal impacts associated with revising the CASP if federal grant funding is pursued.

BACKGROUND:

In the 1980s, the FAA proposed that states, and airport owners and operators consider developing an aviation and/or airport system plan—a process sometimes referred to as “regionalization.” In 1989, the California Legislature added PUC Sections 21701–21707 requiring the Division to prepare a

CASP, which included some of the FAA’s recommendations. The current effort to revise the CASP would involve an inclusive approach to aviation system planning. By creating and aligning six new CASP goals with the current six CTP goals, the Division would be able to link the CASP to the CTP in a manner similar to other modal programs in the Department. The CASP would be updated on the same cycle as the CTP, incorporating CTP goals and objectives. This would be performed in collaboration with the FAA, the Commission, and CalSTA.

The current CASP is made up of independent elements that are updated on their own cycle. The Policy Element was last updated in October 2011. In keeping with the intent of the current CASP, the 2016 Policy Element is presented for approval on its five-year review cycle. The primary objective of the 2016 Policy Element is to provide an overview of the Division’s statutory obligations and operational directives. The secondary objective is to ensure that limited financial resources are first guided towards fulfilling statutory obligations before addressing desired objectives. To accomplish this, the Policy Element is divided into three sections: Section 1. Guiding Principles, which explains the Division’s federal, State, and Caltrans priorities; Section 2. Integrated Transportation Planning, which explains how the Division interacts with related Caltrans, State and federal programs; Section 3. Policies, Goals, Implementation, and Performance, which outlines the seven major policy areas, corresponding objectives, and implementing actions that reflect the policies and direction of the Division.

The 2016 Policy Element is available at the Division website at:

http://dot.ca.gov/hq/planning/aeronaut/documents/casp/casp_policy_element_printable.pdf