State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 21-22, 2004
Reference No.: 4.8
Action Item

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Ref: **PROPOSAL FOR A NEW PRIORITY SYSTEM FOR STATE FUNDED AIRPORT PROJECTS**

ISSUE:

The Department of Transportation (Department) proposes to modify its methodology for selecting Aeronautics projects for Acquisition and Development (A&D) funding in accordance with Public Utilities Code (PUC) Section 21706 of the California Public Utilities Code. From these proposed changes are the following benefits:

- Improved alignment with the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP);
- Improved, more effective use of State funds for needed safety, capability, and capacity improvements;
- Greater Department and California Transportation Commission (Commission) flexibility in administering limited funds.

After reviewing our current methodology and those of other States, three basic changes were developed to select projects for funding:

1. SET-ASIDES - Before prioritizing project applications, the Department will set-aside A&D funds at 15% for Airport Land Use Compatibility Plans (ALUCPs), 35% for projects at airports not in the National Plan of Integrated Airports System (NPIAS) and 50% for projects at airports in the NPIAS. These percentages were based on the percentage of Non-NPIAS airports in the system and the historical disparity in funding these types of airports vs. NPIAS airports. (NPIAS airports have received twice the amount of funding considering the number of these airports in the system). The percentage of ALUCP funding was based on the current number of ALUCPs needing updating. The three groups of projects will be ranked separately. This guarantees funding for ALUCPs and for small airports that previously missed funding support. ALUCP ranking will be based on the age of the previous plan. The other two groups will be ranked using the priority list and discretionary

points described below. This should result in an equitable distribution of funds throughout the system.

2. MATRIX REPLACED WITH A LIST – A new priority-ranking list was created, which is a product of the current matrix (Attachment 1) modified to better align with the California Aviation System Plan (CASP) and FAA priorities. As a result of the new ranking method, all safety projects were moved to the highest levels; some projects were redefined as safety; and lights and fencing projects were promoted. Capacity projects became a distinct group. Overall, it is a simple list of project types, divided into three basic purposes: Safety, Capacity, and Security. Each project will get a single point score. Points for based aircraft and operations were transferred to the next element of the methodology, "discretionary points". The attached table shows the proposed scoring and ranking compared to the existing ranking (Attachment 2). Attachment 3 shows projects in the 2002 Aeronautics Program and identified are those that would most likely be funded using the new priority ranking.

3. DISCRETIONARY POINTS - Discretionary points will be assigned to projects that enhance the system plan, prepare for growth, meet statewide system need and generate regional benefits. Twenty points each will be available for the NPIAS and non-NPIAS set-asides. After initial scoring, discretionary points could be used to promote certain projects. The following criteria will be considered when assigning the discretionary points:

- Annual operations
- Functional classification of the airport
- Permit compliance by the airport
- Economic value to the community
- Airport's access to remote areas
- Project's potential for maximizing use of the airport
- Relation of the project to the California Aviation System Plan
- Airport's potential for future growth

An example of the new priority system, using the fund estimate from the three-year 2002 Aeronautics Program, is shown below.

Based on the proposed percentages, the following funds would be assigned to each set-aside:

Total funds available for A&D grants	Non NPIAS Airports	ALUCPs	NPIAS Airports
$8,486,000	$2,970,100	$1,272,900	$4,243,000

Projects from the 2001 Capital Improvement Program (CIP) seeking state funding would be portioned into the three set-asides. All the NPIAS and Non-NPIAS airport projects would first be ranked using the new list and the ALUCPs would be ranked according to the age of the previous ALUCP. These three lists are shown in Attachments 4-6. Projects in the 2002 Aeronautics Program are identified on the lists. For this first ranking of projects, airports having projects with points above and at the funding level will be notified that their project is a candidate for funding. The remaining projects will be put on a waiting list. The candidate airports will be given 60 days to apply for the grant. Those that apply will be ranked again and airports on the waiting list will be notified if more projects are needed to expend the funds in the set-aside. For tiebreakers and special projects, the Department will have the discretion to assign up to 20 points for the NPIAS and Non-NPIAS set-aside projects.

RECOMMENDATION:

The Department recommends the California Transportation Commission approve the new priority system for State Funded Airport Projects.

BACKGROUND:

PUC Section 21706 states: "In determining the priorities of projects, the division shall, and the transportation planning agencies may, utilize the methodology adopted by the Commission for determining the priorities of projects listed in the aviation element of the state transportation improvement program."

This proposal only affects the way in which the Department develops its list of Aeronautics projects recommended for Commission allocation. It does not call for any changes to Commission's role in the process, nor does it require any legislation to change current codes or regulations.

A&D Grants are 90% state funded grants to airports, which are subject to allocation by the Commission.

Eligible projects identified in Title 21 CCR Section 4061 and PUC 21681 include:

- Airport marking systems
- Bond Servicing
- Fencing
- Lighting
- Navigational aids
- Noise monitoring equipment
- Obstruction/Hazard Removal
- Parking and Tiedowns
- Project Services
- Property Acquisition
- Radio Communications Equipment
- Runways and Taxiways
- Service roads
- Surfacing of runways, taxiways, and aircraft parking areas to GA standards
- Water supply and sanitary systems
- Master plans and airport layout plans
- Airport Land Use Compatibility Plan (ALUCP)

The amount available for A&D grants is the remainder in the Aeronautics Account after funding State Operations, Annual Grants and AIP Matching. Annual Grants provide a $10,000 per year entitlement to approximately 149 publicly owned, public use airports for expenditure at the sponsor's discretion. A&D grants, on the other hand, must be applied for and only those projects that are of the highest priority get funded. The minimum amount of an A&D grant is $10,000. The maximum amount that can be allocated to an airport in a single fiscal year is $500,000. This $500,000 maximum can occur as a single grant or as multiple grants. The local match can vary from 10% to 50% of the project cost. The local match is set annually by the Commission. Neither the Annual Grant nor a state loan may be used for the local match of an A&D grant.

Currently, the Department ranks all projects using the sum of project points and airport points. Project points are determined using a matrix that is based on project purpose and project type. Airport points are determined from the airport's based aircraft and operations. The top ranking projects become the biennial Aeronautics Program, which is adopted by the Commission.

A committee comprised of Department staff identified the following concerns to the current (matrix) method of project selection:

1. The Matrix is too complex, and sends out mixed messages to airport planners. Planners tend to submit projects that have a high probability of receiving funds, rather than those really needed.

2. It does not include all projects that are eligible, thus requiring subjectivity.

3. It emphasizes runway pavement projects and not all airport pavements as a unit. Pavement maintenance is more economical if done periodically at the same time.

4. Projects that would bring an airport to current standards are grouped with reconstruction projects.

5. The "tie breaker" for most projects is the airport points, biasing the funding to large airports. Airports with less than 100 based aircraft and fewer than 10,000 annual operations rarely get funding.

6. It does not consider security projects.

7. It does not reflect our State system plan or address multi-modal benefits.

8. Airport Land Use Compatibility Plans usually do not receive funds due to their low project points. Only counties with high airport points usually are funded for ALUCPs, and counties with smaller airports are left without funding. The age or the lack of an existing ALUCP cannot be considered when granting money for ALUCPs.

9. Does not consider airports out of safety compliance with their state operating permit or other deficiencies with maintenance.

10. Does not give opportunity to airports that are not eligible for FAA funding. Airports that are eligible for FAA funding are in the National Plan of Integrated Airports System (NPIAS). The NPIAS criteria for airports is that they be public use, have a minimum of 10 based aircraft, are farther than 20 miles from another NPIAS airport, and are located at sites that enable expansion of the airport. Many non-NPIAS airports have historically not been able to compete for state funds because of their low activity and minimal amount of based aircraft.

11. Does not often provide for capacity improvements, or upgrades.

12. Does not provide sufficient replacement for Navigational Aids.

13. Does not provide flexibility and subjectivity for permit compliance and future role of airports per the California Aviation System Plan (CASP).

14. Does not emphasize basic airport requirements (geometry, obstruction clearance, navaids).

Attachments

Attachment 1

Reference No.: 4.8

EXISTING PROJECT EVALUATION MATRIX

		A. Primary RW			B. Other RW/TW			C. Ramp/Apron			D. Navaids				E. Safety			F. Acquire Land			G. Planning			H. Other		
		1	2	3	1	2	3	1	2	3	1	2	3	4	1	2	3	1	2	3	1	2	3	1	2	3
Project Type:		New Pavement	Seal/Overlay/Rehab	Lighting	New Pavement	Seal/Overlay/Rehab	Lighting	New Pavement	Seal/Overlay/Rehab	Lighting	Segmented Circle	Rotating Beacon	Landing Aids	Automated Weather Reporting	Hazard Removal	Obstruction Lights	Security Fence	Avigation Easement/Airside Usage	Runway Protection Zone (RPZ)	Airside Usage	CLUP	Airport Layout Plan (ALP)	Master Plan (MP)	Noise	Service Roads	Utilities/Drainage
Project Purpose:		**9**	**10**	**8**	**8**	**9**	**7**	**7**	**8**	**6**	**9**	**5**	**4**	**3**	**9**	**6**	**4**	**6**	**7**	**5**	**7**	**8**	**5**	**5**	**4**	**5**
A. Safety	**20**																									
B. Planning Documents	**17**																									
C. Reconstruction/Stds	**15**																									
D. Upgrade	**8**																									
E. Miscellaneous	**5**																									

A. **Safety** - Projects which are deemed necessary to eliminate or reduce identified safety hazards or are required for minimum safety standards.

B. **Planning Documents** - Initial preparation of Comprehensive Land Use Plans (CLUP), Airport Layout Plans (ALP), and Master Plans (MP).

C. **Reconstruction /Standards** - Projects that maintain or improve the existing airport system, or items necessary to meet minimum airport standards. Projects that update existing CLUPs, ALPs, and MPs.

D. **Upgrade** - New construction that upgrades an existing airport to either accommodate larger aircraft or increase capacity. Construction of a new airport.

E. **Miscellaneous** - Other eligible projects.

COMPARISON OF PROPOSED AND EXISTING PRIORITY RANKING OF ACQUISITION AND DEVELOPMENT PROJECTS

TYPE DESCRIPTION	PROPOSED SCORE	PROPOSED RANK	EXISTING RANK
Safety			
Obstruction Mitigation/Abatement (Removal, trim, land acquisition, avigation easements for height restrictions)	20	1	1
Obstruction Lighting (new)	19	2	7,25
Runway Safety Area/Runway Protection Zone Land Acquisition	18	3	4,9,18
Runway or Taxiway Lighting (repair or replace)	17	4	7
Rotating Beacon (repair or replace)	16	5	14
New Pavement for runway turnaround (no parallel taxiway)	15	6	2
Landing Aids (e.g. Marking, Segmented Circle, Visual Approach Slope Indicator,Automatic Weather Observation System (AWOS)/Automatic Surface Observation System (ASOS)) (repair or replace)	14	7	17
Capacity			
Seal/Overlay/Rehabilitate existing runway	13	8	3,19
Runway Pavement (new)	12	9	6,15
Seal/Overlay/Rehabilitate existing Taxiway	12	9	6
Runway Lighting	11	10	16
Rotating Beacon (new)	11	10	22
Airport Layout Plan (update)	10	11	5
Airport Layout Plan (new)	10	11	7
ASOS/AWOS (new)	9	12	27,29
Taxiway Pavement (new) or Seal/Overlay/Rehabilitate Existing Apron	6	15	7
Apron Pavement (new)	5	16	9,23
Service Roads (rehabilitate)	5	16	17
Service Roads (new)	5	16	24,28
Landing Aids (new)	4	17	24,28
Utilities (drainage, water, sewage)	3	18	10,14,26
Environmental Mitigation	3	18	not listed
Blast Wall	3	18	not listed
Fire protection systems	3	18	not listed
Radio communication equipment	3	18	not listed
Bond Servicing	3	18	not listed
Land Acquisition for Airside Usage	2	19	11,20
Taxiway Lighting (new)	2	19	18,21
Master Plan (new)	2	19	12
Master Plan (update)	2	19	14
Noise Monitoring Equipment (new)	1	20	14
Security			
Security Fencing (new)	8	13	13,17,24
Apron Lighting (new)	7	14	20,22

Each project applied for funding in the NPIAS and Non-NPIAS set asides will be ranked and assigned points using the list above. For tiebreakers and special projects, the Department will have the discretion to assign up to 20 points for each set-aside. Discretionary points can be distributed to one or more projects. Projects above the level of funding for each set-aside are included in the biennial Aeronautics Program.

*Multiple rankings are due to the "Purpose" selected for the project, i.e. Safety, Rehabilitation, Miscellaneous, etc.

2002 AERONAUTICS PROGRAM

Airport Name	Funded Under Current Method	Project Description	Funded Using New Priority System	Cost
Alpine County Airport	X	Remove hazard trees, grade safety area	X	$78,000
Apple Valley Airport	X	Seal runway 18/36		$127,000
Apple Valley Airport	X	Seal runway 8/26		$56,000
Apple Valley Airport	X	Seal taxiways		$124,000
Apple Valley Airport	X	Install run-up areas, all runways		$212,000
Barstow-Daggett Airport	X	Seal runway 8/26		$209,000
Blythe Airport	X	Slurry seal runway 17/35		$135,000
California City Municipal Airport	X	Slurry seal and mark runway		$76,000
Camarillo Airport	X	Rehabilitate cement taxiways		$321,000
Camarillo Airport	X	Rehabilitate cement aprons		$207,000
Cameron Air Park Airport	X	Remove obstruction	X	$26,000
Cameron Air Park Airport	X	Slurry seal taxiway		$83,000
Colusa County Airport	X	Acquire land for runway protection zone	X	$221,000
Corona Municipal Airport	X	Repair/replace runway lights	X	$442,000
Desert Resorts Regional Airport	X	Install lighted segmented circle		$62,000
Dunsmuir Muni-Mott Airport	X	Crack seal, seal coat, re-mark runway		$78,000
French Valley Airport	X	Slurry seal runway		$50,000
French Valley Airport	X	Slurry seal taxiway		$74,000
Gen. Wm. J. Fox Airport	X	Acquire land for runway protection zone	X	$500,000
Gillespie Field Airport	X	Remove trees from airport premises	X	$103,000
Gillespie Field Airport	X	Reconstruct helipads #1 and #2		$103,000
Gnoss Field Airport	X	Reconstruct taxiway		$83,000
Gnoss Field Airport	X	Reconstruct apron		$176,000
Haigh Field Airport	X	Acquire conservation easement, runway protection zone for runway 15	X	$388,000
Haigh Field Airport	X	Rehabilitate and re-mark runway		$10,000
Lampson Field Airport	X	Safety hazard - tree removal	X	$414,000
Livermore Municipal Airport	X	Upgrade taxiway, location and direction signs		$428,000
Madera Municipal Airport	X	Remove hazard for runway 30 - open canal	X	$139,000
Madera Municipal Airport	X	Remove obstruction to runway 12 - power lines	X	$83,000
Madera Municipal Airport	X	Crack fill runway 12/30		$181,000
Madera Municipal Airport	X	Crack fill runway 7/25		$221,000
Madera Municipal Airport	X	Crack fill taxiway		$139,000
Petaluma Municipal Airport	X	Reduce hazard to south approach	X	$37,000
Petaluma Municipal Airport	X	Pave runway runouts		$20,000
Reedley Municipal Airport	X	Overlay runway and taxiway		$217,000
Riverside Municipal Airport	X	Acquire land for runway protection zone	X	$500,000
Truckee-Tahoe Airport	X	Acquire 3.7 acres for the runway protection zone for runway 28	X	$179,000
Truckee-Tahoe Airport	X	Seal coat and stripe runways		$295,000
Truckee-Tahoe Airport	X	Stabilize runway shoulder		$347,000
Truckee-Tahoe Airport	X	Seal coat and stripe taxiways		$202,000
Turlock Municipal Airport	X	Slurry seal runway		$52,000
Turlock Municipal Airport	X	Slurry seal taxiway		$44,000
Wasco Airport	X	Remove obstructions to runway 30	X	$47,000
Whiteman Airport	X	Slurry seal runway		$57,000
Whiteman Airport	X	Slurry seal taxiway		$88,000
Yuba County Airport	X	Seal coat and mark runway 14/32		$272,000
Yucca Valley Airport	X	Remove hazard - drain in runway safety area	X	$267,000
Yucca Valley Airport	X	Reconstruct/overlay runway		$310,000

PROJECTS IN THE 2001 CIP RANKED USING PROPOSED PRIORITY SYSTEM (NPIAS AIRPORTS SET-ASIDE)

Airport Name	Service Level	Project Description	Cost	Points	In 2002 Program	Cumulative Cost	
Cameron Air Park Airport	General Aviation	Obstruction Removal	$83,000	20	X	$83,000	
Gillespie Field Airport	Reliever - GA	Tree Trim/Removal from Airport Premises (per State Inspection 5010)	$103,000	20	X	$186,000	
Lampson Field Airport	General Aviation	Safety Hazard Tree Removal	$10,000	20	X	$196,000	
Madera Municipal Airport	General Aviation	Remove Hazard (open canal) RW 30	$414,000	20	X	$610,000	
Madera Municipal Airport	General Aviation	Remove obstruction (power lines) R/W 12	$428,000	20	X	$1,038,000	
Petaluma Municipal Airport	Reliever - GA	South approach hazard reduction	$20,000	20	X	$1,058,000	
Wasco Airport	General Aviation	Obstruction removal approach end RW 30	$47,000	20	X	$1,105,000	
Apple Valley Airport	General Aviation	Install Obstruction Lights, each end of RWY 08/26	$100,000	19		$1,205,000	
Blythe Airport	General Aviation	obstruction lights	$50,000	19		$1,255,000	
Colusa County Airport	General Aviation	Land acquisition, APZ	$221,000	18	X	$1,476,000	
Corning Municipal Airport	General Aviation	Runway safety area grading/drainage	$350,000	18		$1,826,000	
Gen. Wm. J. Fox Airport	General Aviation	Acquire land for RPZ	$500,000	18	X	$2,326,000	
Haigh Field Airport	General Aviation	Acquire RW 15 clear zone protection, conservation easement	$83,000	18	X	$2,409,000	
Red Bluff Municipal Airport	General Aviation	Purchase of Avigation Easements - Runway 15	$30,000	18		$2,439,000	
Riverside Municipal Airport	General Aviation	Purchase 14 acres of land in western RPA along Doolittle Ave.	$500,000	18	X	$2,939,000	
Truckee-Tahoe Airport	General Aviation	Aquire 3.7 acres - RW 28 RPZ	$347,000	18	X	$3,286,000	
Corning Municipal Airport	General Aviation	Reconstruct runway lighting with signs	$225,000	17		$3,511,000	
Corona Municipal Airport	General Aviation	Repair/Replace RW Lighting	$414,000	17	X	$3,925,000	
Sequoia Field	General Aviation	Replace RW lighting system	$120,000	17		$4,045,000	Funding level
Compton/Woodley Airport	Reliever - GA	RehabT/W lighting and install new signs	$500,000	17		$4,545,000	
Columbia Airport	General Aviation	Beacon replacement	$12,000	16		$4,557,000	
Compton/Woodley Airport	Reliever - GA	Replace rotating beacon	$75,000	16		$4,632,000	
Corona Municipal Airport	General Aviation	Repair/Replace Beacon, & Strobe Lights	$400,000	16		$5,032,000	
Corona Municipal Airport	General Aviation	Repair/Replace TW lighting	$400,000	16		$5,432,000	
Calexico International Airport	General Aviation	Replace segmented circle and Wind Cone	$36,300	14		$5,468,300	
Corona Municipal Airport	General Aviation	Repair/Replace REIL	$400,000	14		$5,868,300	
Apple Valley Airport	General Aviation	Fog Seal RWY18/36	$212,000	13	X	$6,080,300	
Apple Valley Airport	General Aviation	Fog Seal RWY08/26	$56,000	13	X	$6,136,300	
Barstow-Daggett Airport	General Aviation	Fog Seal Rwy 08/26	$209,000	13	X	$6,345,300	
Barstow-Daggett Airport	General Aviation	Fog Seal Rwy 04/22	$68,000	13		$6,413,300	
Blythe Airport	General Aviation	Slurry seal RW 17/35	$135,000	13	X	$6,548,300	
California City Municipal Airport	General Aviation	Slurry Seal and Mark RW	$76,000	13	X	$6,624,300	
Dunsmuir Muni-Mott Airport	General Aviation	Crack Seal, Seal coat, remark RW	$78,000	13	X	$6,702,300	
Firebaugh Airport	General Aviation	Pavement Maintenance Program	$84,000	13		$6,786,300	
French Valley Airport	General Aviation	Slurry seal runway	$74,000	13	X	$6,860,300	
Haigh Field Airport	General Aviation	Crack Seal Rehab RW & Remark	$176,000	13	X	$7,036,300	

PROJECTS IN THE 2001 CIP RANKED USING PROPOSED PRIORITY SYSTEM (NPIAS AIRPORTS SET-ASIDE)

Airport Name	Service Level	Project Description	Cost	Points	In 2002 Program	Cumulative Cost	
Happy Camp Airport	General Aviation	Runway crack seal - slurry seal	$63,333	13		$7,099,633	
Holtville Airport	General Aviation	Joint Repair RW (75' X 6000')	$87,000	13		$7,186,633	
Madera Municipal Airport	General Aviation	Crack Fill RW 12/30	$221,000	13	X	$7,407,633	
Needles Airport	General Aviation	Fog Seal RWY's & Paint	$45,000	13		$7,452,633	
Needles Airport	General Aviation	Fog Seal RWY's & Paint	$48,000	13		$7,500,633	
Reedley Municipal Airport	General Aviation	Overlay RW	$130,000	13	X	$7,630,633	
Scott Valley Airport	General Aviation	RW rehabilitation	$166,667	13		$7,797,300	
Sequoia Field	General Aviation	Reconstruct runway	$280,000	13		$8,077,300	
Truckee-Tahoe Airport	General Aviation	Seal Coat & Stripe RW's	$200,000	13	X	$8,277,300	
Truckee-Tahoe Airport	General Aviation	RW Shoulder Stabilization	$295,000	13	X	$8,572,300	
Turlock Municipal Airport	General Aviation	Slurry Seal RW	$52,000	13	X	$8,624,300	
Twentynine Palms Airport	General Aviation	Fog Seal RWY and paint	$33,000	13		$8,657,300	
Whiteman Airport	Reliever - GA	Slurry seal RW, 300,000 sf	$88,000	13	X	$8,745,300	
Yuba County Airport	General Aviation	Seal Coat & Mark RW 14/32	$272,000	13	X	$9,017,300	
Gnoss Field Airport	Reliever - GA	Pavement Reconstruction & Drainage Improvements	$250,000	13		$9,267,300	
Apple Valley Airport	General Aviation	Fog Seal TWYs	$127,000	12	X	$9,394,300	
Blythe Airport	General Aviation	Slurry seal TW A West half with TW E & F	$36,000	12		$9,430,300	
Blythe Airport	General Aviation	Construct/pave TW	$60,000	12		$9,490,300	
Blythe Airport	General Aviation	RW/TW Pavement Rehabilitation	$200,000	12		$9,690,300	
California City Municipal Airport	General Aviation	Slurry Seal and Mark TW	$42,000	12		$9,732,300	
Camarillo Airport	Reliever - GA	Rehabilitation of PCC Taxiways (Phase 3)	$207,000	12	X	$9,939,300	
Cameron Air Park Airport	General Aviation	TW slurry seal	$26,000	12	X	$9,965,300	
Corning Municipal Airport	General Aviation	Runway widen (10')	$250,000	12		$10,215,300	
Corning Municipal Airport	General Aviation	Runway extension paving 600'	$300,000	12		$10,515,300	
Corning Municipal Airport	General Aviation	Runway overrun paving	$125,000	12		$10,640,300	
Firebaugh Airport	General Aviation	R/W extension; 150 feet	$75,000	12		$10,715,300	
French Valley Airport	General Aviation	Slurry seal taxiway	$50,000	12	X	$10,765,300	
Georgetown Airport	General Aviation	Seal coat T/Ws	$43,000	12		$10,808,300	
Gillespie Field Airport	Reliever - GA	Helipad #1 and #2 reconstruction	$103,000	12	X	$10,911,300	
Gnoss Field Airport	Reliever - GA	Pavement Taxiway Reconstruction	$181,000	12	X	$11,092,300	
Haigh Field Airport	General Aviation	Crack Seal Rehab TW & Remark	$100,000	12		$11,192,300	
Happy Camp Airport	General Aviation	Taxiway crack seal - slurry seal	$63,333	12		$11,255,633	
Livermore Municipal Airport	Reliever - GA	Upgrade taxiway, location and direction signs	$375,000	12		$11,630,633	
Madera Municipal Airport	General Aviation	Crack Fill RW 7/25	$139,000	12	X	$11,769,633	
Madera Municipal Airport	General Aviation	Crack Fill TW	$139,000	12	X	$11,908,633	
Mendota Airport	General Aviation	RW extension, 1400 feet, Ph.I	$500,000	12		$12,408,633	
Mendota Airport	General Aviation	RW extension, 1400 feet, Ph.II	$200,000	12		$12,608,633	
Needles Airport	General Aviation	Fog Seal TWY's & Paint	$45,000	12		$12,653,633	

PROJECTS IN THE 2001 CIP RANKED USING PROPOSED PRIORITY SYSTEM (NPIAS AIRPORTS SET-ASIDE)

Airport Name	Service Level	Project Description	Cost	Points	In 2002 Program	Cumulative Cost	
Needles Airport	General Aviation	Fog Seal TWY's & Paint	$48,000	12		$12,701,633	
Petaluma Municipal Airport	Reliever - GA	Finish paving runway runouts	$37,000	12	X	$12,738,633	
Reedley Municipal Airport	General Aviation	Overlay TW	$87,000	12	X	$12,825,633	
Scott Valley Airport	General Aviation	TW rehabilitation	$166,667	12		$12,992,300	
Sequoia Field	General Aviation	Reconstruct parallel and cross taxiways	$310,000	12		$13,302,300	
Tehachapi Municipal Airport	General Aviation	Topein seal coat taxiway	$21,500	12		$13,323,800	
Truckee-Tahoe Airport	General Aviation	Seal Coat & Stripe TW's	$202,000	12	X	$13,525,800	
Turlock Municipal Airport	General Aviation	Slurry Seal TW	$44,000	12	X	$13,569,800	
Twentynine Palms Airport	General Aviation	Fog Seal TWY 17/35, and parallel TWY 08/26 and paint	$33,000	12		$13,602,800	
Whiteman Airport	Reliever - GA	Slurry seal TW, 160,000 sf	$57,000	12	X	$13,659,800	
Corona Municipal Airport	General Aviation	Construct Airport Helipad	$90,000	12		$13,749,800	
Desert Resorts Regional Airport	General Aviation	Construct heliport	$250,000	12		$13,999,800	
Tracy Municipal Airport	General Aviation	Helicopter pad	$52,000	12		$14,051,800	
Apple Valley Airport	General Aviation	Install HIRL, Precision RW markings for RWY 18/36	$162,000	11		$14,213,800	
Blythe Airport	General Aviation	RW lighting	$50,000	11		$14,263,800	
Corning Municipal Airport	General Aviation	Runway extension lighting 600'	$100,000	11		$14,363,800	
Independence Airport	General Aviation	Install pilot activated rotating beacon	$40,000	11		$14,403,800	
Livermore Municipal Airport	Reliever - GA	Install RW lights, 7R/25L	$275,000	11		$14,678,800	
Mendota Airport	General Aviation	R/W lights for 1400' Extension, Ph.I	$125,000	11		$14,803,800	
Mendota Airport	General Aviation	R/W lights for 1400' Extension, Ph.II	$500,000	11		$15,303,800	
Truckee-Tahoe Airport	General Aviation	Relocate RW 19 Threshold Lights	$20,000	11		$15,323,800	
Yuba County Airport	General Aviation	Crosswind RW 5/23 lighting	$85,000	11		$15,408,800	
Apple Valley Airport	General Aviation	Update Master Plan	$154,000	10		$15,562,800	

PROJECTS FROM THE 2001 CIP RANKED USING PROPOSED PRIORITY SYSTEM (NON-NPIAS AIRPORTS SET-ASIDE)

Airport Name	Project Description	Cost	In 2002 Program	Points	Cumulative Cost	
Alpine County Airport	Hazard Safety Removal of Trees, Grading Imaginary Surface	$75,000	X	20	$75,000	
Yucca Valley Airport	Hazard removal, Drainage in RSA	$300,000	X	20	$375,000	
Elk Hills-Buttonwillow Airport	Acquire land for RPZ and road	$20,000		18	$395,000	
Blue Canyon Airport	Repair and Upgrade Lighting System	$25,000		17	$420,000	
Desert Center Airport	Construct turnaround - RW 23	$20,000		15	$440,000	
Shoshone Airport	Constructed turnarounds : RW 15/33	$44,000		15	$484,000	
Sierraville Dearwater Airport	Construct turnaround: RW 3	$22,000		15	$506,000	
Southard Field Airport	Construct turnarounds: RW 4/22	$40,000		15	$546,000	
Chiriaco Summit Airport	Segmented circle	$20,000		14	$566,000	
Desert Center Airport	Install segmented circle	$20,000		14	$586,000	
Montague-Yreka, Rohrer Field	Install new segmented circle - lighted wind sock	$15,000		14	$601,000	
Shoshone Airport	Segmented circle	$15,000		14	$616,000	
Yucca Valley Airport	VASI	$50,000		14	$666,000	
Adin Airport	Crack sealing	$12,000		13	$678,000	
Adin Airport	RW overlay	$350,000		13	$1,028,000	
Adin Airport	Striping RW and TW	$10,000		13	$1,038,000	
Alpine County Airport	Slurry Seal/ Restriping Runway	$65,000		13	$1,103,000	
Blue Canyon Airport	Resurface RW	$100,000		13	$1,203,000	
California Pines Airport	RW Overlay - 2"	$330,000		13	$1,533,000	
Desert Center Airport	Slurry seal runway 5/23 - stripe	$90,000		13	$1,623,000	
Elk Hills-Buttonwillow Airport	Overlay RW	$300,000		13	$1,923,000	
Eureka Municipal Airport	Resurface RW & repaint markings	$130,000		13	$2,053,000	
Hyampom Airport	Slurry Seal RW	$100,000		13	$2,153,000	
Jacumba Airport	Slurry Seal and Stripe R/W 7/25	$125,000		13	$2,278,000	
Ocotillo Airport	Pave RW ends	$110,000		13	$2,388,000	
Ravendale Airport	Overlay and remark the existing RW	$60,000		13	$2,448,000	
Shoshone Airport	Reconstruct R/W 15-33	$400,000		13	$2,848,000	
Southard Field Airport	Overlay and remark the existing RW	$130,000		13	$2,978,000	Funding level
Spaulding Airport	Overlay and remark the existing RW	$280,000		13	$3,258,000	
Yucca Valley Airport	Reconstruct/Overlay RW	$250,000	X	13	$3,508,000	
Desert Center Airport	Security fence	$200,000		13	$3,708,000	
Elk Hills-Buttonwillow Airport	Security fence	$200,000		13	$3,908,000	
Eureka Municipal Airport	Security fence	$79,000		13	$3,987,000	
Fort Bidwell Airport	Perimeter fencing with cattle guards	$10,000		13	$3,997,000	
Ocotillo Airport	Perimeter fence	$150,000		13	$4,147,000	
Adin Airport	TW overlay	$350,000		12	$4,497,000	
Alpine County Airport	Widen Runway 10' to 60' total width	$100,000		12	$4,597,000	
Alpine County Airport	Extend Runway 840 ft from existing 4440 ft to 5280 ft long x 60foot wide	$250,000		12	$4,847,000	

PROJECTS IN THE 2001 CIP RANKED USING PROPOSED PRIORITY SYSTEM (AIRPORT LAND USE COMPATIBILITY PLANS)

Airport Name	Project Description	Cost	Cumulative Cost	Date of Existing ALUCP	
Trinity Center/James E. Swett Airport	County wide CLUP	$125,000	$125,000	None	
Jack Mcnamara Field Airport	Noise Study & County wide CLUP-No original CLUP	$125,000	$250,000	None	
Mc Clellan Airfield	CLUP	$30,000	$280,000	None	
Mammoth Yosemite Airport	County-wide CLUP	$60,000	$340,000	1987	
Redding Municipal Airport	Comprehensive Land Use Plan (CLUP)	$50,000	$390,000	1990	
Nevada County Airpark Airport	Update CLUP	$50,000	$440,000	1990	
Mc Clellan - Palomar Airport	CLUP	$150,000	$590,000	1994	
Colusa County Airport	Update Airport Land Use Plan	$40,000	$630,000	1995	
Santa Barbara Municipal Airport	County-wide CLUP	$125,000	$755,000	1981	
Monterey Peninsula Airport	County wide CLUP	$100,000	$855,000	1987	
Susanville Municipal Airport	County wide CLUP	$200,000	$1,055,000	1988	
Rio Vista Municipal Airport	CLUP	$20,000	$1,075,000	1988	
Placerville Airport	Update Countywide CLUP	$122,491	$1,197,491	1988	
Twentynine Palms Airport	Update Comprehension Land Use Plan	$50,000	$1,247,491	1991	Funding level
San Jose International Airport Norman Y. Mineta	Santa Clara Countywide CLUP	$300,000	$1,547,491	1992	
Visalia Municipal Airport	CLUP, Tulare County	$160,000	$1,707,491	1995	
Imperial County Airport	CLUP (7 Airports in Imperial County)-last CLUP done 1996	$125,000	$1,832,491	1996	