



Prefeasibility Executive Summary Report

1. Project Details

Project Name	Cape Winelands Airport
Location	City of Cape Town
Sector	Economic
Department	Private Sector
Project Owner	Adele Klingenberg
Project Manager	Deon Cloete

1.1 Project Scope

The Cape Winelands Airport (CWA) project comprises the phased redevelopment of the former Fisantekraal Airfield into a modern, internationally compliant aviation and logistics hub. The scope of work includes the design, construction, commissioning, and operation of a **3.5 km Code 4F runway**, passenger and cargo terminals, general aviation facilities, air traffic and navigational systems, fuel and maintenance infrastructure, and associated landside access. Enabling works include bulk services, road connectivity, renewable energy generation, water and waste management systems, and environmental mitigation measures in accordance with the approved Environmental Management Programme. Phase 1 focuses on core airport infrastructure and operational readiness, while Phase 2 expands the development into a **multimodal logistics, agribusiness, and airport city precinct** incorporating commercial, hospitality, and industrial uses. The scope further encompasses digital systems integration, security, safety compliance, and long-term operations and maintenance, delivered through a public-private partnership framework aligned with national aviation standards and provincial infrastructure priorities.

1.2 Justification

The Cape Winelands Airport (CWA) project arises from the need to address growing capacity constraints, resilience challenges, and long-term economic development requirements within the Western Cape's aviation and logistics system. Cape Town International Airport currently serves as the region's sole commercial aviation gateway, creating operational pressure, limited redundancy, and reduced flexibility for airlines, freight operators, and emergency response. The redevelopment of the historic Fisantekraal Airfield into a modern, world-class airport provides a strategic solution to these challenges while unlocking new economic opportunities in the northern metropolitan area. CWA is strategically positioned to function as Cape Town's second international gateway and a designated destination alternate airport, improving system resilience, airline efficiency, and environmental performance. By reducing diversion distances and reserve fuel requirements, the project supports lower emissions, reduced operating costs, and enhanced payload capacity for cargo and passengers. Beyond aviation, CWA is conceived as a multi-phase infrastructure catalyst, integrating logistics, agri-industrial value chains, renewable energy, and commercial development within a single, systems-based platform. The project is justified by strong policy alignment with the Western Cape Infrastructure Framework 2050, national transport and spatial development frameworks, and the province's climate-resilient growth agenda. With Environmental Authorisation granted in October 2025 and extensive feasibility, environmental, and socio-economic assessments completed, CWA represents a timely, de-risked, and investment-ready response to long-term regional connectivity, economic inclusion, and sustainable development needs.

1.3 Sector Specific Analysis

- **Inadequate transportation infrastructure**
The project responds to aviation capacity constraints and lack of redundancy in the regional air transport system.
- **Technology & Regulatory features**
The sector is highly regulated (aviation safety, airspace, environmental compliance) and technology-intensive.
- **Governance and Compliance Risk**
Airports require continuous compliance with environmental, aviation, and safety regulations across their lifecycle.
- **Operational instability and disruption risk**
The project mitigates this risk by providing a second international gateway and destination alternate airport.
- **Overtrading and route congestion**
CWA addresses congestion and capacity pressure at Cape Town International Airport.
- **Dependence on a single dominant mode following rail decline**
Air freight has become increasingly important as rail freight capacity has declined.
- **Drivers of Demand**
Passenger growth, tourism, agri-exports, air cargo, logistics efficiency, and system resilience.
- **Market Size and Growth**
Strong regional and international aviation and logistics demand in the Western Cape.
- **Competitive Advantage**
Strategic location, alternate-airport functionality, proximity to agri-export zones, and climate-smart design.
- **Economic Impact**
 - Significant employment, GDP contribution, and supply-chain multipliers.
- **Risks and Challenges**
Regulatory compliance, capital intensity, demand ramp-up, and operational coordination.
- **Sector Opportunities**
 - Air cargo growth, agri-logistics, airport city development, green aviation, and private investment participation.

1.4 Market Size And Demand Analysis

1.4.1 Total Addressable Market (TAM)

- **Population served by a transport corridor**

Primary Passenger Catchment (Direct Users)

- Residents of the City of Cape Town, particularly the northern metropolitan area
- Cape Winelands District communities
- Adjacent districts with practical access to CWA

Indicative population: 5–6 million people within the broader Cape Town–Winelands functional region

Users include:

- Leisure and business travellers
- Domestic and international passengers
- Visiting friends and relatives (VFR) travellers

Provincial Population Served (System-Level Market)

- **Entire Western Cape population**
- Users benefiting from:
 - Reduced congestion at Cape Town International Airport
 - Improved aviation system resilience and redundancy
 - Greater route choice and reliability

Indicative population: 7.5 million people (Western Cape province)

- **Data sources**

- **Economic**
Used to estimate market demand, purchasing power, and economic activity.
 - Stats SA Economic Accounts
 - Provincial GDP and sector output data
 - Western Cape Department of Economic Development & Tourism (DEDAT)
 - Wesgro (Trade, Tourism and Investment data)
 - South African Reserve Bank (macro-economic indicators)
- **Other Data sources Methods**
Used to validate and triangulate market estimates.
 - Sector-specific feasibility studies
 - Market demand and willingness-to-pay studies
 - Benchmarking against comparable airports and logistics hubs
 - Scenario and sensitivity analysis
 - Stakeholder interviews and expert elicitation
- **Environmental and Biodiversity Data**
Used to validate and triangulate market estimates.
 - Sector-specific feasibility studies
 - Market demand and willingness-to-pay studies
 - Benchmarking against comparable airports and logistics hubs
 - Scenario and sensitivity analysis
 - **Stakeholder interviews and expert elicitation**
- **Land Use and Spatial Planning Data**
Used to align TAM with permitted land uses and planning frameworks.
 - Municipal zoning schemes and land-use rights
 - Western Cape Land Use Planning Act (LUPA)
 - Municipal Planning By-laws
 - Spatial Development Frameworks (Municipal, Provincial, National)
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- **Climate and Carbon Data**
Used to align TAM with permitted land uses and planning frameworks.
 - Municipal zoning schemes and land-use rights
 - Western Cape Land Use Planning Act (LUPA)
 - Municipal Planning By-laws
 - Spatial Development Frameworks (Municipal, Provincial, National)
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- **Regulatory and Compliance Data**
Used to define legal feasibility and constraints affecting market realisation.
 - National Environmental Management Act (NEMA)
 - Environmental Impact Assessment Regulations
 - Civil Aviation regulations (SACAA, ICAO standards)
 - Municipal planning approvals and conditions
 - Transport and logistics regulatory frameworks
- **Socio-Economic and Development Data**
Used to quantify indirect, induced, and distributional impacts.
 - Socio-Economic Impact Assessment (SEIA) for CWA
 - Labour market statistics (Stats SA, Department of Employment and Labour)
 - Poverty, inequality, and development indicators
 - Western Cape Infrastructure Framework 2050 (WCIF 2050)
 - National Development Plan (NDP)

1.4.2 Served Available Market (SAM)

• Location

Location:

- The project is located at Fisantekraal Airfield, in the northern metropolitan area of Cape Town, with direct access to key economic regions including the Cape Winelands, West Coast, and greater Cape Town metro.
- Its inland, non-coastal location reduces weather-related disruptions and allows for efficient integration with regional road and logistics networks.

- Location strategically positions CWA to relieve congestion at Cape Town International Airport and to serve cargo, logistics, tourism, and regional passenger markets.

Implication for Served Available Market: The location defines a distinct and accessible served market, overlapping but not duplicating Cape Town International's catchment.

• Capacity

Capacity:

- Capacity is defined through a phased development approach:
 - Phase 1: Foundational runway, airside infrastructure, and initial terminal capacity
 - Phase 2: Expanded passenger, cargo, logistics, and commercial precinct capacity
- Capacity is scalable and aligned to forecast demand, allowing the project to grow its served market over time.

Implication for SAM: Initial SAM is intentionally constrained to manageable volumes, expanding as demand and investment mature.

• Which of the following criteria is being used to support this analysis in terms of Segmentation?

◦ Region

Segmentation by City of Cape Town, Cape Winelands, Western Cape, national and international markets is central to defining TAM, SAM, and system-level impacts.

◦ Service level

Different service levels are segmented:

- International vs domestic passenger services
- Cargo vs passenger operations
- Phased capacity (Phase 1 vs Phase 2)

◦ Travel Purpose & Network Role

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- International vs domestic passenger services
- Cargo vs passenger operations
- Phased capacity (Phase 1 vs Phase 2)

◦ Geographic Segmentation

Catchment analysis, drive-time modelling, and spatial accessibility are foundational to the market definition.

◦ Development Impact Segmentation

Impacts are segmented by:

- Direct, indirect, and induced effects
- Construction vs operations
- Local vs regional vs provincial outcomes

◦ Socio-Economic Segmentation

Analysis differentiates:

- Employment types (skilled, semi-skilled, entry-level)
- Beneficiary groups (SMMEs, youth, women, local communities)
- Spatial equity outcomes

1.4.3 Demand Forecasting

• Projections of usage over time

◦ Population Growth

Used to project the base passenger market over time.

- Population growth in Cape Town metro and Cape Winelands
- Urbanisation trends in the northern metropolitan corridor
- Household formation and mobility patterns

Why - Defines long-term underlying demand for air travel.

◦ Economic Growth Forecasts

Used to forecast business travel, cargo, and logistics demand.

- Provincial and metro GDP growth
- Sector growth in:
 - Tourism
 - Agriculture & agri-processing
 - Logistics and exports
 - Advanced services

Why - Aviation demand closely tracks economic output and trade intensity.

- **Tourism Demand Trends**
Used to forecast domestic and international passenger volumes. -International arrivals to the Western Cape - Domestic leisure and VFR travel -Seasonality patterns Why -Tourism is a primary demand driver for secondary airports.
 - **Cargo & Export Demand**
Used to project air-freight volumes. -Growth in high-value, time-sensitive exports -Cold-chain demand (fruit, flowers, pharmaceuticals) -Reliability and speed advantages vs sea freight Why - Cargo demand often grows faster and more steadily than passenger demand.
 - **Regulatory Readiness and Approval Throughput**
Used to set **upper bounds on growth**.
 - Operating hours
 - Noise and environmental conditions
 - Airspace management constraints
- Why** - Ensures forecasts are compliant and bankable.

2. Project Status & Implementation

2.1 Regulatory & Environmental Approvals

2.1.1 National Level

- Environmental Impact Assessment (EIA) Regulations (2014, as amended)
- Environmental Management Programme (EMPr)
- Civil Aviation Act Compliance
- Airspace and Navigation Approvals
- National Biodiversity Offset Framework Alignment
- Occupational Health and Safety (OHS) Compliance
- National Environmental Management Act (NEMA): Governs environmental management and authorization processes, including Environmental Authorizations (EAs)

2.1.2 Provincial and Local Levels

- Western Cape Department of Environmental Affairs and Development Planning (DEA&DP)
- Environmental Authorisation (EA) [Granted – 27 October 2025]
- Approved Environmental Management Programme (EMPr) - Approved: part of EA
- Provincial Biodiversity Offset Approval
- Provincial Spatial Planning Alignment
- Provincial Roads and Access Approvals
- Land Use & Zoning Approvals
- Municipal Planning and Development Approvals
- Municipal Environmental Health Approvals
- Traffic Impact Assessment (TIA) Acceptance
- Bulk Services & Utility Agreements

2.1.3 Other Relevant Entities

- Airports Company South Africa (ACSA) – Strategic Aviation Coordination
- Civil Aviation Authority of South Africa – Aerodrome Certification
- Independent Communications Authority of South Africa (ICASA)
- National Energy Regulator of South Africa (NERSA)
- Department of Water and Sanitation (DWS): Water Use Licence (WUL) or General Authorisation
- Fire and Emergency Services Authorities: Fire safety certification; Emergency response readiness
- Occupational Health & Safety Inspectors: construction and operational OHS compliance audits
- Independent Environmental Control Officer (ECO): Independent Environmental Control Officer (ECO)

2.2 Identify Key Stakeholders

2.2.1 Government

- Department of Environmental Affairs and Development Planning
- Western Cape Government
- South African Civil Aviation Authority
- Air Traffic and Navigation Services
- Department of Transport
- Department of Forestry, Fisheries and the Environment (DFFE)
- National Treasury (oversight of PPP/PSP)
- Western Cape Department of Infrastructure
- Western Cape Department of Mobility
- City of Cape Town

2.2.2 State-Owned Entities

- **Eskom**
Provides energy redundancy and grid support alongside on-site renewable generation
- **PRASA**
Supports long-term multimodal transport integration (not required for Phase 1)
- **Transnet SOC Ltd**
Supports long-term integration of air cargo with national logistics and trade infrastructure
- **South African National Roads Agency SOC Ltd (SANRAL)**
Ensures efficient integration with the national road network supporting airport access and logistics
- **Airports Company South Africa (ACSA)**
Ensures CWA complements (rather than competes with) Cape Town International Airport Supports national aviation resilience and continuity planning
- **South African Civil Aviation Authority (SACAA)**
Mandatory regulator for airport construction approval and operational certification
- **Air Traffic and Navigation Services (ATNS)**
 - Critical for integrating CWA safely into South Africa's national airspace system
 - Required for operational readiness and commissioning

2.2.3 Private Sector

- **Engineering Firms**
Engineering, Construction & Technical Consultants

Engineering, Procurement & Construction (EPC) Contractors (to be appointed) - Runway construction, terminals, utilities, and bulk infrastructure delivery.

Aviation Planners & Engineers (specialist consultants) - Airport master planning, runway design, airside/landside integration.

Environmental & Social Consultants (appointed during EIA) - Environmental Impact Assessment, Environmental Management Programme (EMPr), compliance monitoring.

- **Project Sponsor / Developer: Cape Winelands Airport (Pty) Ltd**
Project sponsor and developer responsible for overall project conception, planning, investor engagement, and delivery coordination.
- **Airport Operations & Service Providers**
Airport Operator / O&M Partner (to be appointed) - Long-term airport operations, safety management, asset management, and service delivery. Ground Handling Companies (e.g. passenger, baggage, ramp services) - Aircraft turnaround and terminal services. Fuel Suppliers & Aviation Services Providers - Jet fuel supply, storage, and aircraft servicing
- **Financial Institutions**
Financial Advisors, Lenders & Investors

Investec Bank - Lead financial advisor supporting capital structuring, investor engagement, and financing strategy.

WB Capital - Role: Co-advisor on investment structuring and private capital mobilisation.

Institutional Investors & Private Equity Funds (to be appointed) - Role: Equity investment, long-term capital provision, and governance participation.

Commercial Banks & Development Finance Institutions (DFIs) (to be appointed) - Role: Senior and subordinated debt financing, potentially including green and sustainability-linked instruments.

- **Airline & Cargo Market Participants**

Domestic and International Airlines (prospective users) - Passenger and cargo operations; designation of CWA as a destination alternate airport. Air Cargo Operators & Freight Forwarders - Air freight, express logistics, perishables, and e-commerce distribution.

- **Commercial, Logistics & Real Estate Partners**

Logistics Park Developers & Warehouse Operators - Development and operation of the logistics and agribusiness precinct (Phase 2). Agri-Exporters & Cold-Chain Operators - High-value agricultural exports (fruit, wine, perishables). Retail, Hospitality & Concession Operators - Non-aeronautical revenue generation (retail, food & beverage, hospitality).

- **Utilities & Technology Providers**

Renewable Energy Developers & IPPs - On-site solar PV, battery storage, and energy resilience systems. ICT, Digital & Smart Airport Solution Providers - Airport systems, asset management platforms, security, and passenger processing technologies.

2.2.4 Civil Society

- **Community-Based Organizations (CBOs)**

Local ratepayers' associations and community forums (area-specific) - Advocate for local interests related to quality of life, safety, access, and local economic participation; Provide structured feedback during public participation and planning stages.

- Non-Governmental Organizations (NGOs)

- **Environmental Advocacy Groups**

- CapeNature (*as a civil society-facing conservation body*)
- Local conservation NGOs and stewardship organisations

Environmental Stewardship and Conservation Partners / Biodiversity stewardship organisations and trusts (linked to offset implementation) - Support the design, implementation, and long-term management of biodiversity offsets and conservation areas required under the Environmental Authorisation.

- **Unions - Labour & Workforce Organisations**

Construction sector labour unions (*as applicable during construction phase*) - Advocate for fair labour practices, health and safety standards, and local employment opportunities during construction and operations.

- **Local Communities and Community Structures**

Fisantekraal Community Kraaifontein Community Durbanville Surrounding Communities

- **Agricultural and Landowner Associations**

Examples: Local farming associations and agri-business groupings; Private landowners adjacent to the project site
Role: - Represent agricultural land-use interests, biosecurity concerns, and compatibility between aviation operations and farming activities. - Engage on access, noise, and environmental management matters.

2.2.5 Other Stakeholders

- **Airlines & Airline Representative Bodies**

International Air Transport Association (IATA) Airlines Association of Southern Africa (AASA) Role: Airline adoption is critical to demand realisation, route development, designation as an alternate airport, and commercial viability.

- **Customs, Immigration & Border Control Authorities**

South African Revenue Service (Customs) Department of Home Affairs Role: Essential for international passenger and cargo operations, border control facilities, and airport designation as an international gateway.

- **Emergency & Security Authorities**

South African Police Service (SAPS) South African National Defence Force (SANDF – airspace/security coordination) Role: Airport security, emergency response, disaster management, and compliance with national aviation security regulations.

- **Insurance & Risk Underwriting Institutions**
Aviation insurers and reinsurance providers (e.g. global aviation risk markets) - Insurance availability and pricing affect lender confidence, financial close, and operational readiness.
- **Rating Agencies & ESG Assessors Credit rating agencies ; ESG and sustainability rating bodies**
Influence cost of capital, access to green finance, and institutional investor participation.
- **TVET Colleges and Universities (aviation, engineering, logistics)**
Critical for workforce development, localisation of skills, and long-term operational sustainability.
- **Wesgro ; South African Tourism**
Route development, tourism demand stimulation, and international market positioning.
- **Adjacent Landowners & Developers (Strategic Influence)**
Private landowners adjacent to the airport Industrial and logistics developers Role: Land-use compatibility, noise buffers, future expansion corridors, and airport city success.

3. Governance, Policy & Enabling environment

3.1 Legal and Regulatory Framework

3.1.1 Procurement and Supply Chain Management

- Preferential Procurement Policy Framework Act (PPPFA)
- Compliance with tender procedures and transparency requirements
- Competition Act
- Environmental Feasibility
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- Public–Private Partnership (PPP) Framework (National Treasury)
- Broad-Based Black Economic Empowerment (B-BBEE) Act
- Competition Act

3.1.2 Financial Feasibility

- Capex and Opex by phase
- PPP option analysis and risk allocation
- Market Demand and Ecosystem Analysis
- Financial and Commercial Feasibility
- Revenue Model and Cost-Recovery Assessment
- National Treasury PPP Framework and Practice Notes
- Public Finance Principles (Value-for-Money & Affordability)
- Competition and Market Regulation Frameworks
- Green and Sustainable Finance Frameworks

3.1.3 Technical Feasibility and Concept of Operations

- Technical Feasibility and Concept of Operations
- Concept of Operations (ConOps)
- Civil Aviation Act & Regulations (SACAA)
- ICAO Standards and Recommended Practices (SARPs)
- Airspace Management & Navigation Regulations
- Airport Licensing and Certification Requirements

- Safety Management Systems (SMS) Regulations

3.1.4 Environmental and Land Use Planning

- Western Cape Land Use Planning Act (LUPA)
- Environmental Impact Assessment (EIA)
- National Environmental Management Act (NEMA)
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- Environmental Impact Assessment Regulations
- National Biodiversity Offset Guideline (2023)
- Municipal Planning By-Law

3.1.5 Public Finance and Governance

- Public Finance Management Act (PFMA)
- National Treasury PPP Framework & Practice Notes
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- Companies Act (2008)
- King IV Report on Corporate Governance
- Competition Act

3.1.6 Transport and Infrastructure

- Related transport regulations
- Civil Aviation Act and Aviation Regulations
- Civil Aviation Act and Aviation Regulations
- Airspace and Navigation Regulations
- National Land Transport Act (NLTA) [indirectly]
- Provincial and Municipal Roads & Access Frameworks
- Infrastructure Planning & Delivery Frameworks (Strategic)

3.1.7 Economic Development

- Tourism
- Agriculture
- Enterprise development
- Green Economy Strategy
- National Development Plan (NDP)
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- Western Cape Infrastructure Framework 2050 (WCIF 2050)
- Growth for Jobs (G4J)
- Industrial Policy & Logistics Modernisation

3.1.8 Environmental Compliance

- Requires Environmental Impact Assessments (EIAs) for certain developments
- Must comply with waste management and biodiversity regulations
- National Environmental Management Act (NEMA)
- Environmental Impact Assessment Regulations (as amended)
- National Environmental Management: Waste Act
- National Environmental Management: Biodiversity Act (NEMBA)

3.2 Governance policies

- National Development Plan (NDP)
- Strategic Infrastructure Projects (SIPs)
- Infrastructure South Africa (ISA)
- Relevant Integrated Development Plans (IDPs)
- Western Cape Infrastructure Framework 2050 (WCIF 2050); Western Cape Infrastructure Strategy (WCIS)
- WCIF 2050
- Growth for Jobs (G4J)
- Provincial Land Transport Framework (PLTF)
- Comprehensive Integrated Transport Plan (CITP)
- Aviation and Airspace Regulatory Frameworks
- National Environmental Management Act (NEMA)
- Environmental Impact Assessment (EIA) Regulations
- National Biodiversity Offset Guideline (2023)
- White Paper on Conservation and Sustainable Use of Biodiversity
- Municipal Planning By-Laws
- Legal and Regulatory Certainty
- Institutional Framework
- Financial Mechanisms
- Stakeholder Engagement
- Monitoring and Technology - Use of GIS mapping, remote sensing, and biodiversity monitoring systems. Periodic audits to ensure compliance and performance.

3.3. Investment Needs

3.3.1 Infrastructure Development

- Roads, bridges, and public transport systems.
- Renewable energy installations and grid improvements.
- Digital and Operational Infrastructure
- Archival Storage Infrastructure

3.3.2 Agriculture and Agri-processing

- Agro-logistics and cold chain infrastructure.
- Export-oriented agricultural market access and competitiveness
- Agri-Processing and Value-Added Exports
- Supply-Chain Resilience
- Integration with Regional Agri-Hubs

3.3.3 Green Economy

- Renewable energy (solar, wind, bioenergy).
- Water conservation and efficiency technologies.
- Resource efficiency through consolidation and digitisation
- Digitisation-Enabled Environmental Efficiency
- Climate Resilience and Adaptation Support
- Green Finance & ESG Alignment

3.3.4 SMME and Entrepreneurship Support

- Access to finance and market linkages.
- Enterprise Participation through Inclusive Procurement
- Lowering Barriers to Market Entry

- Access to Shared Infrastructure
- Market Validation and Credibility
- Regional and Spatial Inclusion of Enterprises
- Long-Term Anchor Demand
- Supplier Development and Localisation
- Export Enablement for SMEs

3.4 Policy Incentives

3.4.1 Sector-Focused Incentives

- Agri-processing: Support for infrastructure, logistics, and export readiness.
- Inclusive Infrastructure Development
- Gender-Responsive Procurement
- Public-Private Partnerships (PPP)
- Economic Inclusion
- Freight logistics and export competitiveness incentives

3.4.2 Investment Ecosystem Support

- WCIF 2050 Panoptic Evaluation framework
- Green Finance and ESG Platforms
- Trade and Investment Promotion Agencies

3.4.3 Business Support and Facilitation

- Regulatory guidance
- PPP and concession advisory support
- Stakeholder coordination
- Development Finance Institution (DFI) Engagement
- Development Finance Institution (DFI) Engagement

3.4.4 National Incentives Accessible in the Western Cape Via the Department of Trade, Industry and Competition (DTIC)

- Indirect DTIC Alignment (Not Incentive-Based) [around inclusive economic participation, formalisation of informal sectors, SMME participation through procurement and concessions]
- Green & Sustainable Finance Alignment

3.4.5 Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners

4. Financial requirements & Funding strategies

4.1 Project Guestimate

Estimated Cost	R 10B
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5. Delivery Mechanism & procurement strategy

5.1 WCG Sector Priorities

Outcomes	Social	Energy & Water	Economic	Technology	Ecological
Households have increased access to basic services and improved shelter	Short Term 1-5 YRS	Short Term 1-5 YRS	Short Term 1-5 YRS	Short Term 1-5 YRS	Short Term 1-5 YRS
Infrastructure investment drives spatial transformation and improves spatial resilience	Short Term 1-5 YRS		Short Term 1-5 YRS		

Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Short Term 1-5 YRS		Short Term 1-5 YRS		
Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities			Short Term 1-5 YRS		

5.2 Current Planning Phase