



What's next?

Over the course of the next several months, we will be contacting airports to set up meetings to discuss this new process and your CIP. As a new program, we realize the importance of working with you to answer questions and concerns you might have. To assist us with this, we also plan on hosting a series of workshops around the states in coming months as well.

By working together, we can ensure our SCIP planning process results in our states and region being as efficient and effective as we can be in funding and improving our airport systems.

Basic steps for airports

- Keep your local airport CIP up to date.
- Submit your CIP on time to the state when the state/FAA request your CIP (typically by the end of January each year).
- Be willing to meet with us when we call to schedule a visit/teleconference.
- Please be patient. As a new program it will take time (at least a couple of years) to get it where we want it.
- Call the state and the FAA with questions. We're happy to walk you through the process!

Contact information

For further information please contact the following individuals:

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Statewide Capital Improvement Program

A Partnership between:
 FAA Seattle Airports District Office
 Idaho Division of Aeronautics
 Oregon Department of Aviation
 Washington State DOT Aviation

What is the Statewide Capital Improvement Program?

Like a highway system, airports are a critical component of a state's transportation system. And, also like the highway system, constant maintenance and improvements are necessary to meet the needs and demands of the traveling public. Simply put, current aviation system needs far outweigh available funding.

Similar to a Capital Improvement Program (CIP) that identifies local airport projects and priorities, the Statewide Capital Improvement Program (SCIP) will tackle the challenge of strategically targeting limited state and federal resources and prioritizing statewide aviation projects.

Who are the primary participants?

The aeronautics/aviation departments in Idaho, Oregon and Washington will work cooperatively with airport sponsors to implement this new SCIP. For Federal Aviation Administration (FAA) AIP eligible airports in these states, the program will be implemented and developed in partnership with the FAA. In support of the FAA's need for five-year CIP's, the states of Idaho, Oregon and Washington are working to develop SCIP's for use in the federal Airport Capital Improvement Plan (ACIP).

For airports in Washington that are only eligible for state airport aid grant funds (non-AIP), a similar program is available. This program is modeled after the one used for AIP-eligible airports. Oregon does not currently have a state aviation grant program thus they will not have a non-AIP SCIP process.

It is important to point out that while this program is new to the states of Idaho, Oregon, Washington and the Seattle ADO, the process is not new in the Northwest Mountain Region. The states of Colorado, Utah and Wyoming and the FAA Denver ADO have used a similar program with great success for several years. Their successful programs serve as a model; however, Idaho, Oregon and Washington will tailor this program to meet individual state and ADO needs.

What can you expect with the new process?

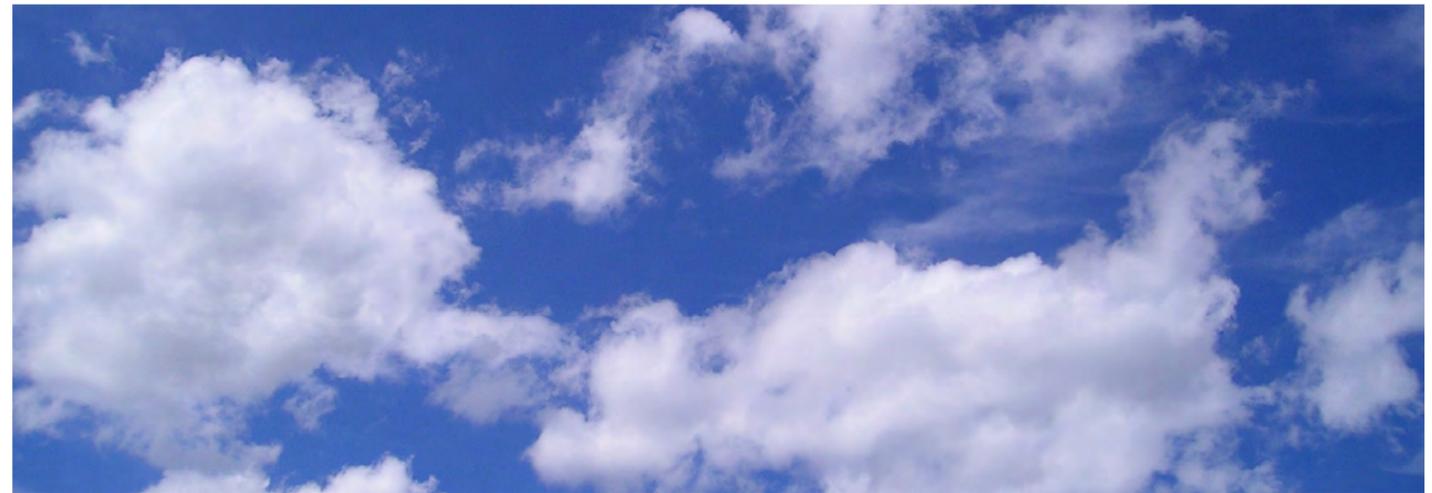
Primary efforts will focus on the annual development of a five year SCIP. As part of the coordination efforts, long-term (6-20 year) airport improvement needs will also be identified. This will help the states and FAA better understand constrained and unconstrained funding scenarios over coming years. This in turn will help us all plan better.

Successful development of an annual five year SCIP will require a significant amount of sustained coordination with airport sponsors. This new process will result in the states and FAA becoming more responsive and active in helping you with your local airport CIP planning compared to years past. This will be especially true during the airport planning/master plan update process. Understanding local CIP and project goals is critical in order to help determine which local projects are of the highest priority in the overall statewide airport system and, ultimately, for consideration in the SCIP.

Every public-use airport will submit their CIPs to the state. For the FAA AIP eligible Primary Airports, the ADO will retain primary responsibility for coordinating your CIP. The state's role will focus on collecting and analyzing your annual CIP submittals. It is still important for the state to have some understanding of the AIP funding for your airport because it may have an impact on the overall funding availability in the state (AIP Discretionary in particular).

For the AIP eligible general aviation airports, in addition to the collection and analyzing of your annual CIP submittals, the states will work more closely with airports and the FAA, including more one on one interaction, in coordinating your CIP.

Overall, this new program and the increased role of the state will result in better customer service resulting in improved responsiveness and communication with airports.



What is the selection criteria for inclusion of projects in the SCIP?

The five year SCIP will be derived from FAA eligible and justified projects. Primary project priorities will focus on the preservation of existing pavements. Sources for projects will include but are not limited to the following:

- Airport master plan/local CIP
- FAA Regional Airport Plan (RAP)
- FAA NEXTGEN Implementation Plan
- FAA Certification and Compliance Inspections
- FAA National Priority Rating System
- 5010 Inspections (all public use airports)
- Pavement Management Plan/PCI Values
- State Aviation System Plan
- Targeted Investment Strategies, as determined by the FAA and states (an example of a Targeted Investment strategy is the FAA Northwest Mountain Region's successful Runway Safety Area Improvement initiative implemented several years ago).

The challenge will be to analyze an airport's CIP and compare the projects to the overall goals and objectives identified in these sources. From there, we can develop a five year SCIP that addresses the highest priority that most efficiently maximizes limited resources. Further, we understand the need to be flexible with the process. Communication and coordination with airports will be key to identifying projects.

What are some of the benefits you can expect?

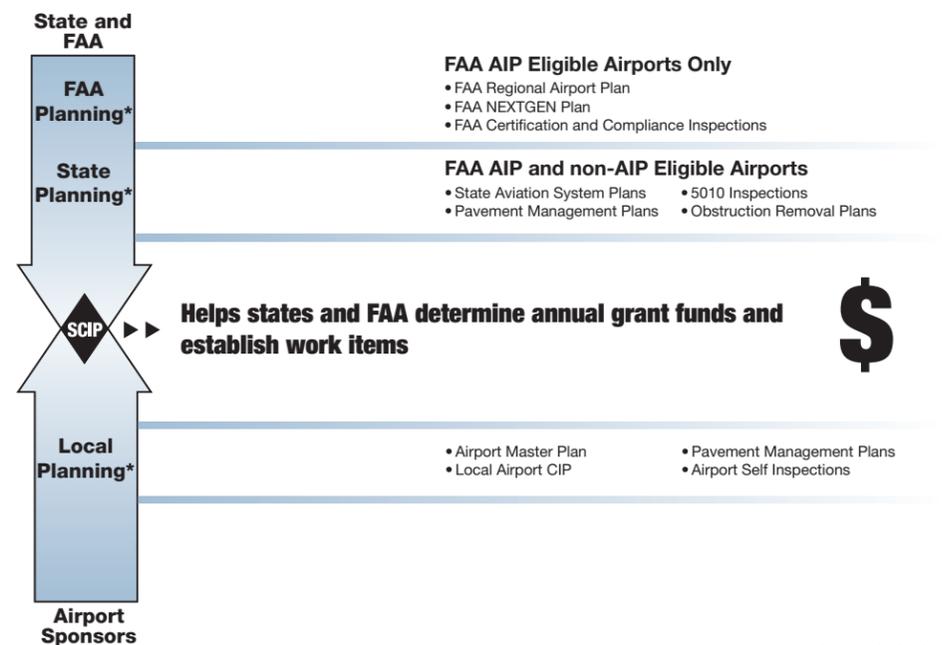
- Capture at the state level both the constrained and unconstrained needs of our state airports. This data will be used to demonstrate to state legislators and other local decision-makers the financial needs to maintain and enhance this critical component of the statewide transportation system. The states of Wyoming and Colorado have seen significant gains over the years in state funding as a direct result of this process.
- Both AIP and non-AIP eligible (Idaho and Washington) will be part of the program.
- Increased predictability, consistency, and efficiency amongst our state aeronautics/aviation agencies and transportation departments, airport sponsors and FAA when prioritizing and distributing state airport capital improvement funds.
- Eliminate the duplication of efforts. State aeronautics/aviation offices will be responsible for the annual collection of CIPs from airport sponsors. This will alleviate airport sponsors from having to duplicate submittals with both the FAA and the state.

- Maximize the efficiency of the CIP submittal process. Once your CIPs are submitted, the states will organize the information then jointly coordinate and analyze with FAA allowing us to provide a more timely response from the agencies back to you regarding your CIP requests.

Joint coordination with FAA project managers will result in:

- Increased resources for airport sponsors to discuss individual airport CIP and airport needs for possible inclusion in the SCIP.
- The ability of the states to work with the FAA and airport sponsors to better incorporate individual statewide aviation needs into the FAA SCIP development process.
- More efficient use of available AIP funds to each state's airports as well as the potential for increased access to discretionary, state apportionment and non-primary entitlement transfer funds as a result of better SCIP planning.
- Create a proactive, continual planning process for years to come. This will result in a more sustainable airport system, enabling the state, FAA and local governments to look ahead to determine how the system can continue to be improved and preserved.

Top Down Airport/Aviation Planning



Bottom Up Airport Planning