

Statewide Capital Improvement Plan



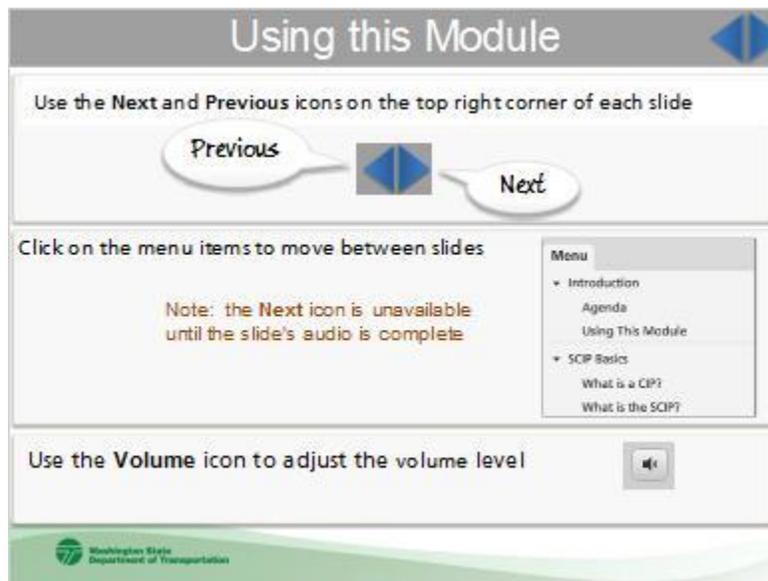
First, what is a Capital Improvement Plan or also known as a CIP?

A CIP is simply a list of projects for an airport.

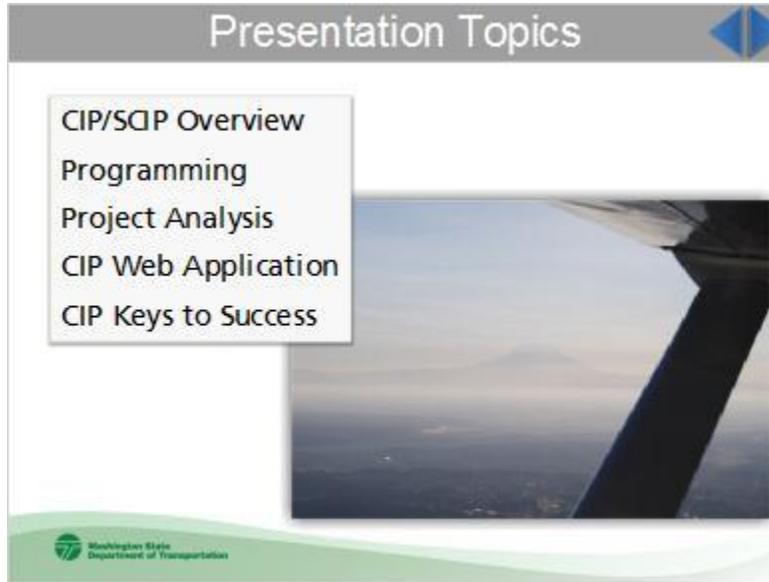
This project list is based on the Master Plan and Airport Layout Plan for each airport. Projects should address critical airport infrastructure needs and aviation demand.

There are seven categories of airport projects. They are; Capital, Planning, Land Acquisition, Maintenance, Safety, Runway Safety, and Security.

Projects lists can be short, medium , or long term; that is 5, 10 or 20 years in duration.



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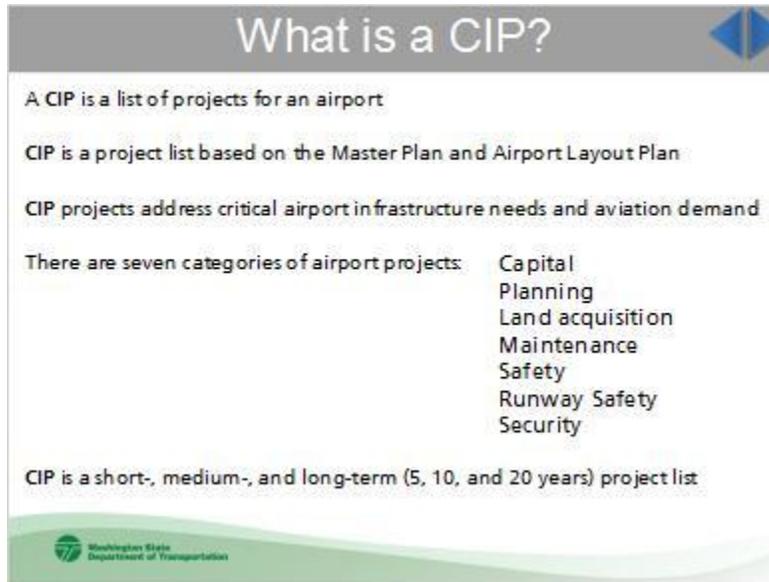


Presentation Topics

- CIP/SCP Overview
- Programming
- Project Analysis
- CIP Web Application
- CIP Keys to Success

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The slide features a list of presentation topics on the left and a photograph of an airplane wing and tail against a sunset sky on the right. The Washington State Department of Transportation logo is at the bottom left.



What is a CIP?

A CIP is a list of projects for an airport

CIP is a project list based on the Master Plan and Airport Layout Plan

CIP projects address critical airport infrastructure needs and aviation demand

There are seven categories of airport projects:

- Capital
- Planning
- Land acquisition
- Maintenance
- Safety
- Runway Safety
- Security

CIP is a short-, medium-, and long-term (5, 10, and 20 years) project list

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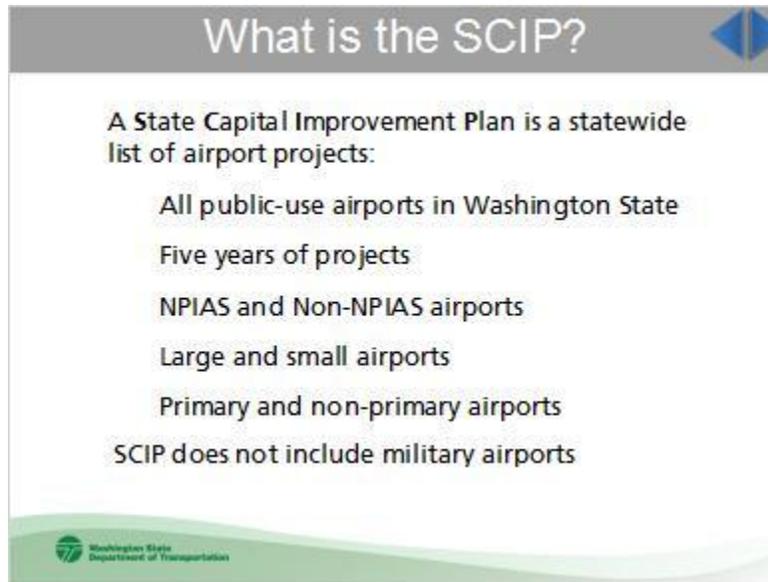
The slide contains text defining CIP and listing seven categories of airport projects. The Washington State Department of Transportation logo is at the bottom left.

What is a State Capital Improvement Plan or otherwise known as a SCIP?

A SCIP is a statewide list of airport projects.

The SCIP includes: all public-use airports in Washington State, excluding Military Airports; five years of projects, NPIAS and Non-NPIAS Airports; large and small airports, and primary and non-primary airports.

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What is the SCIP?

A State Capital Improvement Plan is a statewide list of airport projects:

- All public-use airports in Washington State
- Five years of projects
- NPIAS and Non-NPIAS airports
- Large and small airports
- Primary and non-primary airports

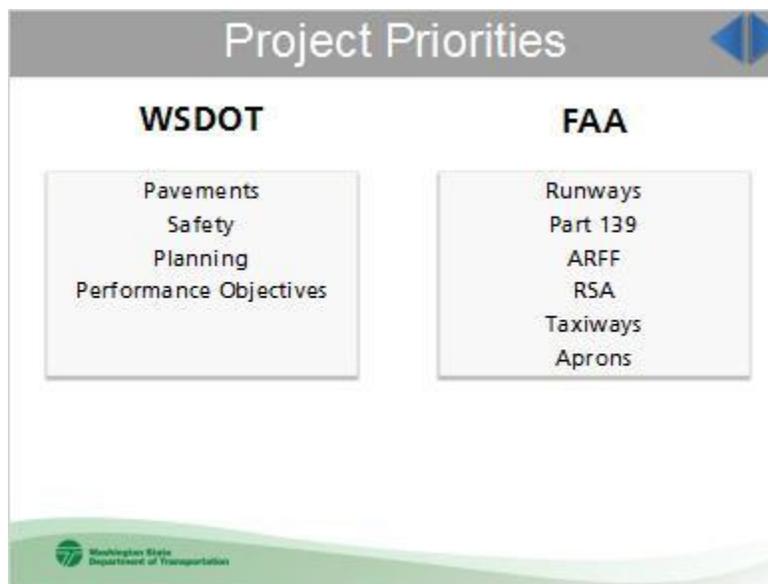
SCIP does not include military airports

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What is a State Capital Improvement Plan or otherwise known as a SCIP?

A SCIP is a statewide list of airport projects.

The SCIP includes: all public-use airports in Washington State, excluding Military Airports; five years of projects, NPIAS and Non-NPIAS Airports; large and small airports, and primary and non-primary airports.



Project Priorities

WSDOT	FAA
Pavements	Runways
Safety	Part 139
Planning	ARFF
Performance Objectives	RSA
	Taxiways
	Aprons

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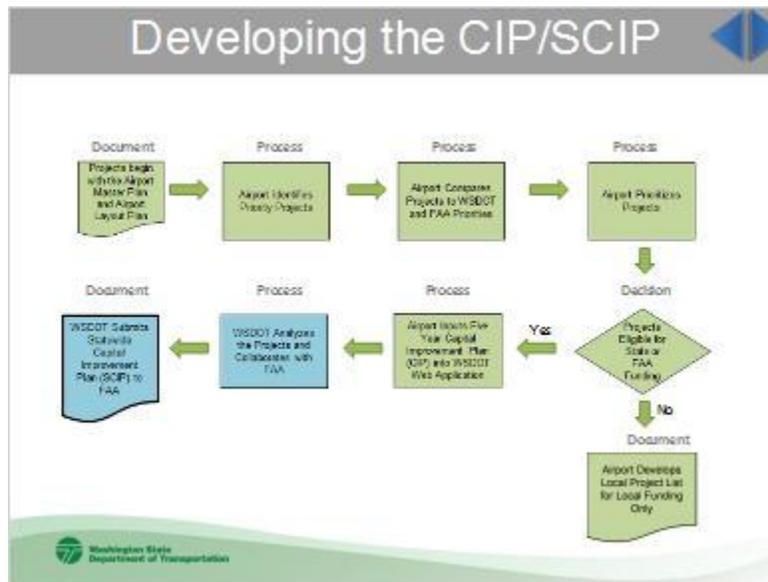
There are two categories of project priorities; WSDOT has one priority list and the FAA has its own priority list.

The WSDOT Priority list is comprised of: Pavements, Safety, Planning, and Performance Objectives.

The FAA priority list projects is comprised of: Runways, Part 139, ARFF, RSA, Taxiways, and Aprons.

Projects are prioritized for selection of grants by using the State and FAA project priorities.

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How is the CIP/SCIP developed? Through a logical step by step process.

The first step in the CIP/SCIP cycle begins with of projects that are in the Airport Master Plan and Airport Layout Plan.

Step two: The airport then identifies priority projects.

Step three: The airport compares projects to the WSDOT and FAA priorities.

Step four: The airport prioritizes its projects.

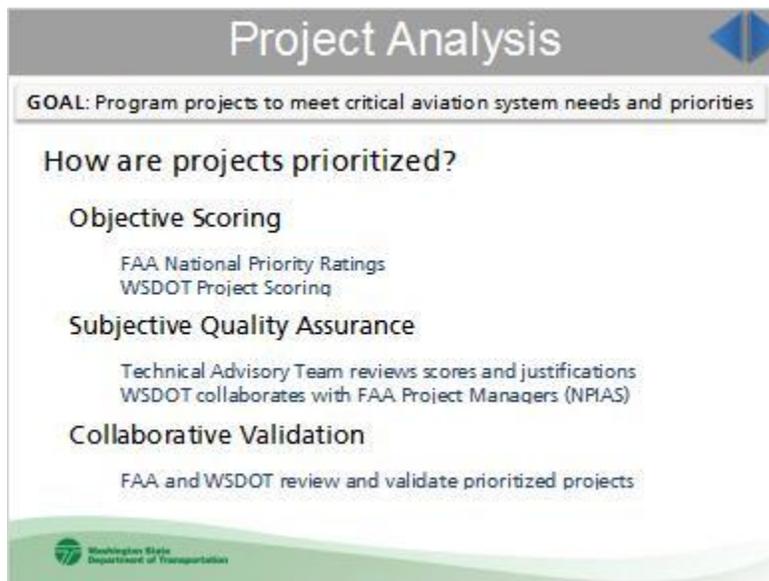
Step five: A decision is made if projects are eligible for State or for FAA funding. If the answer is no, the project is not eligible for either State or FAA funding, then the airport develops a local project list for local funding only.

If the answer is yes and the project is found to be eligible for either State or FAA funding, then on to step six.

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Step six: The Airport inputs a five year Capital Improvement Plan (CIP) into the new WSDOT Web Application.

Step seven: WSDOT Analyzes Projects/ Collaborates with FAA



How projects are prioritized:

Projects are prioritized by using three procedures.

1. Objective Scoring
2. Subjective Quality Assurance
3. Collaborative Validation

Objective Scoring:

Objective scoring is accomplished by using the FAA National Priority Ratings and the WSDOT Project Scoring.

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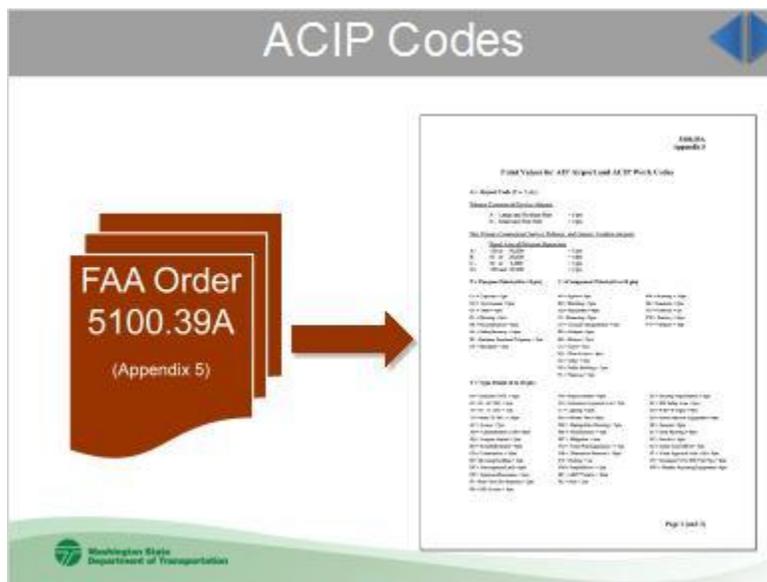
Subjective Quality Assurance: Subjective Quality Assurance is accomplished by using a Technical Advisory Team that will review scores and justifications. WSDOT will also collaborate with the FAA Project Managers for all NPIAS airports.

The third procedure is Collaborative Validation. This is done by the FAA airport managers and WSDOT. They will review and validate the prioritized projects.



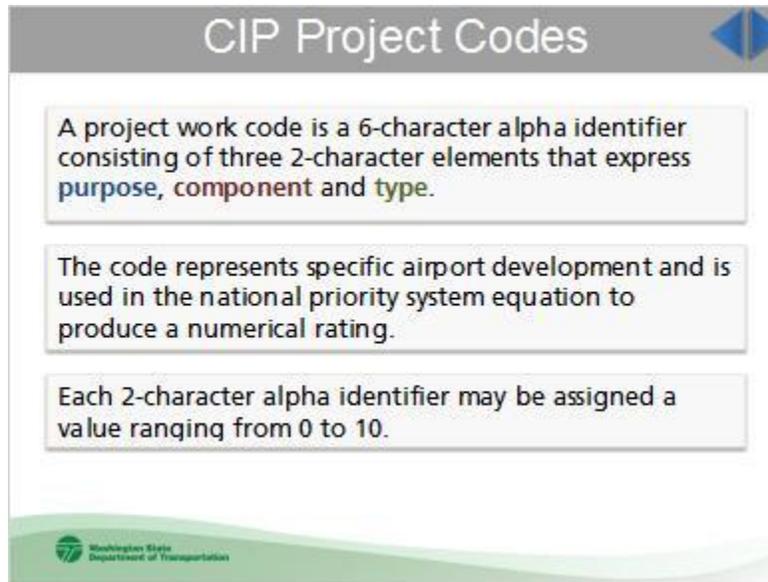
The process of Project analysis uses three references. They are:

1. FAA Airports Capital Improvement Plan (FAA Order 5100.39A)
2. FAA Airport Improvement Program Handbook (FAA Order 5100.38C)
3. WSDOT Airport Aid Grant Procedures Manual



Airports Capital Improvement Plan (CIP) codes are found in FAA Order 5100.39A, appendix 5.

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CIP Project Codes

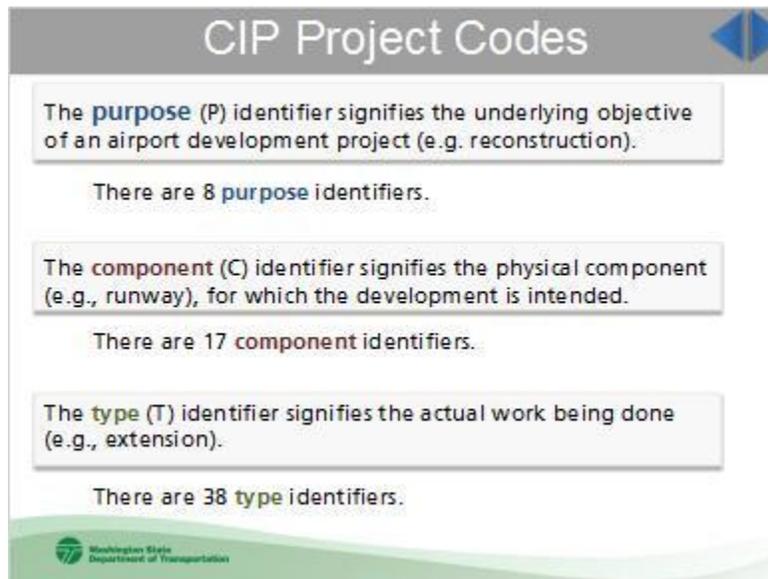
A project work code is a 6-character alpha identifier consisting of three 2-character elements that express **purpose**, **component** and **type**.

The code represents specific airport development and is used in the national priority system equation to produce a numerical rating.

Each 2-character alpha identifier may be assigned a value ranging from 0 to 10.

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A project work code is a 6-character alpha identifier consisting of three 2-character elements that express **purpose**, **component** and **type**. The project work code represents specific airport development and is used in the national priority system equation to produce a numerical rating. Each 2-character alpha identifier may be assigned a value ranging from 0 to 10. Each project will then have a total score.



CIP Project Codes

The **purpose** (P) identifier signifies the underlying objective of an airport development project (e.g. reconstruction).
There are 8 **purpose** identifiers.

The **component** (C) identifier signifies the physical component (e.g., runway), for which the development is intended.
There are 17 **component** identifiers.

The **type** (T) identifier signifies the actual work being done (e.g., extension).
There are 38 **type** identifiers.

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Project Analysis

The screenshot displays a complex spreadsheet titled "Project Analysis". It features multiple columns for project identification, location, and status. A prominent orange box highlights the reference "FAA Order 5100.39A (App 6)". The spreadsheet is organized into sections such as "FAA National Priority Ratings", "APRCH", and "BUILDINGS".

Where Do Scores Come From?

This diagram illustrates the source of scores for project analysis. It features a table titled "FAA National Priority Ratings" with columns for "APRCH" and "BUILDINGS". Arrows point from the "APRCH" and "BUILDINGS" sections to two stacks of documents: "FAA Order 5100.39A (Page 6)" and "FAA Order 5100.38C (Chapters 4-8)". The diagram also shows a table with columns for "Purpose", "Component", and "Type", which are linked to the FAA Order 5100.38C document.

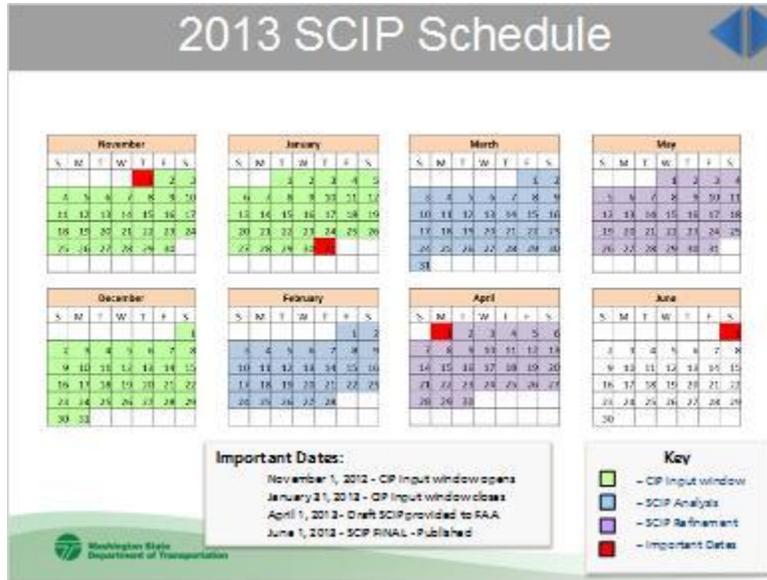
Where do the scores come from?

The scores come from two references: FAA Order 5100.39A, page 6 and reference FAA Order 5100.38C, chapters 4 through 8.

The purpose codes can be found in FAA Order 5100.39A.

And the component and type codes are found in FAA Order 5100.38C.

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The CIP/SCIP Web Application will be open for input for three months from November 1, 2012 through January 31, 2013. During this time period airports are able to enter all projects and make as changes as desired. After January 31, 2013, the CIP Application will be locked and airports won't be able to add, delete, or make any changes to projects.



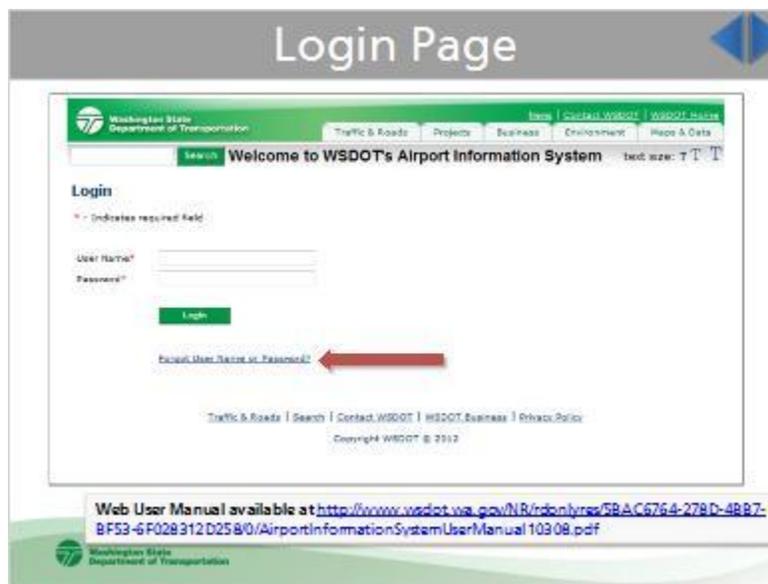
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The CIP Web Application is accessible from the WSDOT Aviation page. Users access the program by logging in to the Airport Information System by clicking the "Airport Login" link on the WSDOT Aviation Home Page.

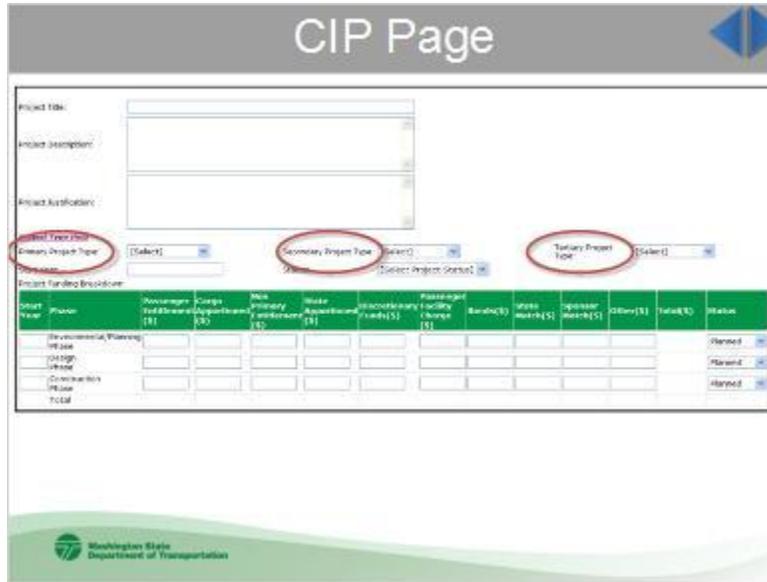
The CIP Web Application login page looks like this.

This is where you will enter your login and password. If you don't have a login and password, contact the Aviation System administrator to request a login and password.



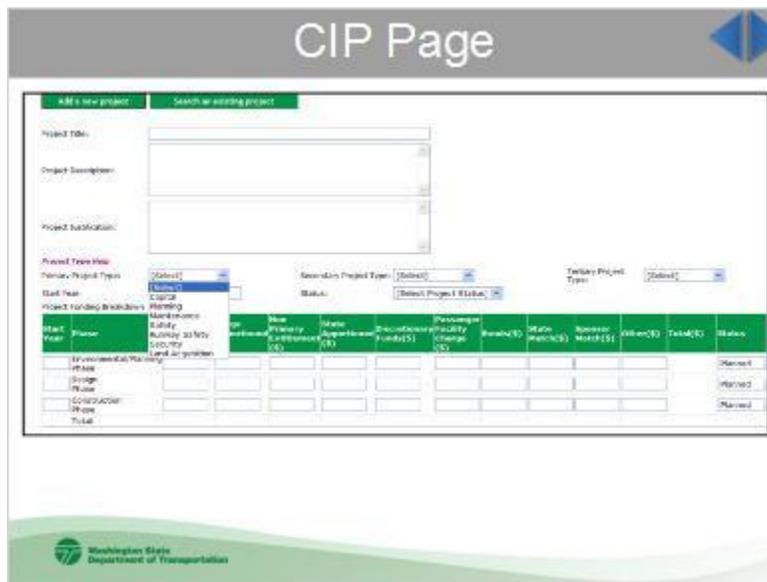
If you do have a login and password, but can't remember your user name and/or password, click on, *Forgot User Name or Password?* below the green login button. The system administrator will then email mail your user name and password to you.

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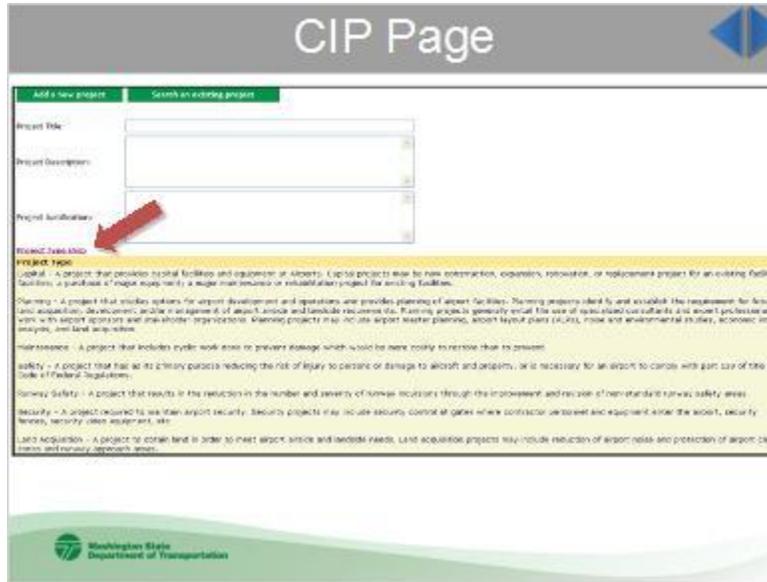
Next, we want to select a project type. You will notice that there are three types of projects; a Primary Project Type, a Secondary Project Type, and a Tertiary Project Type. Sometimes a project will include various components work that accomplish different objectives. You will have to determine the project’s primary, secondary and tertiary types.

For example; you are planning a project to overlay your runway. During this project you also plan to install edge drains and correct deficiencies to the grade/compaction of the runway safety area. Using this example, your primary project type would be ‘Capital’ for the runway overlay, a secondary project type would be ‘Runway Safety’ for the grading/compaction improvements being made to the runway safety area.

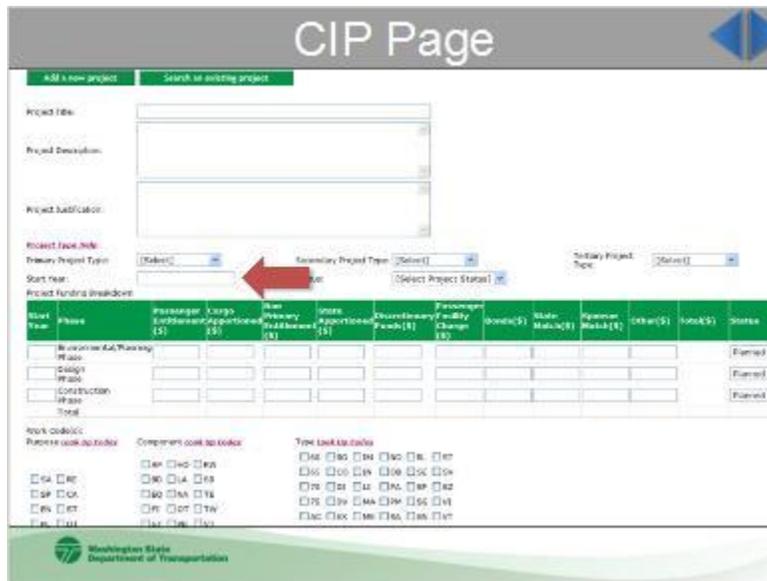


For this example we have chosen Primary Project Type. Click on the drop down menu. There are seven choices; Capital, Planning, Maintenance, Safety, Runway Safety, Security, and Land Acquisition.

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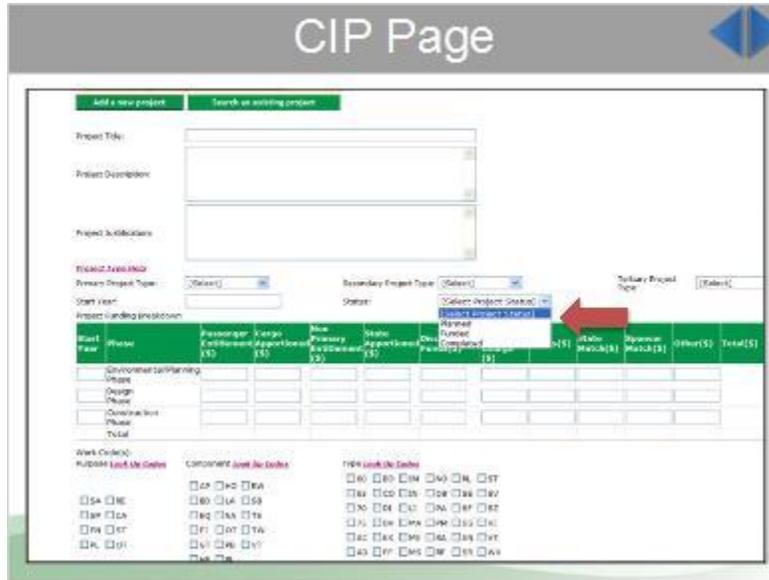
If you don't know or are unsure of the definition of each project type, move the cursor over *Project Type Help* and definitions of each of the 7 project types will appear.



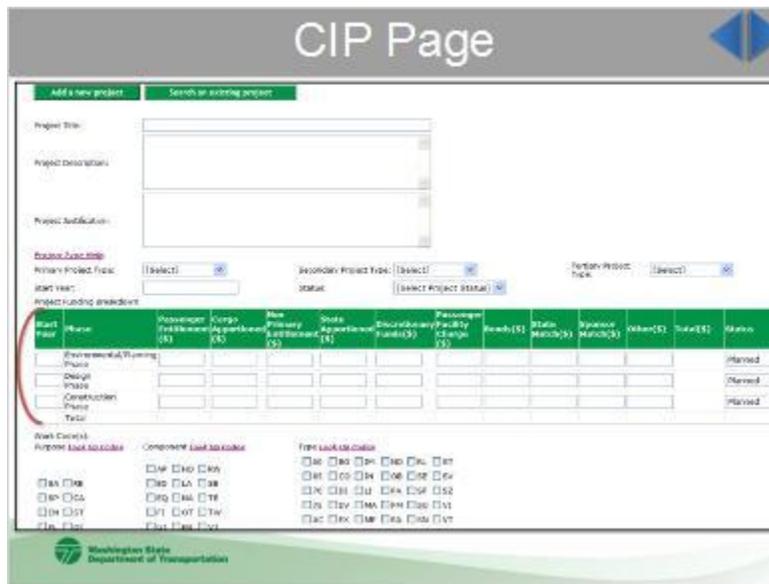
Next, enter the start year of the project. This will be the year you start expending funds towards the project whether it is for planning, environmental, design, etc.

In the section below, enter the anticipated start year of each specific phase of the project.

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Then, click in the status window to get a drop down menu with three selections to choose from; Planned, Funded, or Completed. Pick one that best describes your project. Most projects will be “planned”.



Sometimes projects have multiple phases. For these projects you will have to program each phase of funding for the project. There are three phases of funding for a project; Environmental/Planning Phase, Design Phase, and Construction Phase. Program each phase of your project and fill out the appropriate categories of funding.

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The screenshot shows the 'CIP Page' interface. It features three columns of 'Work Codes' with checkboxes for selection:

- Purpose Work Codes:** SA, RP, AP, CA, BK, AT, PL, QT.
- Component Work Codes:** AD, HD, RW, AD, LA, RA, AQ, AA, TR, PT, QT, TW, QT, PB, VT, HS, PL.
- Type Work Codes:** EQ, SD, IN, NO, NL, AT, EQ, CD, IN, OB, BR, BV, PQ, QI, LI, AK, SF, AC, PS, QV, AA, AW, SV, VI, AC, EK, HI, LA, GH, VT, AD, PF, MS, RP, GR, WL, AQ, PB, NT.

Below the code lists are three questions with radio button options:

- Resolves non-conformance in design standards? (Yes/No)
- Creates non-conformance in design standard? (Yes/No)
- Fulfills state performance objective(s)? (Yes/No)

There is a 'Project Comments' text area and a 'Check to acknowledge' checkbox. At the bottom, there are 'Save' and 'Submit' buttons, a breadcrumb trail, and a copyright notice for WSDOT © 2012.

Next, select Work Codes. There are three categories of codes; Purpose, Component, and Type. If you recall, the three codes are found in the two references that were discussed earlier, FAA Order 5100.39A and FAA Order 5100.38C.

This screenshot is identical to the one above, but the 'Purpose Work Codes' section is highlighted with a blue border, indicating that a code should be selected from this category.

Select a code for Purpose.

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The screenshot shows the 'CIP Page' form. The 'Component List box' is highlighted with a black border. It contains a grid of checkboxes for Component List Codes: AD, HD, RW, RD, LA, RA, AQ, AA, TR, PT, OT, TW, QT, PG, VT, HS, PL.

Work Code(s):
Purpose List box: SA, RP, BP, CA, BK, AT, PL, QT

Type List box: QD, RD, IN, ND, RL, AT, QD, CD, IN, OD, BR, BV, PD, OT, LI, HA, SP, SD, PS, OV, MA, AM, SG, VI, AC, EK, HI, LA, GA, VT, AD, PF, MS, AP, GR, WL, AQ, PB, NT

Resolves non-conformance in design standards? Yes No. If yes, please describe: _____
Causes non-conformance in design standard? Yes No. If yes, please describe: _____
Fulfills state performance objective(s)? Yes No. If yes, please describe: _____

Project Comments: _____

Check to acknowledge

Save Submit

Traffic/Roads | Search | Contact WSDOT | WSDOT Business | Project Help

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Next, select a Work Code.

The screenshot shows the 'CIP Page' form. The 'Type List box' is highlighted with a black border. It contains a grid of checkboxes for Type List Codes: QD, RD, IN, ND, RL, AT, QD, CD, IN, OD, BR, BV, PD, OT, LI, HA, SP, SD, PS, OV, MA, AM, SG, VI, AC, EK, HI, LA, GA, VT, AD, PF, MS, AP, GR, WL, AQ, PB, NT.

Work Code(s):
Purpose List box: SA, RP, BP, CA, BK, AT, PL, QT

Component List box: AD, HD, RW, RD, LA, RA, AQ, AA, TR, PT, OT, TW, QT, PG, VT, HS, PL

Resolves non-conformance in design standards? Yes No. If yes, please describe: _____
Causes non-conformance in design standard? Yes No. If yes, please describe: _____
Fulfills state performance objective(s)? Yes No. If yes, please describe: _____

Project Comments: _____

Check to acknowledge

Save Submit

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And then select a Type Code.

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The screenshot shows the 'CIP Page' form. A red circle highlights the 'Purpose Look Up Codes' section, which includes a dropdown menu for 'Purpose Codes' with 'X' selected. Below this are three questions with radio button options: 'Resolves non-conformance in design standards?', 'Creates non-conformance in design standards?', and 'Fulfills state performance objective(s)?'. A 'Project Comments' text area is also visible. At the bottom, there is a 'Check to acknowledge' checkbox and 'Save' and 'Submit' buttons.

For a quick reference, you may click on *Look up Codes* to get a drop down list that provides a brief description of the two letter codes.

This screenshot shows the same 'CIP Page' form, but with a red circle highlighting the three questions: 'Resolves non-conformance in design standards?', 'Creates non-conformance in design standards?', and 'Fulfills state performance objective(s)?'. The 'Purpose Look Up Codes' section is no longer highlighted.

Complete the three questions if they apply to your project.

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The screenshot shows the 'CIP Page' form with three columns of checkboxes for 'Work Code(s)', 'Component Look-Up Codes', and 'Type Look-Up Codes'. Below these are three questions with 'Yes/No' options and text input fields. A large text area for 'Project Comments' is highlighted with a red arrow. At the bottom, there is a 'Check to acknowledge' checkbox, 'Save' and 'Submit' buttons, and a footer with 'Copyright WSDOT © 2012'.

The project comment box is for WSDOT and FAA planners to provide comments. As an airport sponsor or consultant you will not be able to enter data in this box.

This screenshot is identical to the one above, but with a red arrow pointing to the 'Save' button. The 'Project Comments' box is empty, and the 'Check to acknowledge' checkbox is also unchecked.

When you are finished entering data for the project, click the “Save” button. It is a good idea to click on the “Save” button about every twenty minutes because the program will time out if there is no activity.

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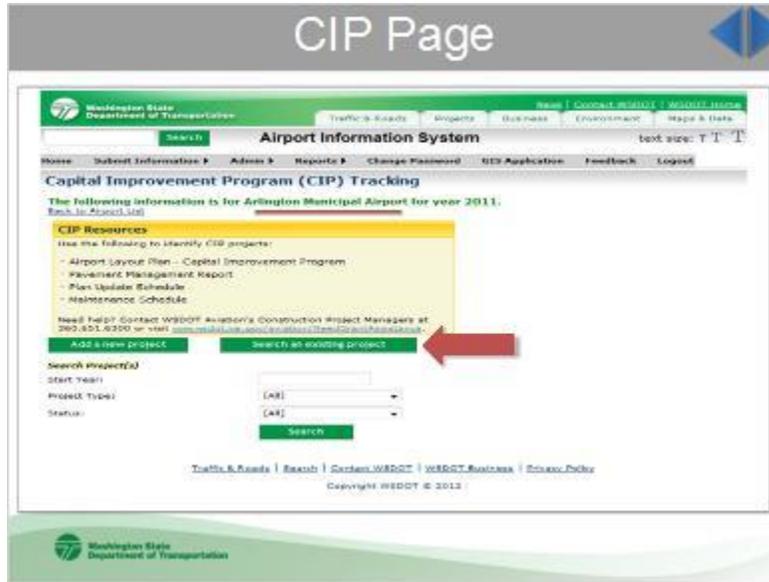
The screenshot shows the 'CIP Page' interface. At the top, there are three columns of checkboxes for 'Work Code(s)', 'Component Work Codes', and 'Type Work Codes'. Below these are three questions with 'Yes' and 'No' radio buttons: 'Resolves non-conformance in design standard?', 'Creates non-conformance in design standard?', and 'Fulfills state performance objective(s)?'. A 'Project Comments' text area is below. A blue box contains the text: 'By checking the box below, the airport sponsor acknowledges that their Capital Program data in the Airport Information System has been reviewed and is accurate to the best of their ability for the current calendar year.' A red arrow points to the 'Check to acknowledge' checkbox. At the bottom, there are 'Save' and 'Submit' buttons, and a footer with 'Washington State Department of Transportation'.

When you are satisfied with the project and want to submit the project, check the small box labeled “Check to Acknowledge”. Indicated by the red arrow. This indicates that the airport sponsor acknowledges that the data has been reviewed and is accurate to the best of their ability. Then click on the green Submit button to submit the project. If at any time before January 31, 2013 you want to update the project or change some project data, you may unclick the “Check to Acknowledge” box to complete the change. Then re-submit the project again by checking the “Check to Acknowledge” box and clicking on the green “Submit” button.

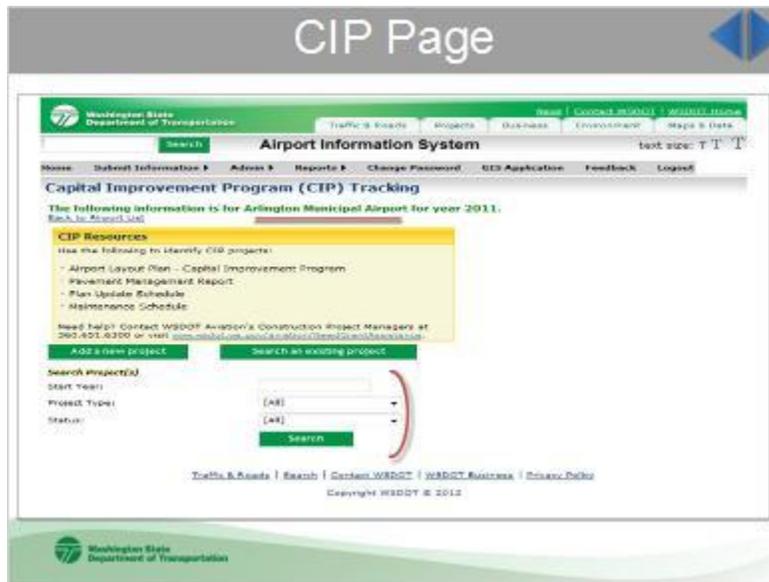
The screenshot shows the 'CIP Page' interface for entering a new project. It includes fields for 'Project Title', 'Project Description', and 'Project Justification'. Below these are dropdown menus for 'Primary Project Type' and 'Secondary Project Type', and a 'Select Project Status' button. A 'Project Funding Breakdown' table is present, with columns for 'Start Year', 'Phase', 'Passenger', 'Cargo', 'Mail', 'Other', 'Passenger Facility', 'Security', 'Other', 'Total', 'Sponsor Match', and 'Other'. The table has rows for 'Construction/Planning', 'Design', 'Phase', 'Construction', and 'Total'. At the bottom, there are three columns of checkboxes for 'Work Code(s)', 'Component Work Codes', and 'Type Work Codes'.

This concludes the instruction on how projects are entered into the CIP Web Application. Now we will discuss how to search for projects.

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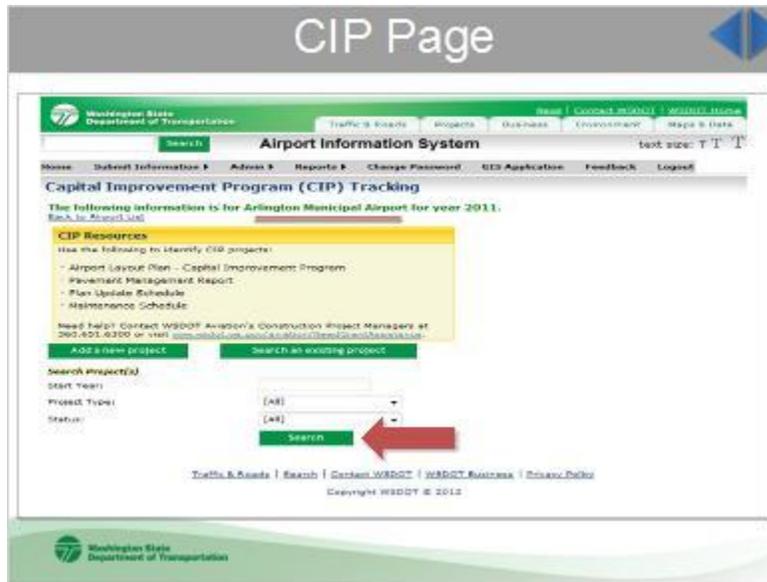


We are back at the start page for Arlington Municipal Airport.
To search for a project, click on the green “Search an existing project” button.

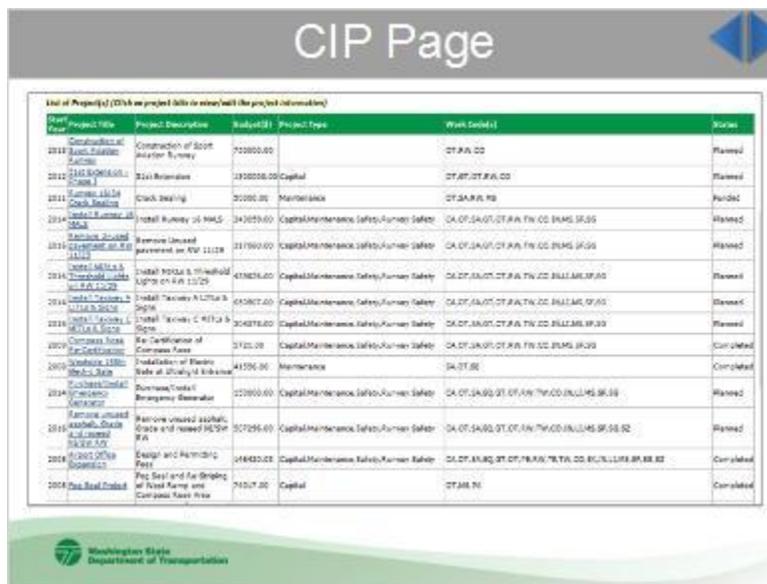


There are three methods to search for a project.
You can search by project start year, project type, or by status.
We will select “all” for a search.

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To search for all projects, click the green “Search “ button”.



This screen shows a list of all projects after a search was conducted.

You can then click on Project Title to view that project.

We will click on the first project, “Construction of Sport Aviation Runway”.

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CIP Page

Project Title: Construction of Loop Interchange Ramps
 Project Description: Construction of Loop Interchange Ramps
 Project Jurisdiction:

Project Type: [Default] Secondary Project Type: [Default] Terminate Project Type: [Default]
 Start Year: 2011 Status: Planned

Start Year	Phase	Percentage Authorized (%)	Costs Authorized (\$)	Est. Primary Construction (\$)	State Authorized (\$)	Federal/FAA/Other (\$)	Program/FAA/Other (\$)	Program/FAA/Other (\$)	State Match (%)	Spouse Match (%)	Funds (\$)	Total (\$)	Status
2011	Environmental Planning Phase	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Planned
	Design Phase	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Planned
	Construction Phase	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Planned
	Total	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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The project along with the previously entered data will appear so that you may edit the project.

CIP Page

Project Compliance:

Meets non-conformance in design standards? Yes No. If no, please describe: _____

Meets non-conformance in design standards? Yes No. If no, please describe: _____

Fulfills state performance objectives? Yes No. If no, please describe: _____

Project Comment	Project Priority	Project Status
FAA Comment #1 Test	Shays Business	8/7/2012 10:23:49 AM
FAA Comment #2 Test	Shays Business	8/7/2012 10:28:38 AM
FAA Comment #3 Test	Shays Business	8/7/2012 10:37:13 AM

By checking the box below, the project sponsor acknowledges that their Capital Program data in the Airport Information System has been reviewed and is accurate to the best of their ability for the current calendar year.

Check to acknowledge

[Update] [Delete] [Submit]

Traffic & Safety | Search | Connect with WSDOT | WSDOT Business | Contact Us

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This concludes instruction on the CIP Web Application.



There are some simple guidelines to follow when conducting your project planning. The FAA and WSDOT have some recommendations that could improve project programming. First, let's see what the FAA recommends.



The FAA has some fundamental recommendations for having a successful CIP.

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The slide is titled "FAA Keys to Success" in a grey header bar. Below the title is a blue double-headed arrow icon. On the left side, there is a key icon with the word "SUCCESS" written vertically on it. In the center, a box contains the word "Planning". The main text on the slide reads: "Airport Master Plan and Airport Layout Plan must be up-to-date", "Identify short term and long term needs", and "End result should be a realistic & prioritized list of projects = CIP". A larger box at the bottom states "Projects must be justified & eligible for Federal funding". The slide footer features the Washington State Department of Transportation logo and name.

Proper Planning includes having an Airport Master Plan and an Airport Layout Plan that are up to date.

The end result should be a realistic and a prioritized list of projects which equals a sound CIP.

All projects must be justified and eligible for Federal funding.



The slide is titled "FAA Keys to Success" in a grey header bar. Below the title is a blue double-headed arrow icon. On the left side, there is a key icon with the word "SUCCESS" written vertically on it. In the center, a box contains the word "Environmental". The main text on the slide reads: "Findings must be completed by January 15th year of construction". The slide footer features the Washington State Department of Transportation logo and name.

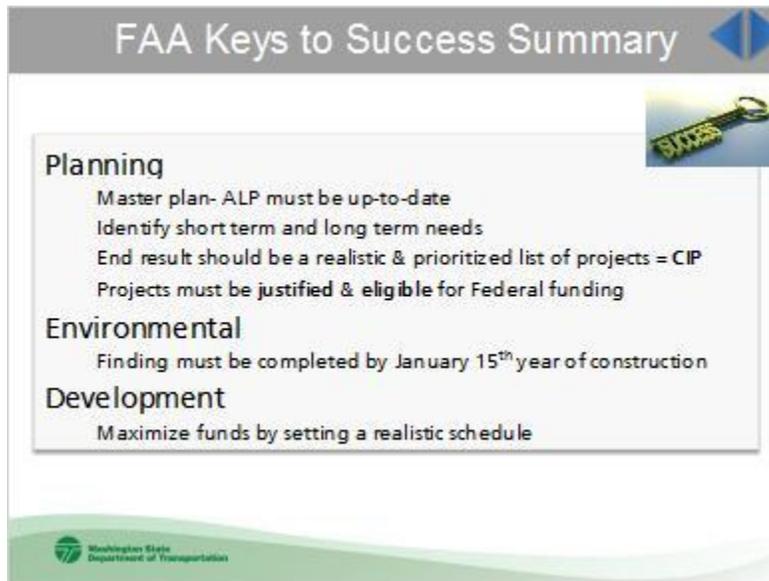
Environmental

Results, or findings from environmental studies must be complete by January 15th of the year of construction.



Development

Maximize funds by setting a realistic schedule that incorporates local matching fund availability and considers time requirements for each phase of the development.



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Like the FAA, WSDOT also recommends considering some key points in order to have a successful CIP.

It is important to keep WSDOT Aviation involved throughout the airport's planning processes. WSDOT staff can provide valuable technical assistance when planning your Master Plan, Airport Layout Plan, and Capital Improvement Program.



Think outside the box - Think long term when planning the future of your airport. For example; your runway length is too short to accommodate the future critical design aircraft because you have a road located at one end of the runway and a cliff located on the other runway end. A long term solution to this problem is to plan to move the road and extend the runway. This may seem like an unrealistic endeavor because it could involve a lot of work such as property acquisition, closing or relocating a county road, etc.

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You may ask, isn't the easiest and cheapest solution to displace the threshold and use declared distances? Yes, that is a great short term solution to a problem, however, when WSDOT Aviation is planning for the investment of limited resources, we are going to want to target those investments where we get the biggest bang for the buck (so to speak). This more expensive, more difficult solution, actually is the type of project that is going to bring a bigger return to the state. It provides for long term protection of the airport, capacity for the state aviation system, and overall increases safety.

Keep in mind though that thinking 'BIG' means projects that are both eligible and justified!



Consider all project components and how one thing may lead to another. For example; you may be planning on accomplishing a pavement maintenance project in the future. This sort of project may sound simple enough, however, often times we tend to overlook the small details. A pavement maintenance project could be as simple as sealing cracks, applying a seal coat and reapplying runway markings. Now is when you need to step back and look at the bigger picture. Does your airport layout plan call for displacing thresholds? If so, now would be a great time to implement that change since the pavement markings are being reapplied. Don't forget to take into consideration what impacts this is going to have to your threshold or runway lights if you implement this change. Do you have a PAPI or VASI that is going to need to be adjusted or moved?

By this example you can see how a simple project can quickly become complicated.



WSDOT Keys to Success

Group projects with similar components

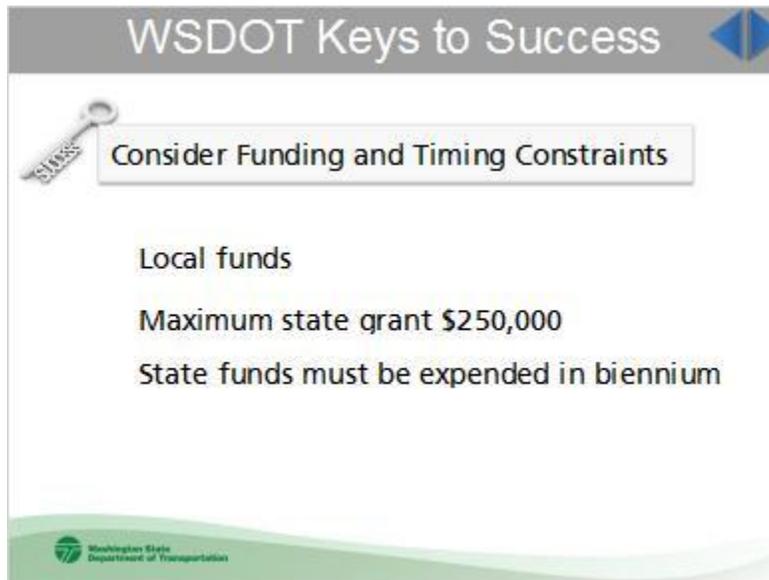
Electrical project example:
Runway Lights, Beacon, PAPI, Radio Controller, etc.

Washington State Department of Transportation

This slide features a grey header with the title 'WSDOT Keys to Success' and a blue double-headed arrow icon. Below the header is a key icon with the word 'SUCCESS' written vertically on it. The main content is enclosed in a light grey box with the title 'Group projects with similar components'. Below this, the text reads 'Electrical project example: Runway Lights, Beacon, PAPI, Radio Controller, etc.'. The slide has a green wavy footer with the Washington State Department of Transportation logo and name.

When planning your CIP projects, consider projects with similar work items and the possible benefit of grouping these items into a larger project that would be more efficient and recognize better economies of scale.

For example; your master plan identified the need to replace an aging rotating beacon. You could do a project to simply replace the beacon, but, perhaps your plan also identified the need for a PAPI or a lighted wind cone in different years. Since all of these items could basically be considered 'electrical' it may be more efficient and economical to consider all of the airport's electrical related needs and group them into a single project.



WSDOT Keys to Success

Consider Funding and Timing Constraints

Local funds

Maximum state grant \$250,000

State funds must be expended in biennium

Washington State Department of Transportation

This slide features a grey header with the title 'WSDOT Keys to Success' and a blue double-headed arrow icon. Below the header is a key icon with the word 'SUCCESS' written vertically on it. The main content is enclosed in a light grey box with the title 'Consider Funding and Timing Constraints'. Below this, the text lists three items: 'Local funds', 'Maximum state grant \$250,000', and 'State funds must be expended in biennium'. The slide has a green wavy footer with the Washington State Department of Transportation logo and name.

Funding and timing constraints should be considered, too.

Does the airport sponsor have the ability to come up with the required local funding? An airport sponsor should also consider what projects other departments of their particular entity are doing.

Statewide Capital Improvement Plan

For example: if a City is doing a big project on Main Street during the same year as the planned airport project, this may create a cash flow issue for the City. This scenario may stretch limited City staffing resources too thin. On the other hand, a sponsor might be able to recognize efficiencies and cost savings by coordinating similar projects (i.e. paving) at the same time.

By law (RCW 47.68.090) the maximum state grant available in any year is \$250,000. This could be important for a non-NPIAS airport that needs to phase a project over multiple state grant cycles.

WSDOT operates on a biennial funding program that begins July 1 of odd years and lasts two years. All state grant funds must be expended during the biennium in which they are awarded.

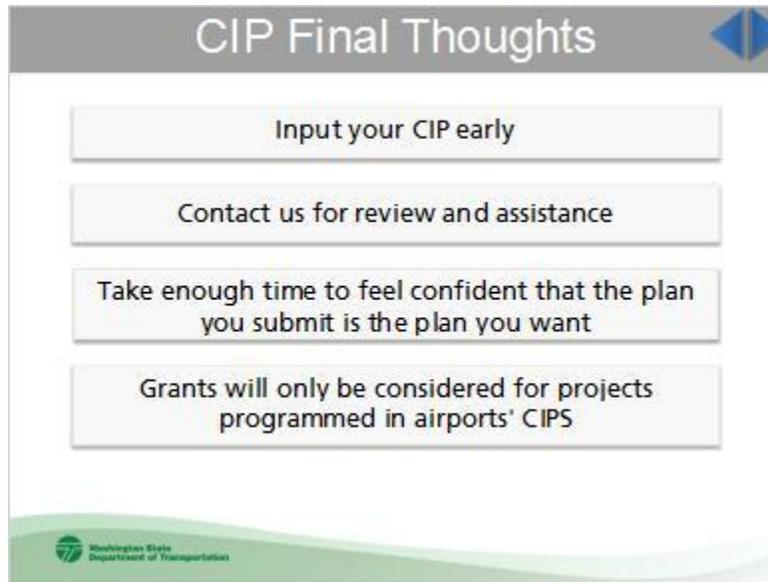


Consider all the various phases that you might need for your project and develop realistic schedules for each phase of work. For example, different phases could include planning, environmental, design, and construction.

Know what your project is. For example; do not just say that you are doing a runway safety area improvement project, tell us what that project is. Is it grading? Is it filling? Is it compacting? Is it removing obstructions?

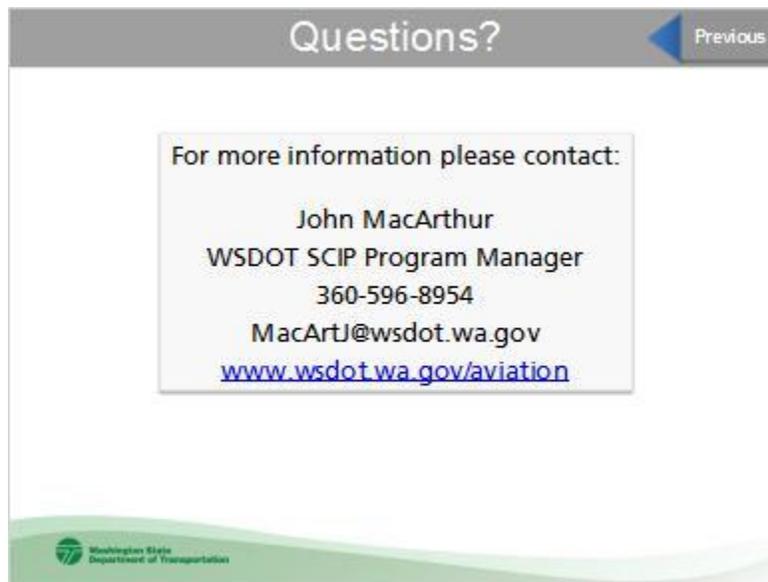
Finally, when inputting your projects into the web application, make sure to provide a good justification for the project, NOT just that the project is included in your master plan. WSDOT is not going to research your plan for you to find the justification.

Statewide Capital Improvement Plan



And just some final thoughts to make your CIP process easier.

- Input your CIP early
- Please contact us for review and any assistance.
- Be prepared to live with the plan you submit.
- Grants will only be considered for projects programmed in the airports' CIPS.



This concludes the presentation. For additional information please contact John MacArthur, WSDOT SCIP Program Manager.