

Statewide Capital Improvement Plan

Why it matters to you

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Outline

- Overview of the SCIP program
- Why WSDOT and the FAA are implementing the program
- How the program works
- How airports can help themselves and
- How the program will benefit Washington's aviation system.

Statewide Capital Improvement Program (SCIP) Overview

- Formalizes the process of prioritizing airport projects.
- Consists of projects from all statewide public-use airports.
- Enables more targeted approach to identifying critical aviation system projects.
- Provides a accurate list of requirements to communicate with decision-makers.
- Sets the stage for future FAA and WSDOT grants

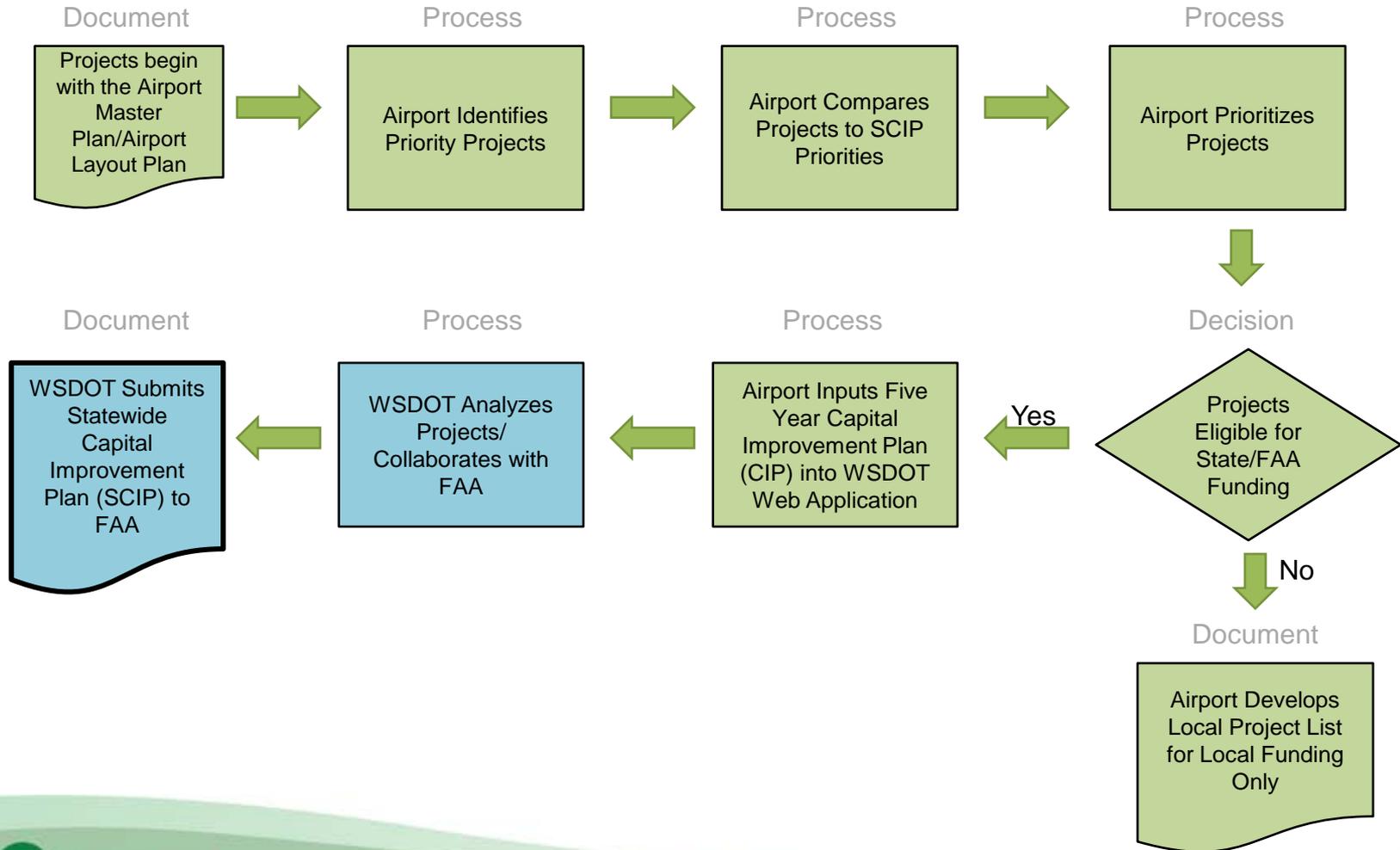


Why Implement the SCIP?

The SCIP process improves:

- Infrastructure planning
- Project fidelity
- Capturing of Aviation System needs
- Programming project funding
- Programming project execution
- Consistent statewide prioritization
- Predictability
- Fair, equitable and transparent process

How the SCIP Process Works



CIP web application

Work Code(s):

Purpose [Look Up Codes](#)

- SA RE
- SP CA
- EN ST
- PL OT

Component [Look Up Codes](#)

- AP HO RW
- BD LA SB
- EQ NA TE
- FI OT TW
- GT PB VT
- HE PL

Type [Look Up Codes](#)

- 60 BO IM NO RL ST
- 65 CO IN OB SE SV
- 70 DI LI PA SF SZ
- 75 DV MA PM SG VI
- AC EX ME RA SN VT
- AD FF MS RF SR WX
- AQ FR MT

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

Project
Comment:

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.

Check to acknowledge

Save

Submit

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Project analysis

- **How projects are prioritized:**
 - Objective Scoring
 - FAA National Priority Ratings
 - WSDOT Project Scoring
 - Subjective Quality Assurance
 - Make Adjustments based on airport circumstances
 - Collaborative Validation
 - FAA and/or WSDOT review/validate prioritized projects
- **Objective Scoring References:**
 - FAA Airports Capital Improvement Plan (FAA Order 5100.39A)
 - FAA Airport Improvement Program Handbook (FAA Order 5100.38C)
 - WSDOT Airport Aid Grant Procedures Manual

2013 SCIP Schedule

November						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

January						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

March						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

May						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

December						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

April						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

June						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

- Important Dates:
 - November 1, 2012 – CIP input window opens
 - January 31, 2013 – CIP input window closes
 - April 1, 2013 – Draft SCIP provided to FAA
 - June 1, 2013 – SCIP FINAL => Published

Key	
	= CIP input window
	= SCIP Analysis
	= SCIP Refinement
	= Important Dates

Keys to success

- Master plan and ALP must be up-to-date
- Master Plan, ALP and CIP should address the same requirements.
- CIP should be a realistic
- Federally funded projects must be eligible & justified
- Phasing of projects should be coordinated
 - Plan for funding and timing constraints
 - State funds must be expended in biennium
- Input your CIP early
 - Contact us for review and assistance
- Be prepared to live with the plan you submit

Why it Matters to You

- Enables airport sponsors to communicate with stakeholders the need for good planning
- Enhances predictability of funding requirements
- Increases likelihood of receiving a grant for higher priority projects
- Ensures projects are able to compete for grant funds
- Provides the data to communicate the aviation system needs
- Sets the stage for increased future airport aid



Questions?

For more information please contact:

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