



October 2011

Statewide Capital Improvement Program (SCIP)

Oregon State's public airport system currently consists of 97 public use airports; of these, 55 are part of the National Plan of Integrated Airport Systems (NPIAS) and are eligible for Airport Improvement (AIP) funding through the Federal Aviation Administration (FAA). The Oregon Department of Aviation (ODA) owns and maintains 28 public use airports around the state, 12 of which are NPIAS.

Airports, like the state's highways and roadways, are critical components of the state's transportation system. And like the state roadway system, constant maintenance and improvement is necessary to keep the aviation system functioning. Obviously, proper maintenance and crucial improvements are the first steps in caring for the airport transportation system. Next steps include being able to meet the needs and demand of the traveling public.

Simply put, current aviation system needs far outweigh available funding. In support of ODA's mission to preserve and enhance aviation - through safety, infrastructure maintenance and development, education and keeping people and business moving by operating and improving the state's airport systems. The SCIP will support this mission by identifying and prioritizing aviation-related projects to ensure the continued movement of people and goods throughout the state. To this end, the SCIP program is intended to be a continuous, multi-year funding program that will primarily assess short-term (0-5 year) airport improvement needs for the Oregon airport system. Long-term needs (5-20 years) will also be assessed. The program will help agencies including ODA, FAA and airport sponsors to anticipate future airport development capital needs and to target and make strategic investments with the goal of maximizing limited federal, state and local financial resources.

The SCIP will be developed and implemented by ODA in partnership with the FAA's Northwest Mountain Region and Seattle Airports District Office (ADO) and airport sponsors. To enhance the effectiveness and efficiency of a new SCIP program for FAA AIP-eligible airports within the Northwest Mountain Region, similar SCIP programs are being developed by the states of Idaho and Washington.

The development and implementation of the SCIP is consistent with and will support airport sponsors and FAA objectives of implementing a continuous aviation system planning program. The purpose of the Oregon Aviation System Planning Program is to implement and manage an integrated, sustainable statewide airport planning process, ensuring the Oregon state public use airport system remains responsive to national and state public air transportation needs. Furthermore, the SCIP program is consistent with the current Oregon Aviation System Plan and the foundation of the Oregon Aviation Plan (OAP). The OAP will

be revised and/or amended to include any SCIP needs that are visualized through the development of the SCIP.

This SCIP program is ongoing and the initial program development processes have begun as of fall 2011. It is anticipated to result in numerous benefits to the states, FAA and airport sponsors including:

- Increased predictability, consistency, efficiency, and confidence levels amongst the FAA, states, and airport sponsors relative to the prioritization and distribution of airport capital improvement funds (both federal and state) within Oregon, Seattle ADO and the region as a whole.
- Help to identify where additional planning and subsequent planning resources may be necessary to accurately reflect the needs of the Oregon airport system.
- Enhanced customer service for airport sponsors, including a primary Point of Contact within each state regarding CIP-related matters.
- Overall, a more sustainable airport system.

Objectives

- Establish the general framework of a multi-state, multiyear, integrated SCIP program.
- Enhanced communication and support. Establish ODA as the primary contact for Capital Improvement Project (CIP) issues for FAA AIP-funded airports within Oregon. This will alleviate the need for airport sponsors to duplicate communication with both the FAA and ODA.
- Effectively communicate and coordinate with airport sponsor representatives, ODA staff, the FAA and the general public.
- Facilitate the necessary internal and external program/coordination meetings among ODA staff, FAA, the states and the general public.
- Utilize and measure system Performance Objectives as included in the Oregon Airport System Plan.
- Communicate the needs of the aviation system to the Oregon State Legislators, Oregon Aviation Board, airport sponsors and other high level decision-makers.

How will ODA meet these objectives?

- Develop a Work Program and Guiding Principles for the SCIP. These internal documents will be developed in collaboration between the states of Oregon, Washington, Idaho, and in partnership with the FAA to establish protocol, policy and procedures associated with the overall program. Guiding Principles for ODA's non-NPIAS SCIP program will also be developed internally by ODA Aviation Staff.

- Internal communication and coordination. Develop the necessary internal informal and formal communications procedures and meeting schedules to ensure effective communication and coordination with:
 1. ODA Aviation staff
 2. FAA Northwest Mountain Region regional and Airports District Office staff
 3. Airport sponsors
 4. Partner states Idaho and Washington

- External communication and public outreach. Develop and implement an effective stakeholder outreach program. Outreach efforts will include the following:
 1. **General** - Develop and utilize the following communication mechanisms to generally communicate the anticipated steps, progress and benefits of the SCIP program including:
 - Website updates
 - E-news (via website) quarterly or biannual briefing. Such a mechanism could include an e-newsletter to stakeholders and organizations.
 - Folios. Use of folios may be beneficial to communicate a particular message corresponding with the release of program guidance documents.
 - On-site airport visits. The number and purposes to be determined as the program is developed.
 - Attendance and speaking opportunities at airport/aviation stakeholder conferences and meetings.
 - Utilization of aviation listserves, and organization/agency sources.

 2. **Airport Sponsors/Local Aviation Stakeholders** - The purpose of this outreach component will be to meet and communicate with airport sponsors and local aviation stakeholders regarding local airport project priorities and airport planning needs. Mechanisms to accomplish this outreach include:
 - On-site Joint Planning Conferences
 - Attendance at key airport/master planning meetings
 - Attendance at airport/aviation conferences

Anticipated contacts as part of this outreach effort are expected to include:

- Airport management
- Local government representatives
- Airport consultants
- Airport tenants

- Local pilots
 - Local aviation dependent businesses
3. **Focus Group** – Establish an informal focus group to act as a sounding board to ODA as the new program is developed and implemented. Such a group can provide feedback regarding program approach, schedules, delivery of desired message, training and outreach opportunities, documents, etc. The group will be limited in size and *may* include airport managers/sponsor, FAA and airport consultant representatives.
4. **Other** – In addition to airport sponsors and local aviation stakeholders, it is expected that additional stakeholders will be contacted throughout the SCIP development and implementation process. Additional outreach will extend to the following stakeholders via the appropriate means as necessary:
- ODA Executive Staff/Management
 - ODA Planning
 - State Metropolitan and Regional Transportation Regions (where applicable)
 - State Legislators
 - General public
 - Others as determined

Development and implementation of the SCIP program will be accomplished in accordance with applicable schedules and budgets.

Target audiences

- Federal Aviation Administration:
 1. Seattle ADO staff
 2. Northwest Mountain Region staff
- ODA:
 1. ODA staff
 2. ODA Management
 3. ODOT Multimodal planners
 4. ODA agency communication
- State of Oregon - Oregon Stakeholders:
 1. Airport Management Representatives

2. Local Government Representatives (cities, counties, ports)
 3. Airport Consultants
 4. Airport Users (tenants, local pilots, and local aviation-dependent businesses)
 5. State Legislators
- State of Idaho:
 1. Idaho Transportation Department – Division of Aeronautics
 2. Idaho airports as necessary
 - State of Washington:
 1. WSDOT
 2. Washington airports as necessary
 - General Public

Key messages – SCIP Program

The SCIP:

- Provides better customer service to airport sponsors by establishing ODA as the primary Point of Contact for airport CIP coordination throughout the state.
- Provides the FAA, states, and airport owners increased predictability, consistency, efficiency, and confidence relative to the planning, prioritization and distribution of airport capital improvement funds (both federal and state) within Oregon State, SEA ADO and the region as a whole.
- Is consistent with ODA's mission.
- Is consistent with current ODA and FAA management principles ensuring a safe, innovative and environmentally sensitive air transportation system.
- More effectively targets strategic investment of limited financial resources.
- Promotes a proactive planning approach resulting in a more sustainable airport system.
- Is new to the state of Oregon, but not to the FAA.
- Improve existing ODA programs and consider new programs

General Benefits - This SCIP program is anticipated to result in numerous general benefits to the states, FAA and airport sponsors including:

- **Enhanced customer service for airport sponsors** - ODA will now become the primary contact for Capital Improvement Project (CIP) issues for FAA AIP-funded airports within Oregon. This will alleviate airport sponsors from having to duplicate communication with both the FAA and ODA.
- **Increased predictability, consistency, efficiency, and confidence** levels amongst the FAA, states, and airport sponsors relative to the prioritization and distribution of airport capital improvement funds within Oregon, SEA ADO and the region on the whole.

Consistent with ODA's Mission -. The SCIP program supports ODA's mission.

Consistent with FAA's Plan to Develop a National Airport System - The FAA's national airport system is known as the FAA National Plan of Integrated Airport Systems (NPIAS). The SCIP will address one of the FAA's key objectives for the NPIAS which is to ensure cooperation between the FAA, state and local agencies resulting in an airport system that is safe and efficient, located at optimum sites, and developed and maintained to appropriate standards.

More Effectively Target Strategic Investment of Limited Financial Resources - Current aviation system needs far outweigh available funding. The SCIP program will result in a proactive fiscal planning approach that will result in better identification of both short- and long-term aviation needs. Such planning will assist ODA, FAA, and local governments to anticipate future airport development capital needs and target strategic investments to maximize limited financial resources.

Proactive Planning Approach Resulting in a More Sustainable Airport System - The SCIP program will be continual planning process for years to come. As a result of this proactive planning approach, a more sustainable airport system will result. ODA, FAA and local governments can look ahead to determine how the system can continue to be improved instead of remaining static in growth. This overall process meets state and FAA objectives of implementing a continuous aviation system planning program for the state's airports.

SCIP Program new to ODA, not a New Program in the Region - While new to the Seattle ADO, the SCIP program is not new to the FAA Northwest Mountain Region. The FAA Denver ADO has partnered with the states of Colorado, Wyoming, and Utah in developing and managing a highly successful SCIP program for the past several years. ODA has the opportunity to learn from the Denver ADO model and other states on developing an effective SCIP and improve upon it. Furthermore, in an effort to maximize the effectiveness of a new SCIP for Oregon, Idaho and Washington and the Seattle ADO, this SCIP program will be developed in a collaborative manner between the states and in partnership with the FAA. This collaboration and partnership with the FAA represents a significant step in aligning federal, state, regional and local airport development priorities in this region.

- As a new program, full development and implementation will be a multiyear ***process!***

Key milestones

- May 18 and 19, 2011 – Oregon, WSDOT Aviation, Idaho, and FAA ADO and Regional staff hold joint SCIP workshop on May 18 and 19, 2011, to establish program goals, objectives and timelines.
- Fall/Winter 2011 – Begin initial, informal contact with individual airports including collection of available airport CIP/project information.
- Winter/Spring 2011 - 2012 – Begin comprehensive aviation stakeholder outreach program(s).
- Fall 2011 – Attend combined progress meeting with the states and FAA.
- Fall 2011 – ODA will hire a new Aviation Planner to manage the new SCIP program.

Schedule (Subject to Change)

- June 2012
 - Standardized SCIP Forms and Process
- June 2013
 - Full implementation of the five year SCIP process

Contacts

- Heather Peck, ODA Planning/Projects Manager – Program Manager
heather.peck@state.or.us
503-378-3168
- Sandra Larsen, ODA Planning Analyst - Project Support
sandra.larsen@state.or.us
503-378-2894
- Mitch Swecker, ODA Director – Internal Program Sponsor
Mitch.t.swecker@state.or.us
503.378.2523
- Chris Pomeroy, WSDOT Aviation - Project Manager
pomeroc@wsdot.wa.gov
360.708.7565
- Eric Johnson, WSDOT Aviation - Project Support
johnsel@wsdot.wa.gov
360.651.6303

- Nisha Marvel, WSDOT Aviation - Communication and Public Outreach
marvel@wsdot.wa.gov
360.651.6310
- Tracy Paul, WSDOT Aviation - Records Management and Administrative Support
milleco@wsdot.wa.gov
360.651.6302
- Deepeka Parashar, FAA Seattle ADO - Washington State Planner
Deepeka.Parashar@faa.gov
425.227.1654
- Bill Statham – Idaho Transportation Department Aeronautics
Bill.statham@itd.idaho.gov
208.334.8784