



REQUEST FOR CONCEPT PLANS

LAND LEASES AVAILABLE FOR DEVELOPMENT OF
PRIVATE AND/OR COMMERCIAL AIRPORT FACILITIES
AT THE RIFLE GARFIELD COUNTY AIRPORT

RIFLE GARFIELD COUNTY AIRPORT

Request for Concept Plans

2024 Schedule Overview

Date Issued:	August 27, 2024
Optional Pre-Proposal Meeting:	September 11, 2024, at 10:30 a.m. (MDT)
Last Day for Questions:	September 24, 2024
Final Questions Answered:	October 1, 2024
Due Date for Concept Plans:	October 23, 2024, at or before 2:00 p.m. (MDT)
Opening of Concept Plans:	October 23, 2024, at 2:10 p.m. (MDT)

Documents and Amendments

Documents and Amendments are available for download from the Garfield County webpage using the following link: <https://www.rifleairport.com/request-for-concept-plans/>

NOTE: *The Respondent is responsible for obtaining and complying with any Amendments through updates posted on the above link.*

Contact

General Airport Questions/Airfield Access:

Fil Meraz
Rifle Garfield County Airport Administration
Phone: 970.625.1091 Ext. 4119
Email: fmeraz@garfield-county.com

Concept Plans Questions/Documents/Amendments:

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Armstrong Consultants a Lochner Company
Email: jfabula@hwlochner.com



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Attachment A – RIL Development Application

Attachment B – Application IIRA

Attachment C – Non-Collusion Affidavit

Attachment D – Addendum Acknowledgement

Attachment E – Financial Summary Form

Attachment F – Development Area Exhibit

INTRODUCTION

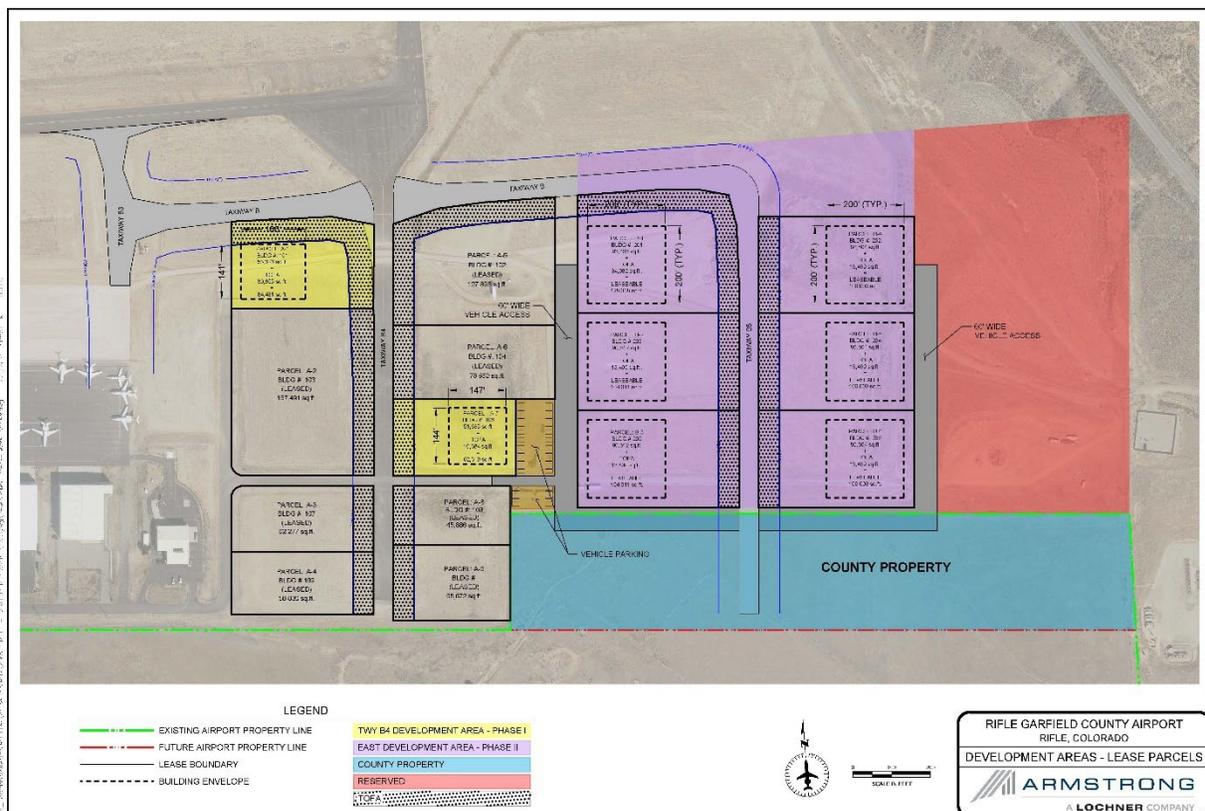
Purpose

The Board of County Commissioners of Garfield County, Colorado, owner and operator of the Rifle Garfield County Airport (RIL) has issued this **Request for Concept Plans** with the sole purpose and intent of making available airport land for aeronautical use in an open and fair manner to any and all interested aviation users. It is the Board of County Commissioners' intent to start the Airport Development process that will ultimately result in land lease and operating agreements with one or more interested parties.

Foreword

The Rifle Garfield County Airport has land that is suitable for development on the west and east sides of the main apron. The land west of the main apron, between Taxiway A2 and A3, will be evaluated under the 2025 Airport Master Plan, which will evaluate land use and development alternatives. The land east of the main apron, around Taxiway B4 and B5, shown in the graphic below, is ready for development and is the subject of this Request for Concept Plans.

According to the current airport layout plan, the land east of the main apron, along Taxiway B4 and future Taxiway B5, is available for aircraft design groups II and III. Additional information regarding these development areas is included in this document.



Vacant land along Taxiway B4, including parcels A-2, A-3, A-4, A-5, A-6, A-8, and A-9, have been leased or are in the conceptual plan or development plan phase. The County expects to see development for a variety of aviation uses, including corporate hangars, FBO operations, private hangars, and ramp space on these parcels.

The table below lists a summary of tenants and operation type and a reference to the Garfield County Board of County Commissioners (BOCC) meeting where approval was given. All County BOCC meeting documents can be accessed through the <https://www.garfield-county.com> web page.

Parcel	Tenant	Operation Type	Development Stage	County BOCC Meeting Date
A-2	Vantage Aviation	FBO, Commercial Hangars	Concept Plan	7/16/2024
A-3	GarCo Premier Hangars	Corporate Hangar	Land Lease	1/10/2022, 5/20/2024
A-4*	GarCo Premier Hangars	Corporate Hangars	Concept Plan*	Pending BOCC Meeting
A-5	Vantage Aviation	FBO, Commercial Hangars	Concept Plan	7/16/2024
A-6	Vantage Aviation	FBO, Commercial Hangars	Concept Plan	7/16/2024
A-8	High-Performance Hangars	Private Hangar	Land Lease	11/13/2023
A-9	High-Performance Hangars	Private Hangar	Land Lease	11/13/2023

*The development of Parcel A-4 is pending BOCC approval.

Airport Development Guide

The Airport’s Development Guide, Part VI – Application Procedure, details the complete process for those seeking to develop leaseholds on airport properties. The Airport Development Guide is available on the airport web page at <https://www.rifleairport.com/rules-regulations/>.

- Request for Concept Plans/Unsolicited Inquiry
- ➔ **Concept Plan**
- ➔ **Development Plan**
- Land Lease and Operating Agreement
- Construction

This Request for Concept Plans covers the **Concept Plan Phases** as well as some **Development Plan Phase** expectations as found in the development standards. Respondents are encouraged to understand the remaining steps necessary to fully develop facilities at the Rifle Garfield County Airport.



Concept Plan Overview

This Request for Concept Plans process shall follow the Concept Plan Content Checklist as found on page 12 within this document.

This Concept Plan represents the Respondent's vision to operate at the Rifle Garfield County Airport and includes financial commitments in preparing and securing operating rights at the airport not previously included in concept plan requests.

This Concept Plan should include the Respondents' vision of where they would like to be at the Rifle Garfield County Airport within the next five years.

The information contained in the Request for Concept Plans sets the same standards for all Respondents to follow. The Board of County Commissioners ultimately has the right to reject any Concept Plans that are not in compliance with these approved standards or for any reason within their sole discretion. Further, The Board of County Commissioners is under no obligation to alter or exempt any standard to meet a Respondent's Concept Plan request.

The Concept Plan content requirements and expectations are identified later in this Request for Concept Plans. The full Development Plan process starts upon the Board of County Commissioners accepting a Respondent's plan. The remaining two stages (land lease and construction) of the complete development progression are not part of this Request for Concept Plans processes; however, it is highly recommended that Respondents understand the complete process and increased commitment required at each stage of the Airport Development process.

Each Respondent assumes the risk of submitting a Concept Plan that may be ultimately rejected.

Definitions

Definitions used in this Request for Concept Plans are consistent with the definitions as found in Rifle Garfield County Airport Rules & Regulations and Airport Development Guide with the following additions:

-  **Concept Plan:** shall mean the complete submittal packet of required items as found in this Request for Concept Plans.
-  **Evaluation Team:** the individuals that shall evaluate any Concept Plans received and rank them in order of preferred Respondents for the purpose of setting the order of negotiations for the Board of County Commissioners to enter into mutually agreeable terms to operate at Rifle Garfield County Airport.
-  **Preferred Respondent:** the Respondent that has a high Concept Plan Evaluation Score and whose proposal, when considered along with other high-scoring proposals, best serves the interests of the Rifle Garfield County Airport.
-  **Respondent:** each applicant that submits a concept plan in response to this Request for Concept Plans.



Rifle Garfield County Airport Information

The Rifle Garfield County Airport is a public agency-sponsored, nonprimary general aviation airport as found in the National Plan of Integrated Airport Systems (NPIAS). The Rifle Garfield County Airport has accepted and intends to continue accepting Airport Improvement Program (AIP) grants to preserve and improve airport infrastructure. The Rifle Garfield County Airport works closely with the Federal Aviation Administration (FAA) and State aviation officials to ensure effective planning of a safe and efficient airport in harmony with Garfield County airport system strategic goals. The Rifle Garfield County Airport intends to support all NPIAS strategic goals, FAA regional goals, and statewide system planning goals, and comply with all FAA Sponsor Assurances and Obligations to provide a safe, efficient, convenient, and competitive airport.

Garfield County Requirements and Obligations

Rifle Garfield County Airport operates under the jurisdiction of the Garfield County Board of County Commissioners (Board of County Commissioners). Colorado Revised Statutes (C.R.S.) 41-3-106 specifically grants the Garfield County Board of County Commissioners the power “...to provide the rules and regulations governing the use of such airport and facilities...” In addition, Rifle Garfield County Airport is also governed by other relevant county-adopted codes and standards as referenced in the Airport Development Guide.



FAA Requirements and Obligations

Respondent shall observe and obey all laws, rules, orders, and regulations promulgated by the Federal Aviation Administration (FAA), the U.S. Department of Homeland Security, and all other federal entities having jurisdiction over the airport, or the activities occurring thereon and agrees to conduct its operations in compliance with the Federal Aviation Regulations. Respondent acknowledges that the Rifle Garfield County Airport is obligated to adhere to FAA Airport Compliance Order 5190.6b and all other Airport Sponsor Assurances, Advisory Circulars, Policies, Guides, Regulations, Obligations, and Grant Assurances. Respondents are encouraged to review airport obligations related to aeronautical lease agreements, Rifle Airport Rules and Regulations, expectations, and to conduct an airspace analysis to determine if proposed structures will be acceptable, including building height and project impacts to the surrounding airspace. These obligations are for the benefit of the Rifle Garfield County Airport and Respondents.

Rifle Garfield County Airport intends to:

- Maintain a realistic airport development plan that reflects current conditions as well as identifies development and expansion capabilities to accommodate forecasted aviation trends and demand.
- Identify the proposed allocation of airport land to specific operations and functions.
- Make land and facilities available on reasonable terms and without unjust discrimination to all types and classes of aeronautical activities and use.
- Conform to FAA design standards and plans.
- Eliminate adverse development impacts on safety, utility, and/or efficiency.
- Maintain a rate structure that will make the airport as self-sustaining as possible. Maximize airport revenue, minimize airport obligations in leased areas, and attract private investment instead of incurring airport debt.
- Establish reasonable conditions to be met by all users of the airport that are not unjustly discriminatory.
- Consider only Request for Concept Plans that demonstrate a readiness to develop airport property for gainful aeronautical use within a reasonable period of time. Request for Concept Plans that are considered by the Evaluation Team as “land banking” of airport parcels for undefined future use will not be considered.

DEVELOPMENT AREAS

Available Land for New Development

The development areas available through this Request for Concept Plan include parcels adjacent to the existing Taxiway B4 and adjacent to the future Taxiway B5. Each group of parcels will be discussed separately in detail.

Taxiway B4 Parcels

Parcel A-1 is located at the corner of planned Taxiway B and existing Taxiway B4. It includes 84,481 sq/ft of leasable land, of which 30,855 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 141 wide and 166 deep.

Parcel A-7 is located on the east side of Taxiway B4. It includes 62,319 sq/ft of leasable land, of which 10,684 sq/ft is reserved for the TOFA, on which no structure or object can be affixed. The parcel has space for a building up to 144 ft wide and 147 ft deep.

Considerations For Development:

Utilities:

- Water: Existing 12-inch water main located along the southern boundary of the development area.
- Sewer: located in the general vicinity, and a lift station is not anticipated to be required to make a connection to the existing sewer.
- Electric: Electrical utilities are available in the general area.
- Gas: Gas utilities are available in the general area.

Constraints to Development:

- Grading issues in A-1

Access:

- Parcel A-1 has secured access to the parcel from the current access road. The applicant will be responsible for all specific improvements required by the applicant's concept plan.
- Parcel A-7 does not currently have a public road access point. Garfield County and the Airport have not proposed or funded any access road options to this area.

Taxiway B5 Parcels

The Taxiway B infrastructure has not been constructed yet. This future taxiway system will connect to the main ramp, future taxiway B3, intersect with the existing Taxiway B4, and connect to the future Taxiway B5. Additionally, Taxiway B5 has not been constructed yet. All the parcels adjacent to Taxiway B5 will require the applicant to provide the funding and construction of this taxiway system. Garfield County and the Airport have not proposed or funded the design and construction of Taxiway B or Taxiway B5.

Parcel B-1 is located at the corner of the planned Taxiway B and Taxiway B5. It includes 128,388 sq/ft of leasable land, of which 34,982 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Parcel B-2 is located on Taxiway B5. It includes 104,011 sq/ft of leasable land, of which 13,499 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Parcel B-3 is located on Taxiway B5. It includes 104,011 sq/ft of leasable land, of which 13,499 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Parcel B-4 is located on Taxiway B5. It includes 100,003 sq/ft of leasable land, of which 13,499 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Parcel B-5 is located on Taxiway B5. It includes 100,003 sq/ft of leasable land, of which 13,499 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Parcel B-6 is located on Taxiway B5. It includes 100,003 sq/ft of leasable land, of which 13,499 sq/ft is reserved for the Taxiway Object Free Area (TOFA), on which no structure or object can be affixed. The parcel has space for a building up to 200 wide and 200 deep.

Considerations For Development:

Utilities:

- Water, sewer, electric, and gas utilities hookups are available within 2,000 feet of the Taxiway B5 parcels.

Constraints to Development:

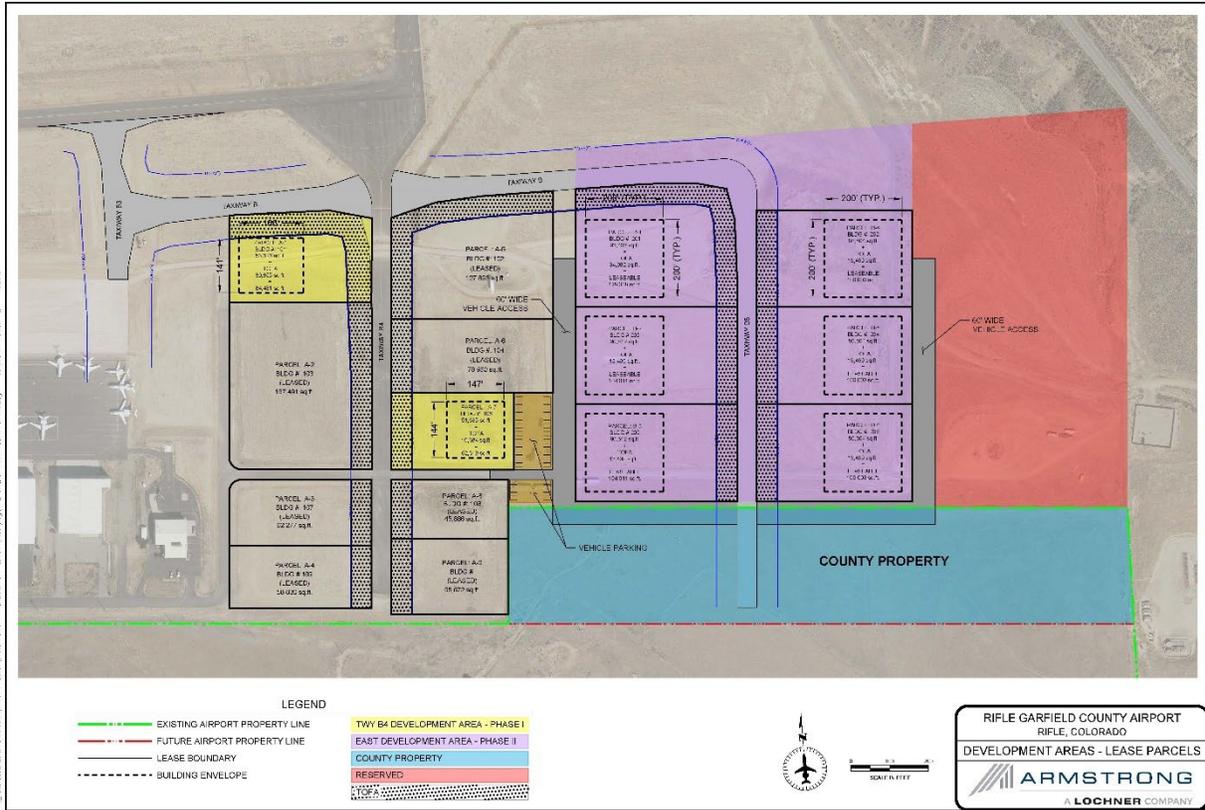
- Ground elevation increases the further east one moves from Taxiway B5.
- No existing Taxiway B5 or Taxiway B infrastructure currently exists. Garfield County has not proposed or funded any taxiway projects for this area.

Access:

- Access is only available through the main security gate on Runway Road, which extends to the southwest edge of the Taxiway B5 parcels. Applicants will need to address the issues of no further access than this point.
- On the public side of the security perimeter, there is currently no vehicle access to any of the parcels adjacent to Taxiway B5. This means that unauthorized vehicles cannot access this area. Garfield County and the Airport have not proposed or funded any access road options to this area.

County Property

- South of Taxiway B5 is a parcel of County property that has not been incorporated into the airport, as shown on the Parcel Exhibit. The County is investigating the benefit of incorporating this property into the airport in the ongoing Airport Master Plan project. The County will incorporate this property into the airport if and when it is deemed beneficial by the BOCC.



Public Improvements

Some areas that are available for development in this Request for Concept Plans may lack the necessary Airport infrastructure essential for conducting a number of potential aeronautical activities. All public improvements to the airport are constructed according to Garfield County, state, and FAA standards.

To attract private investment instead of incurring Airport debt to expand public infrastructure, Respondents may propose an Infrastructure Improvement Reimbursements Agreement (IIRA) request with their concept plan as an option to enhance or enable their proposed aeronautical activity. Airport construction management services fees are the responsibility of the Respondent with regard to this RFCP.

Infrastructure Improvement Reimbursable Agreement (IIRA)

IIRA requests are optional and not required as part of the RFCP. However, those Respondents willing to invest in Airport public infrastructure will receive additional credit in Section B of the evaluation process. A proposed IIRA request may include any public infrastructure improvements independent of the direct or indirect benefit to the Respondent's concept plan or lease parcel location.

A Respondent's IIRA request shall include a Minimum Guaranteed Public Improvement Expense. This minimum guarantee may be more than or less than the actual cost of the proposed improvement.

Respondent shall commit to and complete the infrastructure proposed in the IIRA at their expense and shall provide the Airport with an actual accounting of its costs. If the actual total cost of the public improvement falls below the Minimum Guaranteed Public Improvement Expense, for any reason, the Respondent shall pay the Airport the difference within ninety (90) calendar days of notice by the Airport. These funds shall be placed in the Airport capital project account to help fund other Airport capital projects.

To aid the Respondent's ability to determine an accurate infrastructure cost, a modified bid tabulation sheet will be made available through this RFCP process. This modified bid tabulation sheet shall be completed by a qualified construction engineering firm to arrive at an engineer's estimate and submitted with the IIRA.

The evaluation team will perform an analysis of any proposed IIRA to determine the total benefit to the Airport and the public. This evaluation shall include financial and non-financial factors to arrive at the total benefit to the Airport and the public.

The Evaluation team and the preferred Respondent shall submit their IIRA request to the BOCC. The BOCC shall evaluate and ultimately decide to accept or reject the IIRA terms and conditions.

CONCEPT PLAN CONTENT

The Request for Concept Plans content section outlines general rather than comprehensive development details. It identifies the basic parameters of a final development proposal rather than giving full engineering details. The Concept Plan includes anticipated construction expenses and a construction timeline with supporting documentation.

Concept Plan Content Checklist

Request for Concept Plans Required Proposal Content:

Written Narrative:

- Provide a brief introduction of yourself or your company and your vision and interest in operating at the Rifle Garfield County Airport

Experience and Qualifications Narrative:

- Provide a brief narrative on you or your firm's experience and qualifications relative to your proposed development
- Include examples of past developments and financial qualifications that demonstrate your ability to complete your proposed development

Plan Drawings which include the following minimum information:

- Title or name of the development above the term "Concept Plan"
- Vicinity map, scale, north arrow, legend, and date of preparation
- Identifying which Development Area(s) (parcel names) are being requested
- Approximate total lease parcel square feet requested
- Location and proposed use(s) of building areas to include ranges of dimensions and square footage
- Location and dimensions of required building and landscaping setbacks proposed
- Proposed parking area(s)
- Topographic map depicting existing and proposed contours
- Utilities drawing depicting existing and proposed locations
- A scale of preferably larger than 1"= 100' for the concept plan

Financial Summary of Estimated Capital Costs:

- Provide a brief narrative summary of all anticipated capital expenditures
- Complete the Financial Summary of Estimated Capital Costs – Financial Summary Form
- (Form is attached at the end of the Document - Submit with the Narrative Summary)

Provide a Timeline for Anticipated Development

Required Attachments:

- Rifle Development Application – **Attachment A**
- Application for Infrastructure Improvement Reimbursable Agreement (IIRA) – **Attachment B**
- Non-Collusion Affidavit – **Attachment C**
- Addendum Acknowledgment Receipt of all published addenda (if any) – **Attachment D**
- Financial Summary Form – **Attachment E**

Concept Plan Format

-  Three (3) colored bound hard copies and one (1) electronic PDF copy (thumb drive). Downloads and emailed links will not be accepted.
-  Include a table of contents to assist in the Evaluation Team’s review of the document. Respondents are encouraged to organize the Concept Plan in a manner that assists the Evaluation Team in understanding how the Respondent’s Concept Plan meets the evaluation criteria described herein.
-  Narrative pages shall be on 8½” x 11” single-sided paper. Diagrams may be placed on tabloid-sized (11”x17”) paper if needed to more easily present proposed Concept Plans or other related exhibits. All pages shall be neatly contained, folded, and bound within the Concept Plan. Separate unbound larger format prints are not permitted.

One Concept Plan

All Concept Plans submitted will be considered individually or in combination with other Respondents to arrive at the highest and best use possible at the Rifle Garfield County Airport.

Since this Concept Plan represents a simplified version of the Respondent's vision to operate at the Rifle Garfield County Airport, Respondents may only submit one concept plan representing their desired operation at the Rifle Garfield County Airport. This vision may include an ultimate build-out forecast that falls within a five (5) year timeframe to meet the immediate need requirement of the FAA. This "vision" shall include the minimum facility and infrastructure parameters the Respondent finds acceptable.

Concept Plan Creation

The Concept Plan is intended to clearly identify aeronautical development intentions. It shall communicate essential information that demonstrates the Respondent's diligent planning effort to operate at the Rifle Garfield County Airport. It should address intended use, development area location, aircraft access, vehicle access, and any other information the Respondent considers necessary.

Respondent's Concept Plan should identify the number and type of facilities intended and provide a diagram example and demonstrate an ability to comply with any land or facilities requirements set forth in the Airport Minimum Standards.

The Concept Plan shall include a realistic total capital requirement and planned sources of funding to accomplish the proposed plan within these generally accepted construction development time frames:

- A. Eighteen (18) months for a single facility.
- B. As negotiated with the Evaluation Team for multiple facilities.

Note: Detailed Business Plans, Marketing Plans, Financial Plans, Facility Plans, and/or Operating Plans are required in the Development stage of the process.

Note: Construction development time frame starts upon issuance of a County Building permit.



Delivery of Concept Plans

The Rifle Garfield County Airport requires physical and electronic PDF Concept Plan submissions. Electronic PDF submissions shall be placed on a USB jump drive attached to the physical Concept Plan submission. It is the responsibility of each Respondent to ensure that their submission is delivered to the Rifle Garfield County Airport office by the due date. Any Concept Plans received after the scheduled deadline will not be considered.

Concept Plans shall only be received at the Rifle Garfield County Airport, Airport Administration Office, 0375 County Road 352, Bldg. 2060, Rifle, Colorado 81650. Concept Plans shall be delivered in packages that are clearly labeled "2024 - RIL - Request for Concept Plans". Faxed or emailed Concept Plans will not be accepted.



EVALUATION PROCESS

Opening of Concept Plans

Concept Plans received shall be opened publicly on October 23, 2024, at 2:10 p.m. (MDT), in the Rifle Garfield County Airport's conference room. Respondents and the public are welcome to attend in person or via a Zoom Video Conference link.

Zoom Link: <https://us02web.zoom.us/j/82844222050?pwd=TwJ42qHW02UD9uqO8WEZ7FkbjU0q.1>

Due to the limited capacity of the airport conference room, an alternate on-airport location may be used if needed.

Information contained in Attachment A - Rifle Garfield County Airport's Development Application, Section A, shown below, shall be read to those in attendance at the time of opening.

Section A: RFP General Information
Name of Person or Entity:
If entity, authorized agent is:
Proposed Use: <input type="checkbox"/> Aeronautical OR <input type="checkbox"/> Non-Aeronautical
<input type="checkbox"/> Private OR <input type="checkbox"/> Commercial, please specify below <input type="checkbox"/> FBO <input type="checkbox"/> SASO <input type="checkbox"/> Other
<input type="checkbox"/> Government

A complete list of Concept Plan Respondents shall be posted in the airport office and available to the public by a posted addendum.

No Concept Plans Received

If no concept plans are received, the development areas identified in this Request for Concept Plans will be made available for development as further directed by the Board of County Commissioners.

Remaining Availability

Any remaining development areas identified in this Request for Concept Plans that have not been reserved shall be made available to the general public as further directed by the Board of County Commissioners.

Evaluation Team

The Board of County Commissioners shall select the Concept Plan evaluation team or delegate this responsibility as they see fit.

Evaluation Criteria

The Evaluation Team will thoroughly review and assess each proposal using the score sheets included in this Request for Concept Plan document. The Evaluation Team will utilize all information and resources available to them to make their recommendation. Each submitted concept plan will be scored with a single score sheet, regardless if the proposed development utilizes more than one parcel.

After successfully completing the initial assessment, the Evaluation Team will proceed with utilizing the following evaluation criteria, accompanied by ratings assigned to each section criterion for each parcel. The numerical scores associated with each section criterion are for the convenience of the Evaluation Team but shall not be dispositive in determining the final ranking of Concept Plans.

The Evaluation Team will consider the highest and best use when scoring proposals for using airport land. Highest and best use is defined as “the reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value.” To be considered the highest and best use for airport purposes, the applicant will be assessed according to these criteria:

- Legally permissible: The use must be an aeronautical permitted activity and not prohibited by zoning or a hazard to aviation, and compliant with government regulations.
- Physically possible: The use must be possible given the site’s size, shape, topography, and accessibility.
- Financially feasible: The use must be financially feasible and result in the highest value.
- Maximally productive: The use that generates the highest aviation activity and or economic impact on the County.

Score Sheet for all Parcels (Section A)

Overall Concept Plan (15 points)
 Group III Aircraft Hangar Size (10 points)
 Quality of Proposed Facilities (5 points)
 Horizontal Construction (10 points)
 Financial Commitment (20 points)
 Timeline for Development (20 points)

Applicant Name _____

Parcel Number _____

Subtotal Section A = 80 points

Overall Concept Plan		
	(up to 10 points)	<p>In harmony with Board of County Commissioners policy directives</p> <ul style="list-style-type: none"> - Compatible with Minimum Standards, Rules & Regulations, Airport Development Guide - Promotes Rifle Garfield County Airport’s economic development through private and/or Commercial aeronautical use - Promotes the culture of safety, security, and service
	(up to 5 points)	Demonstrated aeronautical benefit to the Rifle Garfield County Airport, Garfield County, and Region
Group II/III Aircraft Hangar Size – Vertical Construction		
	(up to 10 points)	Hangar dimensions (height, width, depth, hangar door clearance for wings and tail) – The greater the dimensions of the vertical construction, the higher the points awarded.
Quality of Proposed Facilities		
	(up to 5 points)	Points are awarded based on the quality of enhancements beyond the minimum standards specified for airport hangars. These enhancements may include amenities and accessories such as lounges, office spaces, accommodations for pilots and passengers, kitchenettes, EV charging stations, and so on. The more high-quality amenities present, the higher the score awarded.
Horizontal Construction		
	(up to 10 pts)	Horizontal construction refers to the benefit of the area subject to horizontal construction on the leasehold. This includes space outside of hangars for aircraft aprons, ramps, parking, vehicle parking, utility areas, and native ground within the leasehold. Points are awarded based on the efficient utilization of the leasehold.
Financial Commitment		
	(up to 20 pts)	The financial commitment refers to the estimated capital costs provided in the Financial Summary Form, including the cost of hangars, facilities, and horizontal construction required for achieving full concept buildout.

Timeline for Development		
	(up to 20 pts)	The respondent must clearly outline the proposed construction timeline, indicating the total number of months required for completion in a Gantt-style chart. This timeline should detail the sequence of events and actions necessary to achieve the full build-out of the Concept Plan. The respondent is expected to leverage their experience to create a realistic construction schedule.

Score Sheet for all Parcels (Section B)

Infrastructure Improvement Reimbursable Agreement requests, if any

Subtotal section B = 20 points

Infrastructure Improvement Reimbursable Agreement (IIRA) if any		
	(up to 20 points)	<ul style="list-style-type: none"> - Anticipated public improvement benefit to the County refers to the Respondent's proposed Minimum Guaranteed Public Improvement Expense minus any reimbursement amount requested to achieve the total public improvement benefit to the County. - All public infrastructure construction must adhere to the relevant FAA standards, as determined by the airport engineer. - Respondents must procure an engineer's preliminary cost estimate outlining the approximate cost of overall improvements, using the modified bid tabulation sheet provided by the County. - During the evaluation process, the airport engineer will conduct an independent estimate based on the respondent engineer's cost estimate. If the airport engineer's estimate falls within 10% of the respondent's estimate, the higher of the two estimated numbers will be used in calculating points. - If the airport engineer's estimate differs by more than 10% from the respondent's total cost estimate, the airport engineer will communicate with the respondent's engineer to address the disparity. Subsequently, the airport engineer will provide the team with a final engineer's estimate number to be utilized in the calculation of points.

Concept Plan Ranking

Assuming Rifle Garfield County Airport receives one or more Concept Plans, the Team shall evaluate each Concept Plan with respect to the selection criteria contained in this Request for Concept Plans.

The Team shall independently evaluate and score each Concept Plan received. The scoring shall be based solely on information contained in the Concept Plan as it relates to the selection criteria.

The Team (or designated member of the Team) reserves the right to invite the Respondent to interview regarding the information furnished and/or request additional information and/or clarification from the Respondent, other Team members, County resources, and/or aviation consultants at any time prior to presenting a Concept Plan to the Board of County Commissioners for their consideration.

Once each member of the Team has independently scored the Concept Plans, the Team shall meet together and decide as a group the final ranking of each Respondent's Concept Plan. The final ranking shall consider the independently scored Concept Plans, but the aggregate score shall not be dispositive in ranking each Respondent's Concept Plan.

A Team member shall notify each Respondent, through the officially identified contact email, of the final Concept plan ranking. The Team shall contact the highest ranked Respondent or group of compatible Respondents and proceed with the intent of reaching a mutually agreeable Concept Plan to present to the Board of County Commissioners.



Negotiation Process

The Team shall contact the highest-ranked respondent or group of compatible respondents and proceed with the intent of reaching a mutually agreeable concept plan. Upon notification to enter negotiations with members of the Team, each Respondent shall have seven (7) calendar days to meet with the Team for the first Concept Plan meeting. This meeting may be in person or in other electronic media formats.

The Team and the Respondent(s) shall have no more than thirty (30) calendar days to reach a tentative agreement on the Concept Plan proposal and conditions starting from the date of notification to enter negotiations. This period can be enlarged by the Team at their discretion.

During negotiating, the Team and Respondent(s) may consider all options to arrive at an acceptable Concept Plan with the following exceptions: the number of facilities, locations, capital investment, Infrastructure Improvement Reimbursable Agreement (IIRA) request, other costs, buildout timelines, and any other representations identified in the Concept Plan cannot be materially altered either more or less as these items are part of the scoring criteria for the highest-ranking Respondent.

If the highest ranked Respondent and the Team mutually agree, they will present the Concept Plan for consideration within 45 days from the date of agreement at a regularly scheduled Board of County Commissioners meeting. A representative of the Respondent is required to attend the Board of County Commissioners meeting in person along with at least one member of the Evaluation Team.

If the highest-ranked Respondent and the Team cannot mutually agree, the Team reserves the right to terminate negotiations by a majority vote and proceed to the next highest-ranking Respondent and enter negotiations with that Respondent.

If there remains additional developable land, the Team shall contact any subsequent Respondents in order of their final ranking and proceed in like manner until all willing Respondents and/or land is exhausted.

Note: This process is designed to develop a mutually agreeable Concept Plan to present to the Board of County Commissioners for final consideration to approve or deny. Respondents may withdraw their Concept Plan at any time in this process, prior to Board of County Commissioners acceptance of the Concept Plan, with no further obligations. Likewise, the Evaluation Team reserves the right, at its sole discretion, to determine what is best for Rifle Garfield County Airport. The Team may terminate negotiations with any Respondent if the Team determines that a mutually agreeable Concept Plan is unlikely to be achieved and/or they find a Respondent unresponsive.

Board of County Commissioners' Consideration

The Respondent and an Evaluation Team member shall place the proposed mutually agreeable concept plan on a regularly scheduled Board of County Commissioners public meeting for consideration.

The Board of County Commissioners shall hear all evidence for and against the proposed Concept Plan. After due deliberation, the Board of County Commissioners may render a decision approving, disapproving, modifying, or delaying action until a future public meeting date.

If the Board of County Commissioners approves a Concept Plan, the Respondent shall have the rights to the identified leasable areas for a set time as presented in the mutually agreeable Concept Plan conditions. The Respondent shall then proceed to the full development phase of the process.

The Rifle Garfield County Airport and the Respondent shall then abide by the terms of the approved Concept Plan and subsequent amendments, if any.



Post Concept Plan Approval

Upon the Board of County Commissioners' approval of a Concept Plan, the process shall follow the general outline contained in the Airport Development Guide, Part VI – Application Procedure regarding the full Development Plan.

Post Concept Plan Approval Financial Commitment

Upon the Board of County Commissioners approval of a Concept Plan, the Board of County Commissioners will issue a Notice of Award that details types and amounts of the deposits and bonds the Respondent shall pay to the Rifle Garfield County Airport within thirty (30) days:

Summary of Financial Commitment

- (1) Lease Deposit - Calculated total annual lease payment.
- (2) Bond or Letter of Credit of \$75,000 for each lease parcel Development Plan rights granted by the BOCC.
- (3) Deposit of 1% of the Minimum Guaranteed Public Improvement Expense .

Financial Commitment Details

- (1) Lease Deposit - Calculated total annual lease payment conditions:
 - a. This annual lease payment shall be non-refundable, as identified below.
 - b. This land lease payment deposit shall be held by the County until the date a land lease and operating agreement is approved by the BOCC or the Respondent withdraws from pursuing their full Development Plan.
 - c. Upon the BOCC approval of a land lease and operating agreement the lease payment deposit shall be applied to the prorated current year land lease due. The remaining funds, if any, shall be carried forward to next year's land lease credit.
 - d. If the Respondent requests an extension to the agreed upon Development Guide submittal deadline the lease payment deposit shall start to be expended, and a daily prorated amount deducted for each day the extension is granted by the BOCC.
 - e. If the Respondent withdraws before presenting a full Development Plan to the BOCC or fails to negotiate with the County in good faith, the full deposit shall be retained by the County.
- (2) Bond or Letter of Credit of \$75,000 for each lease parcel Development Plan rights granted by the BOCC.
 - a. This bond or letter of credit shall be held by the County until a County building permit is issued for required development on each parcel or the Respondent withdraws from fulfilling the obligations of the Development Plan and land lease and operating agreement.

- b. The full bond or letter of credit shall be released to the Respondent within 30 days upon the issuance of a County building permit for any or all required buildings on the individual leasehold.
- c. The bond or amount guaranteed in the letter of credit is forfeited if the Respondent withdraws from the Development Plan process, fails to negotiate with the County in good faith, and/or fails to obtain a building permit as required in accordance with an approved land lease and operating agreement.

(3) Deposit of 1% of the Minimum Guaranteed Public Improvement Expense.

- a. This deposit shall be held by the County and applied to the Airport engineer's construction management oversight fee for all public improvements.
- b. The deposit when applied to the construction oversight shall apply to the currently negotiated airport/airport engineer's fees estimate for construction management, see attached. The actual costs are deducted from the deposit and upon completion and acceptance of the public infrastructure, any remaining funds shall be returned to the Respondent along with a full account of the expenses incurred. In the event the deposit is insufficient to cover the costs of the airport engineer, the airport engineer shall bill the Respondent directly.
- c. This deposit shall be retained by the County,
 - i. if the Respondent withdraws at any time during the Development Process,
 - ii. If the Respondent fails to negotiate with the County in good faith,
 - iii. If the Respondent fails to complete the agreed upon public infrastructure improvements in accordance with the approved Development Plan and the fully executed Land Lease and Operating Agreement, or
 - iv. if the Respondent fails to obtain a building permit as required in accordance with the fully executed Land Lease and Operating Agreement.

Post Development Plan, Land Lease, and Operating Agreement Approval

Upon the Board of County Commissioner's approval of a Development Plan and Land Lease and Operating Agreement, the Respondent:

- Shall follow the general outline contained in the Airport Development Guide Part VI – regarding construction permitting.
- Acknowledges that the Land Lease and Operating Agreement Term starts.
- Understands that the estimated land lease deposit shall be pro-rated through the end of the year with any remaining funds applied to the next year's land lease payment.

General Conditions

Final Lot dimensions

Final lease lot dimensions are required in the land lease and operating agreement phase of the process. Estimated land lease parcel sizes have been provided to give an approximate lease parcel size. The identified lease parcel size may increase in size depending upon a proposed compatible use. The lease parcel size is the entire area identified and includes developable and undevelopable areas. For reference and clarification, lease parcel sizes at RIL historically include developable and non-developable areas, including roads, taxiways, and ramp object-free areas that adjoin a lease boundary.

Request for Concept Plans Reimbursement

The Board of County Commissioners will not reimburse Respondents for any expenses incurred in preparing, submitting, and negotiating this Concept Plan, including any site visits.

Addenda

In the most likely event of a needed change or clarification to this Request for Concept Plans document, an official addendum shall be published. Respondents are solely responsible for obtaining all published addenda. Notice of receipt of all published addenda shall be signed and included with the Respondent's Request for Concept Plans submittal.

Communication and Inquiries

All questions regarding this RFCP shall be submitted in writing to the appropriate point of contact listed on the first page of this document. Responses will be issued at regular intervals as questions are received.

Site Visit

A non-mandatory site visit meeting will be held at Rifle Garfield County Airport, on the date listed on the first page of this document. This initial informational meeting will be held at the Airport's Administration Building, located at 0375 County Road 352, Building 2060, Rifle, CO 81650, and will be followed by a group tour of the development areas.

Development Area Access

After the non-mandatory site visit, Respondents wishing access to the development areas may coordinate individual access by contacting Fil Meraz with the Rifle Garfield County Airport operations at (970) 309-5475. Respondents may obtain uninhibited access to the development areas by completing the Rifle Garfield County Airport driver training course, providing a valid driver's license, providing appropriate vehicle insurance coverage, and paying for a Rifle Garfield County Airport gate access card.

Withdrawal of Concept Plans

A written request to withdraw a Respondent's Concept Plan may be submitted to the Airport Director at any time prior to the Concept Plan approval from the Board of County Commissioners without any further commitment. Withdrawal of a Board of County Commissioners approved Concept Plan, before the Development Plan approval, is allowed conditioned on forfeiture of any deposit fees paid.

Cancellation of Request for Concept Plans and/or Rejection of Concept Plan

The Board of County Commissioners reserves the right to cancel any Request for Concept Plans and/or reject, in whole or in part, any submitted Concept Plan for any reason at their sole discretion.

Reservation of Rights

The Board of County Commissioners of Garfield County further reserves the right to consider any other relevant factors they deem appropriate in making a final Concept Plan decision, either for or against. The Board of County Commissioners of Garfield County reserves all other rights, whether express, implied, or inherent, that it may have as a political subdivision of the State of Colorado.

Compliance with Laws and Regulations

All Respondents shall comply with all federal, state, and county laws applicable to this Request for Concept Plans.

Determination of Non-Responsiveness

After receiving a Concept Plan, if a Respondent is found to be “not responsive” to requests for information and/or established timelines by the Evaluation Team, the Evaluation Team shall make a written determination terminating any further consideration of the Respondent’s Concept Plan. These findings shall be promptly emailed to the official contact email.

Appeal of Concept Plan Termination

If a Respondent believes their Concept Plan is incorrectly dismissed by the Evaluation Team, resulting in the potential loss of a desired development area, they may email a written request for reconsideration to the County Manager. This request must be received no less than ten (10) days after the notification was sent to the Respondent's official email. The County Manager shall contact the Respondent and the Evaluation Team prior to making a recommended course of action. The County Manager shall render a decision within (14) business days. The County Manager may postpone and reschedule a Board of County Commissioners public meeting where other Concept Plans may be considered.

Non-Collusion

Each Respondent shall sign and return the attached “Non-Collusion Affidavit” as part of the required Concept Plan Attachment C. This affidavit must be signed by the same individual who signs as the authorized agent on the Rifle Garfield County Airport-Request for Concept Plans Application. This affidavit must be signed in front of a notary public. Rifle Garfield County Airport reserves the right to reject any Concept Plan if evidence of collusion exists between offerors.

Public Records

All materials submitted in response to this Request for Concept Plans will become a public record and subject to inspection once submitted. No “proprietary” or “confidential” information is required, nor should be included in the Concept Plan stage of this process.

Airport Engineer

The Airport Engineer shall assist the Rifle Garfield County Airport with any required construction FAA forms and notices, and the Respondent shall be responsible for the associated fees.

