

August 28, 2023

RFP ADDENDUM # 1

RE: Request for Proposals – Sale or Long-Term Lease of Caledonia County State Airport, Lyndon, Vermont

The Request for Proposals (RFP) for the above-mentioned services has been modified to clarify the RFP by addressing the following questions:

1. Has the State of Vermont or any related entity conducted appraisal(s) of the property? If such appraisal(s) are performed, will the State make those materials available to interested bidders?

A: Yes, that State of Vermont does have an appraisal of the property. The appraisal is not available for release as determined by 1 VSA § 317(c)(15) exemption for “records relating specifically to negotiation of contracts.”

2. It may be difficult or impossible to identify and contract with local appraisers who are willing to do an appraisal on the property for lack of relevant comparable properties. We will continue to seek out appraisers regionally, however, if we are not able to contract one or more, will the State please share additional information beyond what is contained in the statutory language for how it intends to evaluate and determine fair market value for the property?

A: The State will utilize the 2022 appraisal as one of the methods to determine fair market value. The 2022 appraisal is subject to assumptions and limiting conditions which may affect the value. It is not sufficient to be the sole consideration. The State will share additional information as it becomes available and if allowed under Vermont State Law and Agency Policy.

3. Are there any restrictions on uses at the site currently either precluded by state or federal guidelines such as hospitality services, hangar houses or light industry? If so, can you explain?

A: The uses for the airport are different if it remains publicly owned and operated verses privately owned and operated. Under a long-term lease the airport would continue to be owned by the State and the FAA regulations would remain intact. This would restrict the hangar housing (short term or long term) and any activity that does not require a runway. While these activities are generally are prohibited, there are some cases where short term approval would be granted by the FAA until the impacted areas of the airport are needed for aviation development.

If the airport is sold and is privately owned or operated, then the uses described above are acceptable to the FAA. Meeting the RFP requirement that the airport remain open to the public for use does not change this. FAA program guidance regarding restrictions for publicly owned

and operated airports is found in FAA 5190.6b - [FAA Airport Compliance Manual - Order 5190.6B - Change 2 - Airports | Federal Aviation Administration](#)

4. Please clarify how the proposals will be scored? For example, will factors 5 and 6 be scored at 4 points? Will those factors only be considered in the event of a tie in scores between bidders?

A: There are 6 categories for scoring. They are as follows:

- 1. Technical Capability/Approach – maximum points available is 12**
- 2. Regional Impacts to Economy and Education – maximum points available is 4**
- 3. Past Performance – maximum points available is 12**
- 4. Price/Offer – maximum points available is 4**
- 5. Executive Order 05-16: Climate Change Considerations in State Procurements – This is a consideration and does not have a scoring value. The greater clean energy practices the more consideration will be given.**
- 6. Vermont Preference – This is a yes or no preference and does not have a scoring value.**

Items 1 through 4 are scored for every proposal to obtain total points for each proposal received. If there are minimal differences in the highest scoring proposals, then additional consideration will be given to those highest scored.

First consideration will be given to those proposers that have demonstrated business practices that promote clean energy. The consideration will increase as the clean energy practices increase. After consideration, if the highest scored proposals are of equal scoring and a clear determination can't be made, then a Vermont preference will be given. This is a yes or a no, not a number value. If after this preference is applied, the proposals are still equal, additional review and discussion will be done by the Selection Committee, until a single candidate is selected. The Selection Committee may elect to conduct interviews or other means of consideration to allow for a single selection.

5. Will a proposal be deemed disqualified if any one factor is determined unacceptable? Is this also true for factors 5 and 6?

A: The proposal will not be disqualified if a section is deemed unacceptable, however the scoring will reflect that and the overall rating will be lower due to an unacceptable score in one or more sections. This may cause the proposal to obtain a low score and not be eligible for selection. Items 5 and 6 are only applied when the scoring is so close that additional factors must be considered. If a firm does not provide climate change information, this will affect their consideration but will not disqualify them. A firm may score so high that items 5 and 6 are not needed and are not a consideration in the selection.

Sincerely,

Doreen L. Carminati

Doreen L. Carminati
Services Supervisor

cc: Contract Manager
Project File