



Oregon



REQUEST FOR INFORMATION

MULINO STATE AIRPORT

MULINO, OREGON

<http://www.oregon.gov/Aviation/index.shtml>

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Creation Date: January 12th, 2010

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Section 1. – Background and Statement of Purpose

1.1 Background

The State of Oregon has an extensive aviation system. This system provides valuable transportation options for the public which range from small emergency use airports in remote regions to the extensive passenger enplanements at Portland International Airport.

The growing demand for aviation services in Oregon has prompted the Oregon Department of Aviation (ODA) to review its plan for economic development at State owned airports. Oregon is currently experiencing an unprecedented growth in aircraft operations as well as population growth. ODA is evaluating airport facilities and capabilities currently available and the anticipated development necessary to support future economic growth in order for the State to continue to provide a safe and efficient aviation system while accommodating an increasing demand for services. Economic development will need to benefit the aviation community and also provide enhanced aviation services for the State.

1.2 Statement of Purpose

The purpose of this Request for Information (RFI) document is to gain a better understanding of the current market for the services required for development of the Mulino State Airport. This RFI is the first step of identifying a long term partner to provide the required expert consulting and business development planning to allow the Mulino State Airport to become a growing aviation center and community business asset. ODA is soliciting ideas for development and redevelopment at Mulino State Airport. Airport buildings that have exceeded their serviceable lifespan and/or possibly stand in the way of the further appropriate development of the airport facility may need to be addressed by responses to this RFI.

ODA is looking for an established partner(s) who can demonstrate a history of similar project successes and ability to provide the resources for the full project life cycle, from planning, civil engineering and design architecture design, project management, and property management.

Section 2. –Mulino State Airport Description and Location

Mulino State Airport is located one mile southwest of the city of Mulino, within Clackamas County. The city of Mulino is located in Northwestern Oregon and is 30 miles south of Portland. Access to the Airport is provided by Mulino Road and State Route 213.

According to the State of Oregon Office of Economic Analysis, Clackamas County contained 363,240 residents in 2005, up 6.8 percent from

340,000 in 2000. Oregon has grown from 3,436,750 residents in 2000 to 3,618,200 residents in 2005, up 5.3 percent. This indicates that Clackamas County is growing at a slightly faster pace than the state as a whole.

The Airport is owned and managed by the State of Oregon, by its Department of Aviation, and is included in the National Plan of Integrated Airport Systems (NPIAS), making this airport eligible for federal funding. Mulino State Airport, designated by the airport code 4S9, occupies approximately 275 acres of land.

Section 3. –Airport Background, Current Situation and Requirements

3.1 Existing Airport Facilities

Existing airport facilities are presented in three categories: airside, landside, and support facilities. The existing airside, landside, and support facilities are detailed below.

3.1.a Airside Facilities

The airfield consists of many components that are required to accommodate safe aircraft operations. This consists of runways, taxiways, and an apron network; the visual and electronic navigational aids associated with runways; runway protection zones; and general aviation facilities.

Runways. Mulino State Airport has a single paved runway, Runway 14-32. The Runway is 3,600 feet long and 100 feet wide. The Airport currently has an Airport Reference Code (ARC) of B-II.

Taxiways. The existing taxiway system at the Airport consists of parallel, connecting, access, and entrance/exit taxiways, all having a bituminous surface.

Aprons. The Airport has a small apron area, with a bituminous surface, which provides parking for 10 aircraft.

Lighting and Navigational Aids. The Airport lighting and navigational systems extend the Airport's usefulness into night and/or poor visibility conditions. Pavement edge lighting consists of light fixtures located near the edge of the runway/taxiway to define the lateral limits of the pavement. This lighting is essential for the safe and efficient movement of aircraft during periods of darkness or poor visibility. The runway is equipped with medium intensity runway lighting (MIRL). All taxiways at the Airport are equipped with low intensity taxiway lighting (LITL). A two light precision approach path indicator (PAPI) is installed on both approach ends. A PAPI is a system of either two or four identical light units that

provide pilots with either red, white, or a combination of red/white lights which indicate whether a pilot is below, above, or on the glide path to the runway. The Mulino State Airport has no published instrument approach procedures.

3.2.b Landside Facilities

The Airport currently has one on-site aircraft mechanic for general aviation aircraft. An unmanned pilot lounge and courtesy car.

3.2.c Support Facilities

Parking.

The Airport has minimal automobile parking.

Fuel Facilities.

The Airport has 100 LL fuelling facilities which are provided by the Oregon Department of Aviation (ODA)

3.3 Current and Forecast Demand

Projections of aviation demand are an important element of any development planning process as they provide the basis for several key analyses, including:

- Determining the role of the Airport with respect to the type of aircraft to be accommodated in the future
- Evaluating the capacity of existing airport facilities and their ability to accommodate projected aviation demand
- Estimating the extent of airside and landside improvements required in future years to accommodate projected demand.

3.4. High Level Requirements

The purpose of this RFI is to take the first step of identifying a long term partner to provide the required expert consulting and business development planning, to allow the Mulino State Airport to become a growing aviation center and community business asset.

ODA is looking for an established partner(s) who can demonstrate a history of similar project successes and is able to provide the resources for the full project life cycle, from planning, civil engineering and design architecture design, project management and property management. These improvements should result in others observing how the airport has made significant changes and be clearly noticeable to users and demonstrate that the facility meets the needs of the surrounding area. The airport should present a visual appearance that evokes pride from users and the local community it serves.

Any proposed development(s) should include specific information of assumptions and facts that demonstrate the impact this proposal would make on the system, listing at least five areas where the airport will meet or exceed the needs of its users. The airport should serve its role in the system in an exemplary fashion. The airport should meet the majority of the needs of the users and be an excellent example that other airports would want to emulate. There should be considerable local involvement beyond the support and funding from ODA.

ODA is looking for innovative collateral allowable (consistent with FAA) land uses contributing to the economic viability of the surrounding community and sustainability of the airport and its fixtures.

Additional information and data related to Mulino Airport can be attained at our website <http://www.aviation.state.or.us/> and click on the link to 2007 Oregon system plan.

Section 4. – RFI Responses

Vendors wishing to respond to this RFI are asked to provide the following information:

Review Section 3 requirements and advise to what level these goals can be reasonably be achieved and the associated time lines. Submit any input such as suggested additions, changes, etc. to these requirements. Please structure your responses with number designation as appropriate (i.e., 3.1.a, 3.3, etc.).

4.1 Instructions to Vendors

This document shall not be construed as a request or authorization to perform work at ODA expense. Any work performed by a vendor to respond to this RFI will be at the vendor's own discretion and expense; ODA will not be obligated for any vendor costs related to this RFI. This RFI does not represent a commitment to purchase or lease any product. Submission of a response constitutes acknowledgement that the vendor has read and agrees to be bound by such terms.

ODA intends to publish a formal Request for Proposal for the services described in this document. However, there is no guarantee that ODA will publish an RFP or, if an RFP is issued, what timeframe that will be.

To facilitate a timely and comprehensive evaluation of all vendor information, responses should be submitted using Microsoft Word. Vendors should submit five (5) copies of their response with an equal number of CD copies.

While this RFI has been subjected to department review, ODA makes no

claims as to the accuracy of the information contained in it.

4.2 Point of Contact

The Department of Administrative Services, Facilities Division (DAS) is issuing this RFI on behalf of ODA. All communication with ODA must be directed to the single point of contact for this project, as follows:

Name: Steve Ponce, DAS Project Manager
Address: 1225 Ferry St SE, U100
Salem, OR 97301
Telephone: (503) 373-7167
FAX: (503) 373-7210
E-mail: steve.t.ponce@state.or.us

4.3 Submission of Responses

There will be no formal question and answer period for the RFI. Vendors should make whatever assumptions they deem necessary to provide the requested information, and these assumptions should be clearly stated.

Responses should be submitted to Point of Contact listed in 4.2

Date: February 4, 2010

Time: 3:00 PM (PST)

In response ODA will:

- Send a confirming email reply acknowledging receipt;
- Review all summary submissions

4.4 Public Records Notice & Trade Secrets

All RFI's are public information. Copies of public information may be requested by any person. Offerors shall label the information and documentation qualifying as trade secrets under ORS 192.501(2) that it wishes to protect from disclosure to third parties with the following: **"This data constitutes a trade secret under ORS 192.501(2) and is not to be disclosed except as required by law."** ODA will take reasonable measures to hold in confidence all such labeled information and documentation. Provided, however, ODA shall not be liable for release of any information when required by law or court order to do so, whether pursuant to Oregon Public Records Law or otherwise. Further, ODA shall also be immune from liability for disclosure or release of information under the circumstances set out in ORS 646.473(3).