



Request for Statement of Qualifications – New Orleans Lakefront Airport Flood Protection Feasibility Study / Assessment
Addendum No. 1
September 9, 2019
Questions / Answers (Total of 6 pages)

1. Can you provide the previously completed conceptual/preliminary study information that is available in regard to flood protection at Lakefront Airport?

Existing information and data from previous projects will be made available to selected firm / team.

2. In 4.1 Submittal Requirements, the following bullet is listed: *Submittal of all forms, to include copies of required licenses, insurance certificates, legal certifications, and verifications of Respondent's status – e.g., no conflicts of interest, etc.* In addition to our team's SF-330, are you requesting insurance certificates for the prime only? Aside from professional licensing and insurance, what other forms/information are you requiring?

Insurance certificates and professional licenses will not be required to be part of the submittal. These documents will be required from selected firm / team.

3. What documentation is required to be submitted for "legal certifications"?

Legal certifications will not be required to be part of this submittal.

4. Are there certain limits/coverages that must be shown on the insurance certificate?

Insurance certificates and professional licenses will not be required to be part of the submittal.

5. Does a statement within our response that no conflict of interest exists sufficient to meet the "verification of Respondent's status" or is other documentation required?

Yes.

6. Is there an expected dollar value (or range) anticipated by SLFPA-E for this contract when awarded?

\$200,000 to \$300,000

7. Can the report and presentation made at the 6/20/19 SLFPA-E board meeting regarding "Extending flood protection to the New Orleans Lakefront Airport" be made available for reference to firms preparing SOQ's?

The presentation was an abbreviated summary of a study focused on the benefit to cost aspect of providing flood protection for the airport and is outside the scope of this RFQ however the presentation is attached for your information.



Extending Flood Protection to the Lakefront Airport

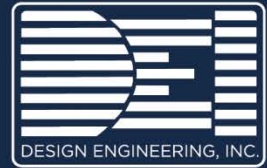
Presented to:

**Southeast Louisiana Flood Protection Authority
Orleans Levee District**

by
Design Engineering, Inc.

June 20, 2019

Existing Conditions at the Airport



Resulting from Status Quo – No Flood Protection



1. Limited options for Emergency Preparedness / Evacuation / Response

- Inability to completely fulfill SLFPA-E responsibility for emergency response

2. Lakefront Airport is a major Flood Protection Authority asset with no flood protection

- Symbolically, it does not inspire public confidence that FPA has a major asset with no flood protection

3. Operational Issues

- Continued drainage problems
- Inability to attract new tenants
- High flood insurance costs, paid by SLFPA-E per agreement with Non-Flood

4. Continued Subsidy of the Airport

- SLFPA-E indirectly subsidizes the Airport because NFPAMA cash flows from other assets go to Airport

→ There is an opportunity for Airport to be a net revenue source rather than a cash drain.



Potential Flood Protection Boundaries



- Flood protection type and features will need to be further researched and developed



Airport Floodwall Benefits



1. Emergency Preparedness, per SLFPA-E responsibilities

- Emergency Operations Center once part of HSDRRS
- Medical Institution Evacuation Plan: Lakefront Airport serves as an aeromedical marshalling point

2. Economic Impact to the Region

- By 2032, with flood protection, projected economic impact of \$188.9 mm to the region and 2,410 jobs

3. Economic Impact to SLFPA-E

- LA R.S. 38:330.12(C): "... the remaining revenues therefrom shall be disbursed to the flood protection authority ..."
- Airport continues to lose money. No funds flow back to SLFPA-E. In 2018, absent the Airport, NFA had \$1,043,554 in available cash flow.
- By 2032, with flood protection, Airport's projected cash flow is \$3.7mm

4. Benefit Cost Analysis

- Per report to FEMA, Benefit Cost Ratio is 2.87
- This number understates the BCR because no econ. Impact considered per FEMA regs.

