FOR IMMEDIATE RELEASE:
June 9, 2014

New Orleans Aviation Board Decides to Re-Issue the Construction Manager at Risk RFP

NEW ORLEANS – Today, the New Orleans Aviation Board (NOAB) met for the continuation of the public meeting to hear a protest for the Construction Manager at Risk (CMAR) Services RFP. In today’s meeting, the Aviation Board decided to re-issue the CMAR RFP immediately.

Both Hunt, Gibbs, Boh, Metro and Parsons Odebrecht Joint Ventures were encouraged to participate in the process, along with any other qualified proposers. This process will be managed to move as quickly as possible to stay on time and on task for 2018 completion. The Aviation Board will re-advertise the RFP in the next few weeks and anticipates that the timeline, from advertisement to award, will be similar to the prior process.

“The process was open and fair and we thank each member of the selection committee for serving in good faith and with due diligence. There have been issues raised by the Hunt Protest and by public comment, concerning the scoring on DBE and cost; enough so that we were compelled to begin again to be absolutely sure that we get this right in the best interest of the community and the region,” said Cheryl Teamer, Chairwoman for the New Orleans Aviation Board. “It is our goal that this city and region have a new, world-class airport built on time, on budget and with openness and public confidence in the overall process and final decision,” Teamer continued.

A Review Committee will be selected in compliance with Act 119 (La RS 38:2225.2.3 et seq) and will conduct its review of all Proposals received consistent with the RFP and applicable law.

The City of New Orleans and the New Orleans Aviation Board received two outstanding proposals in response to the CMAR Services RFP, one from the Hunt, Gibbs, Boh, Metro Joint Venture and one from the Parsons Odebrecht Joint Venture. After three public meetings and two sets of public in-person interviews, the Review Committee recommended that the New Orleans Aviation Board award the contract to Parsons Odebrecht. Hunt, Gibbs, Boh, Metro Joint Venture filed a protest of the award and today, the Aviation Board heard the arguments of each team related to that protest.

The eleven-member Review Committee (referred to as the “evaluation team” in the RFP) met three times in public meeting to evaluate the submissions. At the first open meeting, held on May 8, 2014, the proposers provided presentations to the Committee and fielded questions regarding their plans for pre-construction and construction of the North Terminal. At the second open meeting, held on May
14, 2014, the Review Committee discussed at length the scoring elements of the RFP, the grading criteria applicable to the proposals and the content of the submissions. The Committee evaluated and scored each proposal based on those criteria. This initial scoring resulted in a tie, each proposer receiving 999 out of 1100 total points. On May 22, 2014, the Review Committee conducted follow-up interviews of the two joint ventures (consistent with Section 11.7.1 of the RFP), which resulted in adjustments of certain scores for both proposers and Parsons Odebrecht received the highest overall score.

The City and the New Orleans Aviation Board greatly appreciate the extensive time and attention the Review Committee put into this difficult selection. The selection process was conducted in an open, thoughtful and equitable manner by the Committee.

Building the new terminal is a monumental task. This is not just building a building; it is building an iconic and state of the art airport terminal for the people of New Orleans and the many visitors to our great city for years to come. It will transform Louis Armstrong New Orleans International Airport into the facility New Orleans has always deserved. The North Terminal construction project at MSY is one of the most significant construction projects in New Orleans since the Superdome; creating more than 13,000 new construction jobs and having a significant positive impact on many local businesses and DBEs in the region.

The 650,000-square-foot terminal complex features two concourses with 30 gates, a consolidated checkpoint, seamless connections between concourses and 2,000 new parking garage spaces. The $826 million development includes plans for a $72 million power plant project, $87 million for a flyover addition from I-10 to improve access to the airport and $17 million for an on-site hotel. The project is expected to generate a $1.7 billion economic impact from its construction, with $3.2 billion more annually through tourism.

The Louis Armstrong New Orleans International Airport is a critical asset for the city, the region and state. Armstrong International serves 80 percent of Louisiana’s commercial air traffic, providing more than 12,450 direct and indirect jobs for the community. In 2013, MSY served more than 9 million passengers.

Funding sources for the program include FAA AIP grants, TSA grants, Louisiana State Aviation Trust Fund grants, PFC collections, General Airport Revenue Bonds and Aviation Board Capital Funds. There is no investment by the City of New Orleans.

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