

REQUEST FOR PROPOSALS
FOR THE MANAGEMENT AND OPERATION OF
ON-DEMAND TAXICAB AND FOR-HIRE
VEHICLE SERVICES
AT
SEATTLE-TACOMA INTERNATIONAL AIRPORT
RFP # 2016-ABD-1

ADDENDUM #1

Port of Seattle
Seattle-Tacoma International Airport
Airport Operations
17801 Pacific Highway South
Seattle, WA 98158

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February 10, 2016

To All Prospective Proposers:

1. The 2015 (actual) Percentage Change set forth in the second chart on page 4 of the Request for Proposals was incorrect. The percentage change was actually 12.9%. Accordingly, the chart is revised as follows:

	2015	2016	2017	2018	2019	2020	2021
Annual Passengers (millions)	42.3	44.4	45.3	46.2	47.1	48.0	48.9
Percentage Change	12.9%	4.9%	1.9%	1.9%	1.9%	1.9%	1.9%

2. Proposers are required by Part III, Requirement 6.A. to provide deadhead reduction plans that detail “what percentage of deadhead trips will be reduced quarterly” by the Proposer’s efforts. Accordingly, Part II, Section 14.4 is revised as follows:

14.4	<u>Deadhead Reduction & Trip Efficiency Plan</u>	10 Points
<p>Proposer must clearly articulate its plan to reduce deadhead trips and commit to an achievable quarterly goal and describe how it will calculate and measure deadhead reduction so the Port can accurately audit and track activity. The Port will also assess any other measures Proposer will take to increase trip efficiency.</p>		

3. The minimum EPA combined city/highway fuel economy for non-wheel chair accessible vehicles on the on-demand, outbound fleet is decreased from “50 mpg or greater” to “45 mpg or greater.” Accordingly,

- a. Part III, Requirement 8.B.vii is revised as follows:

vii.	<p>Describe how you will ensure that your fleet of vehicles will minimize air emissions and institute operational practices that help protect impacts to the natural environment (as stated in 2. Qualification, item #4 above). Proposer must demonstrate that one hundred percent (100%) of its vehicle fleet will utilize dedicated alternative fuels or have an EPA</p>
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combined city/highway fuel economy rating of **45 mpg or greater** at the commencement of the Concession. The Department of Energy considers the following vehicle fuels as alternatives to petroleum: [Biodiesel](#), [Electricity](#), [Ethanol](#), [Hydrogen](#), [Methanol](#), [Natural Gas](#), and [Propane](#). For more information about alternative vehicle fuels, consult <http://www.afdc.energy.gov/afdc/fuels/index.html>. Please describe any additional green vehicle standards, above the minimum requirement, will be implemented as part of this Agreement.

- b. Section 6.9.3 of the draft Concession Agreement for On-Demand, Outbound Transportation Services, which is attached as Exhibit 2 to the RFP, is revised as follows:

6.9.3 **Green Fleet.** Concessionaire shall ensure that one hundred percent (100%) of its Vehicles other than those that are wheelchair accessible either (i) utilize dedicated alternative fuels, as defined by the U.S. Energy Policy Act, or (ii) are designated by the United States Environmental Protection Agency as having a combined city/highway fuel economy rating of **forty-five (45) mpg or greater**. Evidence of minimum mpg or alternative fuel status for each Vehicle (make, model, year, and VIN) must be submitted electronically to the Port annually, at least one month prior to permit renewal or, if renewal is not required, the anniversary of this Agreement. Concessionaire will provide vehicle registrations or other documentation as approved by the Port as verification of compliance.

There are no other changes at this time.

N.B. In order to assist Proposers in identifying the changes made to the various provisions of the Request for Proposals and Concession Agreement, the Port has highlighted the most significant changes. However, these highlights are *not* intended to be redlines that reflect all of the changes to the pertinent language. Each Proposer is responsible to familiarize itself and comply with the RFP and Concession Agreement language, as fully revised.