**Addendum 2 – RFI Q&A (*in red*)**

**Questions from Cindi Laws, Wheelchair Accessible Taxi Association of Washington**

1. Do you have any point scoring weights determined? i.e., customer service = X points, per trip cost = Y points

*This is a request for information (RFI) only and will not use a scoring method.*

1. How large is the current fleet of Seattle vehicles and by what type and capacity? i.e., 100 full size passenger (8-12 people) vans, 200 subcompact cars (2-4 people)

*Approximately 3,300 on-road assets and 107 are vans. Find the city’s list active fleet assets on data.seattle.gov.*

1. How many point-to-point trips are currently occurring on an average daily/weekly/monthly basis?

*Unknown.*

1. What are the current demand-times for point-to-point trips?

*Demand times will be 8 AM to 5 PM.*

1. For how many employees does the City currently provide "last mile" service?

*Zero*.

1. How much does the City currently pay for it's mobility needs, motor pool and fleet services?

See *RFI open house answers. Visit* [*http://www.seattle.gov/financedepartment/*](http://www.seattle.gov/financedepartment/) *to find the most up to date budget books (PDFs of Departments and Sections).*

1. Why would the City allow exemptions from disclosure at a time when the City has successfully sued transportation network companies (Uber & Lyft) to disclose data, as required by the SMC?

*The City uses standard language in its requests for proposals and requests for information so that proposers are aware of the state’s public records act. An individual proposer is responsible for identifying any information in a proposal he/she believe is exempt from release based on state law. The City does not identify this information on a proposer’s behalf. The City must follow state law if a public disclosure request is received but the proposer can pursue legal action to prevent release of the information.*

*Concerning trip data provided to the City and County by Uber and Lyft, the City and County received a request in early 2016 to disclose these data, which Uber and Lyft had identified as proprietary and confidential. Uber and Lyft then requested an injunction to prevent the data’s release. After a ruling from the State Supreme Court in May 2018, the matter was sent back King County Superior Court to decide whether releasing the data would “clearly not be in the public interest and would substantially and irreparably damage a person or a vital government interest.” However, Uber and Lyft have dropped the legal challenge allowing for the data’s release.*

***Question from Jeremy Burdett***, ***TransWest***

1. What is the time frame for responses to questions and will all questions/responses be listed online?

*All responses will be posted online no later than 1/4/2019.*

**Questions from Stephen Lambo,** **Puget Sound Dispatch / Seattle Yellow Cab**

1. Total Addressable Market (TAD): Of the City's 4,150 vehicles, what is the total number of vehicles that could potentially be replaced by a public-private partnership with Puget Sound Dispatch (DBA Seattle Yellow Cab)?

*There is no guaranteed number.*

1. Of the TAD, what is the current composition of that replaceable fleet by vehicle type, model, fuel type, model year, wheelchair access, mileage?

*Unknown*.

1. Changing fleet composition: What is the target composition of that fleet in future years by vehicle type, fuel, passenger capacity, multiple mission capabilities? 2020, 2022, 2024, etc.

*The current targets are 50% GHG reductions by 2025 and all vehicles fossil fuel free by 2030.*

1. What new mobility capabilities or new mobility attributes would the City like to see over the current status quo of the City's self-managed motor pool?

*Reduction of dependence on city-owned vehicles and greener vehicle options (EV, PHEV, Hybrid).*

1. Fully Burdened Cost of Fuel Historical Spreadsheet: What has been the City's fully-burdened cost of fuel for each of the past ten years? Fuel commodity cost, delivery cost, administrative cost, fuel price hedging, fueling infrastructure capital and maintenance costs, labor cost of driver and/or fueler, etc. Overall cost to fleet by year and and by fuel type: e.g "Gasoline, 2012; Diesel, 2012; Natural Gas, 2012; Propane, 2012; Electricity, 2012"

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1. Fully Burdened Cost of Fuel Future Projection Spreadsheet: What does the City estimate it's Fully Burdened Cost of Fuel will be going forward? e.g. Gasoline, 2020, Diesel 2021, Electricity, 2023.

*Refer to* [*http://www.seattle.gov/financedepartment/*](http://www.seattle.gov/financedepartment/) *to find the most up to date budget books (PDFs of Departments and Sections).*

1. Fuel usage spreadsheet: By Type, Volume, and average fuel unit price how much fuel has the City fleet consumed in 2016, 2017, 2018?

*See question 5.*

1. What is the fuel volume, fuel type, fuel pricing, vehicle type and CO2 profile of the vehicles the City envisions replacing with a Public-Private Partnership (PPP) with Seattle Yellow Cab?

*See question 5 and vehicle usage vary with each specific application.*

1. What is the current CO2 profile of the City fleet broken down by vehicle type, vehicle task, vehicle fuel, and remaining vehicle service life?

*Currently the City’s GHG fleet total is 25,805.2 mtCO2e and must be reduced to 50% by 2025.*

1. What targets in CO2 reduction does the City want to achieve in the vehicles reduced by a partnership with Seattle Yellow Cab?

*See question 9.*

1. Please describe what would be the City's methodology for calculating CO2 emissions and CO2 emissions reduction for the vehicles and trips covered by a partnership with Seattle Yellow Cab? Tailpipe by fuel? Well-to-wheel? Reduced miles traveled? Reduced fuel consumption? More efficient ride matching? More efficient ride sharing? Deadhead reduction?

*This is to be determined.*

1. How many trips per day, week, month, year does the City estimate it could replace through a Shared Mobility Partnership?

*Unknown.*

1. What metrics does the City use to calculate the negative impacts and inefficiencies and uneconomic costs of the current system where City employees drive themselves in City vehicles? Deadhead trips, parking costs, increased traffic congestion, lost employee work time (picking up, driving, parking, fueling, and returning fleet vehicles), fleet vehicle purchase, insurance, and ongoing vehicle maintenance?

*The Department of Finance and Administrative Services Fleet Management Division tracks fuel costs and vehicle operational costs (purchase and maintenance), but we do not have metrics on the impacts and inefficiencies related to deadhead trips, parking costs, increased traffic congestion, lost employee work time.*

1. What assumptions does the City make about the future growth in its transportation needs as the City workforce grows, traffic congestions worsens, parking shortages increase, number of potential destinations increase etc.?

*More pooled trips, less fleet vehicles and continued GHG reductions.*

1. Please describe the City's current and future EV charging capability by charging site location, hours, and charging station capacity by location.

*This is currently not published but is in development.*

1. How much of the City's current EV charging infrastructure (by hour, day, or peak times) would be available to vehicle operated by Seattle Yellow Cab?

*Unknown.*

1. If Seattle Yellow Cab and the City were to work together to find efficiencies in fueling how would the City propose to audit variable fuel usage and be rebated by the month?

*Unknown.*

1. What is the vehicle age and composition of the current City fleet of vehicles that could be replaced by a Shared Mobility contract?

*Unknown.*

1. What number of years, miles, or usage hours does the City use to retire a fleet vehicle and purchase a new one?

*Varies by usage and type. Most passenger vehicles carry a 10-year lifecycle, regardless of miles or hours.*

1. What fleet support does the City offer for employees that are disabled? What support for disabled employees would the City anticipate needing from Seattle Yellow Cab?

*Employees are referred to King County Accessible Services or to a private transportation network company to schedule ad hoc ADA accessible transportation.*

1. If an employee wants to transport a non-employee what is or what will be the criteria, authorization, and auditing of such a trip either with the employee or in the case where an employee has a legitimate need to have a non-employee transported alone?

*City employees are not authorized to provide transport a non-employee, except for in specific operational cases in City vehicles only. Any trips provided by a 3rd party should be given to the identified employee(s) only.*

1. Not every City employee can be expected to have a smartphone. What parallel system of reservation, dispatch, payment, and auditing does the City hope to have for employees that do not make use of a smartphone?

*Online computer reservation or phone calls for reservation.*

1. Is there any predicable variability or seasonality by hour, day, week, or month that the City anticipates will affect the ebb and flow of demand?

*None.*

1. What operational efficiencies would the City like to accomplish through a partnership with Seattle Yellow Cab?

*This is a vendor choice to answer and propose.*

1. What cost savings would the City like to accomplish through a partnership with Seattle Yellow Cab?

*This is a vendor choice to answer and propose.*

1. What overall pollution reduction would the City like to accomplish through a partnership with Seattle Yellow Cab?

*See question 11.*

1. Since vehicle pollution has very specific negative impacts on "hot spots" in the urban setting, what hot spots, neighborhoods, known traffic congestion points, transportation corridors does the City see as priorities for pollution reduction as a means of achieving tangible improvements in environmental justice?

*To be determined.*

1. What is the City's position on pollution offsets versus actual pollution reduction?

*Greenest vehicle to save on actual emissions is preferred to reduce GHG.*

1. How does the City weigh the environmental costs and benefits of various models of the Toyota Prius and Chevy Volt hybrids versus commercially available EVs?

*By using a total cost of ownership in combination with highest CO2e reduction.*

1. To achieve a fossil-fuel-free fleet by 2030 does the City contemplate offering a shared mobility contract with a sufficiently long time horizon that would allow partners to amortize the cost of phasing in new electric vehicles over the coming 10-year period?

*Unknown.*

1. Please describe the full suite of dispatch capabilities the City anticipates needing from Puget Sound Dispatch.

*See Request For Information.*

1. Please describe the fleet management capabilities the City anticipates needing from Seattle Yellow Cab.

*See Request For Information.*

1. Please describe the labor relations responsibilities the City anticipates it will require of Puget Sound Dispatch and Seattle Yellow Cab. (e.g. drivers, dispatchers, shift supervisors, safety & maintenance, customer service, complaint resolution, surge management, crisis management, etc.).

*This is a vendor choice to answer and propose.*

1. In the event of a weather emergency, a natural disaster, civil unrest, or some form of violent attack, what capabilities, contingencies, and redundancies would the City like Puget Sound Dispatch and Seattle Yellow Cab to have in place to ensure interoperability, continuity of service, emergency management, and transportation infrastructure resiliency?

*This is a vendor choice to answer and propose.*

1. In the event of a weather emergency / natural or manmade disaster, what special capability would the City like to gain for vulnerable or underserved communities in Seattle's urban core?

*Unknown.*

1. What workday travel is most in need of greater efficiencies?

*Unknown.*

1. Does the City have any transportation needs besides employee movement that could be brought under the umbrella of a shared mobility partnership? Document, medicine, or package delivery; utility vehicles, shuttle buses, conference transportation, airport pickups or drop offs?

*No.*

1. Competitive landscape 1. Given the profound damage done to local small transportation businesses, local family income, employment of new Americans and people of color with the economic disruption caused by Uber and Lyft to Seattle's local taxi industry, what does the City see as its responsibility to write an RFP that gives preference to a longstanding local industry damaged by technology, corporate capital, and precipitous regulatory change?

*An Inclusion Plan will be used if a contract is decided.*

1. Competitive landscape 2. Given the parking concessions made to firms such as Car2Go and Zipcar what identical or comparable concessions is the City willing to make to Seattle Yellow Cab to increase operational efficiency and economic savings?

*Unknown.*

1. Competitive landscape 3. Since the Seattle taxi industry is a highly-regulated industry with high upfront capital costs that is dominated by local Seattle owner-operators that work in concert with an exclusive dispatcher, how will the RFP be written to take into account this peculiar form of de-centralized corporate organizational structure that does not easily lend itself to Dunn & Bradstreet analytics around cash flow, asset value, earnings, etc?

*Unknown.*

1. Competitive landscape 4. Even though the Seattle taxi industry employs a racially diverse workforce and supports a racially diverse constellation of small businesses how does the City propose to measure and evaluate this racial diversity given the fragmentation of the owner-operator model whereby a preponderance of participants in the Seattle taxi industry have not completed the paperwork necessary to be officially recognized as Disadvantaged Business Enterprises (DBEs)?

*See question 38.*

1. Shared mobility is an exciting pathway to ensure racial equity in City programs and services to make tangible differences in people's lives. In understanding transportation demand and areas of reducing structural racism outlined in Seattle's Race and Social Justice Initiative (RSJI) how does the City propose to structure a Public-Private Partnership that will use a Shared Mobility partnership to achieve these ends?

*See question 38.*

1. Given that the current impacts of institutional and structural racism combine to restrict opportunities for people of color including immigrant and refugee communities that depend on the

Seattle taxi industry, how could a Public-Private Partnership in Shared Mobility be structured to avoid another economic and social race-to-the bottom whereby families are at the mercy of an ephemeral 'gig economy'?

*See question 38.*

1. If the Shared Mobility contract differentiates payments for trips from payments for dispatch and transportation management services, what would the formula for each service area be?

*This is a vendor choice to answer and propose.*

1. What financial incentive structure could the City put in place to accelerate the achieving of 2020 fleet reduction goals, 2030 emissions goals, and operating efficiency improvement goals, cost reduction goals, race and social justice goals?

*Unknown.*

1. What specifically does the City mean by "last mile services" in regards to the transportation geography or transportation patterns of existing and future trips by employees?

*Many City offices are near transportation hubs, but others are not. When employees travel between offices for city business, use of public transit may come up short. In these situations, we hope to rely upon 3rd party services to provide last mile transportation coverage. Please see the RFI document for a list of some of our more frequently used office locations.*

1. What formula does the City propose to use to calculate the price of each trip? (Flat rate, per-mile, standby fee after 5 minutes, congestion pricing, per-minute, deadhead fee, round-trip, multi-passenger, wheelchair accessible).

*This is a vendor choice to answer and propose.*

1. Will the City provide some kind of employee ID or unique PIN# that will help limit serve to only authorized employees or passengers?

*Yes. Employee IDs can be given.*

1. What elements of Customer Service does the City see as desirable crucial for a Shared Mobility contract?

*Exactly as mentioned which is excellent customer service.*

1. To ensure racial equality in service delivery, does the city anticipate any languages besides English will be required for dispatch, customer service, or complaint resolution?

*Yes.*

1. Total cost assumptions. Please provide a breakdown of the economic assumptions the City will be using to evaluate Total Cost of the contract by trip, week, month, year, life of the contract.

*This is a vendor choice to answer and propose.*

1. Economic assumptions. Please provide a breakdown of the City's current and projected costs in order to respond to the question of "How you will save the City money?". It is difficult to calculate potential savings without knowing the baseline costs the City is hoping a private contractor can optimize.

*Refer to* [*http://www.seattle.gov/financedepartment/*](http://www.seattle.gov/financedepartment/) *to find the most up to date budget books* *(PDFs of Departments and Sections).*

1. What are the payment terms the city is proposing for this contract? Daily ETF, weekly, monthly?

*Net 30-Monthly.*

1. Which department of the City will be the single point of contact for interfacing with the vendor to discuss and resolve issues during the contract?

*Finance and Administrative Services Department (FAS).*

1. What baseline assumptions is the City making about environmental improvement through this service contract?

*This is a RFI and not a service contract at this time.*

1. What baseline assumptions is the City making about reducing and eliminating institutional racism through this service contract?

*This is a request for information (RFI) only and for more information use the City’s link to Race and Social Justice Initiatives for reference* [*https://www.seattle.gov/rsji/resources*](https://www.seattle.gov/rsji/resources)*.*