



DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES
DIVISION OF MUNICIPAL SUPPLY SERVICES

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March 23, 2010

*Citywide Personnel
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Dear Prospective Proposer:

This letter transmits Addendum #4 for the City of New York, Department of Citywide Administrative Services, Request for Proposal for the NYC Taxi of Tomorrow, PIN # 85701000514.

- Attached please find supplementary information and an expanded list of questions and answers.
- In addition, an amended Attachment C with revised instructions for its completion is also attached.

Please remember that the proposal is due as follows:

Friday, May 14, 2010
2:00 PM

New York City Department of Citywide Administrative Services
Division of Municipal Supply Services
ATTN: Taxi of Tomorrow – PIN #85701000514
1 Centre Street, 18th Floor Bid Room
New York, NY 10007

E-mailed or faxed proposals will not be accepted.

Please remember to note receipt of this addendum, entitled Addendum #4, on Attachment B, Acknowledgement of Addenda. This document is to be submitted with your response. It is not required before hand.

Sincerely,

Carol J. Green
Assistant Commissioner

Purpose

The purpose of this addendum is to provide supplementary information to Addendum 2 that the City believes will clarify the RFP and assist potential responders in formulating responses to the RFP. The text below is based on the City's consideration of relevant questions submitted during the RFP question period, including questions asked at the pre-proposal conference on January 14, 2010.

Section I, part A, paragraph 3 of the RFP is amended to read:

No questions will be accepted after January 29, 2010. Questions and answers will be shared in writing with all respondents known to have received the RFP and posted online. Questions and answers will be distributed no later than **March 30, 2010.**

Addendum 2, page 7, Answer 25 is amended to add the following paragraph:

Information about medallion sales, including average prices, is available at the TLC website at http://www.nyc.gov/html/tlc/html/misc/avg_med_price.shtml

This addendum also contains a change to a worksheet that responders must complete and submit with their proposal. Attachment C has been amended to ask for both the introduction and final availability dates of the vehicle. Instructions for completing this Attachment are amended in several places:

Section IV, A, 3, a. the third sentence in the second paragraph on page 15 now reads: "If there are no changes for a particular vehicle from one year to the next, the same sheet and answers may be used as long as the introduction and final availability dates are specified."

Appendix A, 1 the first sentence of the second to last paragraph on page 1 of the Appendix now reads: "If there are no changes for a particular vehicle from one year to the next, the same sheet and answers may be used as long as the introduction and final availability dates are specified."

The third sentence of Pages 1, 2, and 3 of Attachment C now reads: "If there are no changes for a particular vehicle from one year to the next, the same sheet and answers may be used as long as the introduction and final availability dates are specified."

Respondents who wish to obtain an amended electronic copy of Attachment C may do so by downloading it from the DCAS or TLC website, <http://www.nyc.gov/dcas> or <http://www.nyc.gov/tlc>, or by contacting the Agency Contact Person at 212-669-8509.

The amended Attachment C is included here:

Attachment C: Proposed Vehicle Information

Please complete 1 sheet (3 pages) for each calendar year of the contract, starting from the first year you provide a vehicle. If multiple vehicles are proposed in the same year, a sheet must be completed for each vehicle. **If there are no changes for a particular vehicle from one year to the next, the same sheet and answers may be used as long as the introduction and final availability dates are specified.** This sheet is designed to provide an overview of the vehicle that is offered; please attach supporting documentation to support your proposal.

	Initial Year / Month of availability for sale	YYYY	/	MM
	Final Year / Month of availability for sale	YYYY	/	MM
1	Base vehicle			
a	Actual or target values?			
c	Platform name/ identification			
d	Existing /current platform?			
e	Original platform introduction date			
f	Annual platform volume			
g	Platform manufacturing location			
2	Body style and dimensions			
a	Actual / target values?			
b	Body style			
c	NHTSA classification			
d	Dimensions Length (inches)			
e	Dimensions Width (inches)			
f	Dimensions Height (inches)			
g	Curb weight (lb)			
h	GVW (lb)			
i	Wheelbase (inches)			
j	Track (inches)			
3	Powertrain and driveline			
a	Actual / target values?			
b	Engine location			
c	# of cylinders			
d	Capacity (cc)			
e	Fuel type			
f	Power (kW)			
g	Torque (Nm)			
h	Driven axle			
4	Hybrid power			
a	Actual / target values?			
b	Power (kW)			
c	Motor type			
d	Battery technology			
e	Battery capacity (Ah)			
f	Driven axle			
5	Fuel consumption and emissions			
a	Actual / target values?			
b	EPA fuel consumption (mpg - City)			
c	EPA fuel consumption (mpg - highway)			
d	Emissions class			

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	Initial Year / Month of availability for sale	YYYY	/	MM
	Final Year / Month of availability for sale	YYYY	/	MM
6	Safety			
a	Actual / target values?			
b	Tested as a taxi?			
c	IIHS Front			
d	IIHS Rear			
e	IIHS Side			
f	IIHS Roof Crush			
g	NCAP Front (2011 ratings)			
h	NCAP Rear (2011 ratings)			
i	NCAP Side (2011 ratings)			
j	NCAP Rollover (2011 ratings)			
k	FMVSS 214 compliant (prior to 2014 MY)			
l	Additional driver safety features			
m	Additional rear passenger safety features			
n	Additional pedestrian safety features			
7	Body style			
a	Actual / target values?			
b	# of front doors			
c	Front Door style			
d	# of rear passenger doors			
e	Rear passenger Door style			
f	# of cargo doors			
g	Cargo door style			
8	Interior			
a	Actual / target values?			
b	# of forward-facing front seats			
c	# of forward-facing rear seat positions			
d	# of rear-facing rear seats			
e	# of forward-facing convertible or flip-up seats			
f	# of rear-facing convertible or flip-up seats			
g	Max seating capacity (incl driver)			
h	Cargo volume index (SAE J1100)			
i	Passenger cabin volume index (SAE J1100)			

Attachment C: Proposed Vehicle Information

Please complete 1 sheet (3 pages) for each calendar year of the contract, starting from the first year you provide a vehicle. If multiple vehicles are proposed in the same year, a sheet must be completed for each vehicle. **If there are no changes for a particular vehicle from one year to the next, the same sheet and answers may be used as long as the introduction and final availability dates are specified.** This sheet is designed to provide an overview of the vehicle that is offered; please attach supporting documentation to support your proposal.

	Initial Year / Month of availability for sale	YYYY	/	MM
	Final Year / Month of availability for sale	YYYY	/	MM
9	Taxi content			
a	Actual / target values?			
b	Partition			
c	Taximeter			
d	Lamp bar			
e	Trouble light			
f	Driver amenities			
g	Taxi technology package			
h	Driver / passenger communications system			
i	Interior trim materials			
j	Paint color			
10	Accessible content			
a	Actual / target values?			
b	Wheelchair accessible (ADA compliant)			
c	# of wheelchairs accommodated			
d	# of additional passenger seating locations			
e	# of convertible seating locations			
f	Loading ramp location			

Procedural Issues

Q1: RFP informs (pg. 20; bullet I.) how to mark Confidential, Proprietary Information or Trade Secrets. However, it is not clear if once successful respondent is selected, how Confidential, Proprietary Information and Trade Secrets will be handled over the life of the contract. TLC and the City of New York are both public entities and subject to the Freedom of Information Act. What provisions will the TLC provide to ensure information submitted is not released publicly during the selection process and over the life of the contract? This is particularly relevant given the request to submit a 10-year product cycle plan, which is always held Confidential by responders.

A1: Please see page 14 of the RFP, which states “Individuals or firms that submit proposals to DCAS and TLC may request that DCAS and TLC except all or part of such a proposal from public disclosure, on the grounds that the proposal contains trade secrets, proprietary information, or that the information, if disclosed, would cause substantial injury to the competitive position of the individual or firm submitting the information.”

It is incumbent upon the proposer to clearly indicate which portions of the proposal are trade secrets or proprietary.

Please also see page 20 of the RFP, letter I

Q2: Why is this exclusive to one manufacturer? Many large scale initiatives are “non-exclusive.”

A2: DCAS and TLC have determined that an exclusive arrangement is in the best interests of the City.

Q3: What happens if OEM selected defaults? Where will medallions get cars from?

A3: We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q4: Direct and indirect benefits to the City: How will this play into price-proposal? In scoring of the RFP? It does not seem to have a category in the Evaluation Criteria except as part of “proposed approach.” If the RFP is to create pricing for the industry, and is a “no cost” to the TLC, how are economic benefits direct or indirect to the City accounted for?

A4: Direct and indirect benefits are not part of the price proposal. They would fall under “Quality of proposed approach” in the evaluation criteria listed on page 18 of the RFP.

Q5: How can the bidder assume that the TLC will pass and implement the required rules and regulations when the TLC has not even drafted these regs?

A5: The TLC intends to pass the necessary rules to carry out the Taxi of Tomorrow project should a successful respondent be selected.

Q6: RFP states (pg. 8) that the "TLC expects the vehicle will evolve through significant, as well as minor, redesign and modification based on stakeholder input and advancements in automotive technology." It seems unreasonable to ask respondents to predict the cost of unknown technology and features yet to be named. In addition, respondents should not be expected to project costs of future government or local regulation that may occur during the contract years which have a major impact on the cost of producing the vehicle. Is the TLC including provisions in the contract to allow cost adjustments for unusual and unforeseen requirements? If so, what are the conditions and criteria?

A6: We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q7: Future NYC administrations may or may not agree with the terms of the contract as set forth by the TLC, and may wish to go in a different direction or issue a different mandate through the Mayor's office. If a future administration wishes to change all or part of the contract: a. Would such an event open up all other aspects of contract? b. Would such an event void the entire contract?

A7: We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q8: Are there plans to include a provision in the contract for 'liquidated damages' payable to the successful respondent, from TLC or the City of New York, should a future administration void the contract? Are there plans to include a hold-harmless clause for the TLC and City of New York in the event this occurs?

A8: We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q9: TLC may award contract, issue NTP, and successful respondent may begin work. The owner/operators may at some point, even after work has begun, initiate a lawsuit to block TOT mandate. Has there been buy-in from owners/operators to go forward with TOT? Are there any provisions being offered to the successful respondent if this event was to materialize?

A9: Page 6 of the RFP states: "Prior to releasing a Request for Information (RFI) on February 20, 2008, the TLC convened a Taxi of Tomorrow Stakeholder Committee." This Committee provided input to TLC from drivers, owners, and other parties. As stated on page 15 of the RFP, proposers should describe how they intend to incorporate information from stakeholders as well as how that information will be incorporated into the Taxi of Tomorrow. We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q10: At the Pre-proposal conference, attendees were required to sign-in and people asking questions were asked to identify themselves. Will a listing of the attendees both in person or via the web be sent to all of the attendees?

A10: Telephone participants provided contact information. If the City chooses to release the names and affiliations of pre-proposal conference attendees, in-person and telephone participants will be treated in the same manner for the purposes of identification.

Q11: What structure is in place where the TLC could receive and evaluate communications strategy responses to answers, just that specific question about marketing and ad ideas that could be an integral part of the solution to this that both work with the vehicle design, whoever it is that provides it?

A11: The RFP permits a partnership between independent parties and a vehicle manufacturer. Proposing consortia must include an OEM but the OEM does not need to be the primary proposing entity.

Q12: So, to the question that comes on from that is, would it be within the TLC's regulatory responsibility within this scope to partner respondents to that particular area of expertise with auto manufacturers, are you going to make provisions for that?

A12: No. The City will not match potential consortium members together. It is the responsibility of responders to do this.

Q13: Are the members of evaluation committee going to be disclosed? Is it going to be full disclosure on names, titles, experience, agencies, so on and so forth?

A13: New York City policy is that information regarding the identity of persons evaluating RFP proposers is confidential and is not to be distributed. Therefore, TLC and DCAS will not be releasing this information

Q14: Regarding the evaluation committee, is that committee already chosen, or is that still open for candidates or nominees?

A14: New York City policy is that information regarding the identity of persons evaluating RFP proposers is confidential and is not to be distributed. Therefore, TLC and DCAS will not be releasing this information. Furthermore, the City chooses the participants, not the vendor community.

Q15: I would like to know in terms of the sign-up sheet that was here today, as well as whatever procedure, and if you could elaborate for the people online who had go to like to the people in their room to physically write their name and affiliation and all of that; one, what is the procedure for the telephone line people, and will all of that be made available with an addendum or online at the TLC website for anyone interested in reviewing it?

A15: Telephone participants provided contact information. If the City chooses to release the names and affiliations of pre-proposal conference attendees, in-person and telephone participants will be treated in the same manner for the purposes of identification.

Q16: Will the City be retaining either, under the rubric of the City of New York or Taxi and Limousine Commission or some other agency, with respect to ensuring that the purchasers of the vehicles from the ultimate winner of the RFP -- Will be assuring that a mechanism by which if that entity is charging a monopoly price which is either unaffordable or noncompetitive compared to other markets, that these people can come to either the TLC formally or some other City agency to request that the City exert its rights under the contract with regard to that pricing mechanism?

A16: We expect the winning proposer to comply with the contract. It should be assumed that TLC will make necessary changes to the current rules to ensure that all stakeholders are economically held as harmless as possible or benefit fairly when Taxi of Tomorrow is the required vehicle. Please see the RFP, Section III, part B 7 on page 13

Q17: In terms of how the bids will be evaluated, will all members of the evaluation committee be involved in either voting or approving that process, or will you break them out into particular groups so only one part of the evaluation committee will be evaluating?

A17: New York City policy is that the process utilized by the evaluation committee is confidential. Therefore, TLC and DCAS will not be releasing this information.

Q18: What agency of the City of New York will be ultimately making the award; will it be TLC, will it be DCAS, or another agency?

A18: Any contract that results from the RFP will be awarded by DCAS on behalf of the TLC.

Q19: I have one final question about C [Basis for Contract Award in RFP, page 18, Section V], since these are all related, that's why I'll pose it now. Is there somewhere either in some document in which the basis "most advantageous to the City," in Paragraph C, responding bidders can look to see what does that exactly mean? And secondarily, if you would, if there isn't such a place, if you would, as a response to a question, please explain what goes into that standard in terms of it how a bidder will be selected.

A19: Proposals will be evaluated on the basis of the Quality of proposed approach (55%), Demonstrated level of organization capability (25%), and Demonstrated quantity and quality of successful relevant experience (20%). Please refer to Section V, Proposal Evaluation and Contract Award Procedures starting on page 18 of the RFP.

Q20: How was Ricardo selected [as a consultant]? Was that by a contract? Was that contract registered with the Comptroller of the City of New York? Was it published, the fact of the contracting, in the City record? And was that contract approved by the City's chief contracting officer?

A20: Ricardo was selected in compliance with all applicable contract procedures.

Q21: Other than Ricardo, are there any other outside consultants that have been involved in the RFP process?

A21: Please see the RFP, page 17. Ricardo, Smart Design, and the Design Trust for Public Space are all subject to conflict-of-interest restrictions regarding the submission of proposals.

Q22: In the RFP, I remember reading that ideally, the New York City Taxi Commission [sic] would like to see one iconic model of vehicle.

A22: Correct.

Q23: It would appear that the TLC of New York is leaning more towards of a purpose-built taxi that is specifically built for taxi use?

A23: Yes.

Q24: In the RFP though, it says that it's looking for an innovative vehicle to be built or re-modified for use as a taxi. Can this be an existing consumer taxi that's modified for use? Can it be modified in an iconic way for New York?

A24: Yes, as long as it meets the minimum requirements outlined on page 2 of Appendix A.

Q25: My name is Dan Elliot representing Al Yousuf, LLC out of Dubai United Airlines. My question is in regards to Ricardo. As a well-known engineering firm, specifically Ricardo works extensively in hybrid drive systems and other areas. Ricardo being a consultant to the initial RFP, does that exclude Ricardo from being part of a bidding team to the proposal?

A25: Yes.

Q26: RFP states (pg. 7) that the Notice to Proceed is contingent upon TLC's adoption of rulemaking and that the contract will not be awarded until complete. It also states that a respondent's proposals are binding for up to sixteen (16) months from date of submission, suggesting that the TLC has 16 months, or up to July 31, 2011, to award contract. Given a respondent's timeline to develop a product is up to 4 years, this would put the first vehicle on the road July 31, 2015, which is nine (9) months after TLC's stated deadline. If TLC opts to use the 16 month period to select the successful respondent, does Phase I then begin on August 1, 2011, thus extending the deadline for vehicles to be in service?

A26: No, the October 31, 2014 final deadline for delivery of vehicles is fixed.

Q27: RFP states (pg. 7) that 'liquidated damages payable to the City ...for the Contractor's failure to meet agreed upon goals and milestones...' What is the scope of these damages, as respondents must consider as a risk in business case.

A27: We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Q28: Is the TLC open to the purchase of a 'precursor' vehicle (which does not meet the RFP requirements) during Phase I of the contract?

A28: No. TLC has an existing process for manufacturers to propose approval of specific vehicle models for use as taxis in NYC. Such proposed vehicles will be considered separately from the Taxi of Tomorrow process.

Q29: Is the City going to be requiring any extra insurance with regard to design liability for personal injury?

A29: The RFP does not discuss insurance. We cannot speculate at this point on the contents of the contract, the details of which will be negotiated between the selected provider and the City after the RFP responses are submitted and the selection process is complete.

Vehicle and Technical Issues

Q30: RFP states (pg. 9) that TLC would like to integrate the taxi package feature requirements into the design of the TOT. Given most respondents will choose to subcontract this portion of their design, is the successful respondent free to choose the subcontractor and installation location, or is the TLC dictating this must be done by NYC companies?

A30: Subcontractors are permitted. Subcontractors do not need to be located in New York City. Content provided via subcontractors need not be installed or manufactured in New York City.

Furthermore, on page 14 of the RFP (Section IV A 1), it is specified that respondents must provide the “names, addresses, and contact information for all sub-contractors related to this project.”

Q31: RFP states (pg. 8) a minimum of 273 "alternative fuel" medallions are in circulation. a. What qualifies a vehicle for alternative fuel? Specifically, would a Start/Stop (Micro-Hybrid) or a Mild Hybrid (Start/Stop with battery and regenerative braking) meet the TLC's requirements for alternative fuel? b. Does the TLC and/or City of NY have a preference in alternative fuels – Hybrid vs. CNG, or possible other alternative? c. Will submissions which contain preferred alternative fuel vehicles be given greater weight in the selection process?

A31: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

The Administrative Code states that a hybrid electric vehicle is a “commercially available mass production vehicle originally equipped by the manufacturer with a combustion engine system together with an electric propulsion system that operates in an integrated manner.”

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

Responders should ensure that if they propose the use of alternate fuels for their vehicle, infrastructure for the supply of the proposed fuel is either included in the submission, or is already readily available in NYC. While no specific fuel is required, some fuels, such as propane, are illegal for use in motor vehicles in New York City. Responders should ensure that they are familiar with the laws regarding the use and transportation of various fuels in NYC. They should also indicate in their proposal how they intend to incorporate stakeholder concerns regarding the fuel to be used and the provisions and costs related to the infrastructure required to support it.

See section 19-532(b) of the Administrative Code of the City of New York for the technology requirements for the 273 restricted medallions. Any legal technology can be used for the proposed Taxi of Tomorrow. This local law does not apply to the remaining 12,964 medallion taxis.

Page 17 of Appendix A, Section 5 (a) under the heading “Sustainability”, is amended to read:

Proposals should assume that this law will remain in force at the time of the delivery of vehicles. DCAS and TLC are interested in proposals for future vehicles with significant technological improvements, and the City may support legislative changes should such a vehicle be identified as a suitable candidate for the Taxi of Tomorrow.

Q32: RFP states (pg. 5) that a 150,000 mile powertrain warranty must be provided as a minimum requirement. What is assumed in the 150,000 powertrain warranty? Question arises around concerns with alternative fuel technology – i.e. alternators with Start/Stop technology or batteries with full hybrids, and whether they are considered part of the powertrain.

A32: Proposers should provide detailed information on what they plan to cover or exclude from the warranty and why or why not they believe certain parts should not be included.

Q33: RFP explains (pg. 11) the TLC's desire for an iconic design, with features exclusive and identifiable to NYC. What level of NYC iconic design cues are required (minor or major vehicle features) and will the contract restrict resale of these features into the secondary taxi market? This may impact the vehicle's residual value and needs to be taken into consideration.

A33: The RFP states that the responder should disclose which content items on the vehicle are not able to be changed for safety or structural reasons, and which content items can be removed or altered when the vehicle leaves the NYC market (please see page 15 of the RFP). Responders are expected to offer content that readily distinguishes the vehicle from non-NYC taxis and are encouraged to think about the interior of the vehicle as well as its exterior when proposing their iconic content. Proposers should assume that any iconic content needs to be removed or modified at the end of the

vehicle's life cycle in NYC and before its sale or transfer to another market. The iconic styling elements unique to New York City are subject to final negotiation in the contract.

Q34: Throughout the RFP, both the 'ADA Guidelines' and the 'TLC Rules for Accessibility' are referenced. Which set of rules/guidelines defines the actual requirements on which the TOT award will be based?

A34: Section 3-03.2 of the TLC rules governing accessible taxicabs includes a requirement that accessible taxicabs vehicles must comply with specified federal regulations promulgated pursuant to the Americans with Disabilities Act. The full text of the TLC rules is available at <http://www.nyc.gov/html/tlc/html/rules/rules.shtml>. Compliance with section 3-03.2 is currently mandatory only for taxicabs operating with accessible medallions pursuant to section 19-532(b) and (c) of the Administrative Code of the City of New York. Although TLC rules can be revised by the TLC, responders to the RFP should assume that section 3-03.2 will remain in effect and will continue to apply to taxicabs operating with accessible medallions.

Q35: Appendix A – VTS states (pg. 2) a minimum requirement for Accessibility as "capability to transfer a reduced-mobility rider from curb to the taxi." a. Does the TLC have a mandate as to how that is to be accomplished? b. Does the TLC have a preference as to how that is to be accomplished?

A35: No. Proposers should explain in detail how they propose to accomplish this goal, but there is no specific requirement as to how to do so.

Q36: The TLC 2009 has requested a proposal for an upgraded version of the informative device in vehicle. How does that proposal for the PIN for passengers combine with a new RFP for the Taxi of Tomorrow?

A36: The Request for Information recently issued by TLC regarding the T-PEP program is not connected with the Taxi of Tomorrow RFP and was intended to obtain information regarding a future contract. It is anticipated that the current contract for T-PEP program may expire before the first vehicles are expected to be delivered for the Taxi of Tomorrow project and therefore we cannot speculate on what the contract for that project will look like at that time.

Q37: If this RFP gives 4 years for development what happens to all of the “after market” equipment until then such as PIMs, partitions etc?

A37: Proposers should assume that their only obligation is to the Taxi of Tomorrow project. Questions regarding current aftermarket equipment or the status of in-use vehicles during the development phase should be directed to the TLC and will be responded to separately from the Taxi of Tomorrow process.

Q38: How will the TPEP program in its current form be phased out during the “phase-in” process of the new vehicles?

A38: Proposers should assume that their only obligation is to the Taxi of Tomorrow project. Questions regarding current aftermarket equipment or the status of in-use vehicles during the development phase should be directed to the TLC and will be responded to separately from the Taxi of Tomorrow process.

Q39: Page 10 speaks to “a mechanism to track fares that is easily visible to all passengers and easily used by the driver.” All meters must meet National Institute of Standards and Technology and be approved by NY State Department of Agriculture. Currently new meters take several months to be approved by the state making it impossible to have the OEM include a “new” meter. How does the TLC expect a bidder to respond?

A39: Proposers do not need to have regulatory approvals in place for proposed new taximeters (if any) before the proposal submission deadline.

Q40: How does the TLC expect the TOT to get to market? i.e. sold by the OEM to the TLC Licensee’s? Currently the industry purchases vehicles through car dealerships? Will dealerships still be involved?

A40: Subject to state and local law, responders may propose to sell via dealerships, directly to purchasers, or offer another system, such as leasing. Proposals should also describe how providers will support a suitable parts and service network in the NYC area over the life of the contract (see Page 21 of Appendix A).

Q41: If the TLC will entertain “multiple vehicles” over a 10 year period, why not permit more than one OEM?

A41: DCAS and TLC have determined that an exclusive arrangement is in the best interests of the City.

Q42: Page 8 of 21 - Appendix A states the taxi respondents are free to offer an alternative (TPEP) system provided that its feature content and price point are as good as or better than these systems currently offered. How is “better content” offered supposed to be judged? How is “price point” determined? Hardware only? Credit card fees? Service and maintenance fees?

A42: Proposers should assume that “better content” will be evaluated when it is submitted as part of a proposal. Examples may include content that is more entertaining, useful, informative, or aesthetically pleasing to passengers than current content. It may or may not include increased functionality, but it must have at minimum any features required by TLC rules or regulations.

“Price point” will be determined according to the criteria described in the RFP on page 16, page 18, and in Appendix D. We will evaluate the price point for complete vehicles with all components included, not the individual components themselves.

Q43: I have a question regarding the iconic design. You said that we are free to sell the vehicle in other markets provided the iconic styling elements that identify the taxi remain unique to the Taxi of Tomorrow. Would that just be graphics on the exterior, or are you referring to we would have to change some of the exterior features, like the bumper, the hood, the actual exterior design of the vehicle? Can you elaborate on that just a bit?

A43: The RFP states that the responder should disclose which content items on the vehicle are not able to be changed for safety or structural reasons, and which content

items can be removed or altered when the vehicle leaves the NYC market. Responders are expected to offer content that readily distinguishes the vehicle from non-NYC taxis and are encouraged to think about the interior of the vehicle as well as its exterior when proposing their iconic content. Proposers should assume that any iconic content needs to be removed or modified at the end of the vehicle's life cycle in NYC and before its sale or transfer to another market. The iconic styling elements unique to New York City are subject to final negotiation in the contract.

Q44: And what are you guys' thoughts around distribution of the vehicles? So, if there is only one or two models, are they expected to be purchased at dealerships, or is there another way of distributing the vehicles to the taxi owners?

A44: Subject to state and local law, responders may propose to sell via dealerships, directly to purchasers, or offer another system, such as leasing. Proposals should also describe how providers will support a suitable parts and service network in the NYC area over the life of the contract (see Page 21 of Appendix A).

Q45: What is the consideration for the Buy America Provision?

A45: There is none. The Taxi of Tomorrow does not need to be manufactured in the United States or contain a certain amount of American content.

Q46: There is medallions for 231 wheelchair accessible, or disabled person accessible?

A46: Yes.

Q47: And there's a preference for one model of vehicle ideally across the whole fleet, or at least getting there over the ten years?

A47: Yes.

Q48: But 231 of them must be wheelchair accessible?

A48: Yes.

Q49: Would that therefore require that all 13,000 vehicles have the ability to be wheelchair accessible?

A49: The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi. If the vehicles offered are not fully accessible as defined by the TLC rules, additional vehicles must be provided to accommodate the 231 accessible medallions currently in circulation (see Page 2 of Appendix A). The City intends to "move towards a single vehicle fleet and respondents who are able to offer a single vehicle fleet will be given greater consideration, and respondents who are able to offer a single vehicle fleet sooner will be given greater consideration" (see RFP page 8, Section III, B1).

Q50: So that every one has the ability to load/ unload a wheelchair person, person in a wheelchair?

A50: The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi. If the vehicles offered are not fully accessible as

defined by the TLC rules, additional vehicles must be provided to accommodate the 231 accessible medallions currently in circulation (see Page 2 of Appendix A). The City intends to “move towards a single vehicle fleet and respondents who are able to offer a single vehicle fleet will be given greater consideration, and respondents who are able to offer a single vehicle fleet sooner will be given greater consideration” (see RFP page 8, Section III, B1).

Q51: Would it be okay if the OEM that won the RFP delivered over the course of the ten years the 26,000 vehicles that could be built with wheelchair equipment on but only some of them were delivered with wheelchair equipment on?

A51: The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi. If the vehicles offered are not fully accessible as defined by the TLC rules, additional vehicles must be provided to accommodate the 231 accessible medallions currently in circulation (see Page 2 of Appendix A). The City intends to “move towards a single vehicle fleet and respondents who are able to offer a single vehicle fleet will be given greater consideration, and respondents who are able to offer a single vehicle fleet sooner will be given greater consideration” (see RFP page 8, Section III, B1).

Q52: Is the TLC requiring all vehicles to be “accessible” it seems unclear?

A52: The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi. If the vehicles offered are not fully accessible as defined by the TLC rules, additional vehicles must be provided to accommodate the 231 accessible medallions currently in circulation (see Page 2 of Appendix A). The City intends to “move towards a single vehicle fleet and respondents who are able to offer a single vehicle fleet will be given greater consideration, and respondents who are able to offer a single vehicle fleet sooner will be given greater consideration” (see RFP page 8, Section III, B1).

With the introduction of the Taxi of Tomorrow, TLC would like to have a “100% accessible taxi fleet”(Page 13 of Appendix A, Section 4(a)(ii)).

Q53: My question is around the medallions, the alternative fuel vehicle and the wheelchair accessible medallions. Is there an incentive for certain taxi owner companies to purchase and operate with those medallions, assuming that those vehicles cost more bucks to purchase up front?

A53: Yes. Section 3-02(a)(5) to (7) of the TLC rules currently allows a longer life cycle for “clean air” and “accessible” taxicabs, whether those vehicles are used with restricted or unrestricted medallions.

Q54: So, if someone has a wheelchair accessible medallion, that medallion itself has more value, but they have also got to go and purchase vehicles that are more expensive because they have the extra equipment on board.

A54: Section 3-02(a)(5) to (7) of the TLC rules currently allows a longer life cycle for “clean air” and “accessible” taxicabs, whether those vehicles are used with restricted or unrestricted medallions.

Q55: So, the hybrid vehicles and alternative vehicles are given an extra two years operating life to spread out the total cost of the ownership; is that correct?

A55: Section 3-02(a)(5) to (7) of the TLC rules currently allows a longer life cycle for “clean air” and “accessible” taxicabs, whether those vehicles are used with restricted or unrestricted medallions.

Q56: Just a couple of questions here. One is, the qualification for the alternative fuel medallions states "hybrid or CNG." Are those the only two technologies that would be accepted for those medallions?

A56: See section 19-532(b) of the Administrative Code of the City of New York for the technology requirements for the 273 restricted medallions. Any legal technology can be used for the proposed Taxi of Tomorrow. This local law does not apply to the remaining 12,964 medallion taxis.

Q57: The last question is, what is the relationship between the TLC rules for accessibility and ADA Guidelines within this proposal? It speaks about both of them, it doesn't define the specifics.

A57: Section 4(a)(i) on page 12 of Appendix A states that “ADA guidelines are designed around public service vehicles such as buses; for that reason a number of the metrics will not be directly applicable to passenger cars that are used as taxis.”

Section 4(a)(ii) on page 13 of Appendix A also states that “TOT vehicles will be expected to include accessible content that provides an opportunity to ride for the largest number of disabled users consistent with the base design of the vehicle.” And “The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi.”

Q58: I'm wondering if there is a provision in the RFP that allows for safety mechanisms or devices such as black boxes that provide information on crashes to be included?

A58: Responders are free to offer this option, as well as linking it to other similar features such as remote service diagnostics and updated passenger information systems.

Q59: The RFP details the need for the response to address the need to satisfy a minimum requirement of 273 taxis that are hybrid-electric or fueled by compressed natural gas (CNG). It seems the fleet medallion owners had an experience with CNG in the past that will make it very hard for them to accept that an OEM CNG system will work on a NYC medallion taxi. The RFP requests information on how the respondent will conduct stakeholder outreach and feedback, but if the end result is one where the medallion owners are not open to bringing back an updated CNG taxi as a potentially "TLC approved" Taxi of Tomorrow vehicle, how will this be handled by NYC assuming that they agree that the proposed CNG vehicle is a viable NYC taxi? Does the TLC have the ability of mandate the use of a CNG vehicle if it is part of the proposal that best provides for the best interest of NYC without being overturned in court?

A59: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

Responders should ensure that if they propose the use of alternate fuels for their vehicle, infrastructure for the supply of the proposed fuel is either included in the submission, or is already readily available in NYC. While no specific fuel is required, some fuels, such as propane, are illegal for use in motor vehicles in New York City. Responders should ensure that they are familiar with the laws regarding the use and transportation of various fuels in NYC. They should also indicate in their proposal how they intend to incorporate stakeholder concerns regarding the fuel to be used and the provisions and costs related to the infrastructure required to support it.

See section 19-532(b) of the Administrative Code of the City of New York for the technology requirements for the 273 restricted medallions. Any legal technology can be used for the proposed Taxi of Tomorrow. This local law does not apply to the remaining 12,964 medallion taxis.

Page 17 of Appendix A, Section 5 (a) under the heading “Sustainability”, is amended to read:

Proposals should assume that this law will remain in force at the time of the delivery of vehicles. DCAS and TLC are interested in proposals for future vehicles with significant technological improvements, and the City may support legislative changes should such a vehicle be identified as a suitable candidate for the Taxi of Tomorrow.

Q60: Did you reference before, I guess from a legal standpoint that in the RFP, the hybrid is referenced it statutory terms in terms of definitions?

A60: See section 19-532(b) of the Administrative Code of the City of New York for the technology requirements for the 273 restricted medallions. Any legal technology can be used for the proposed Taxi of Tomorrow. This local law does not apply to the remaining 12,964 medallion taxis.

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Proposals should assume that this law will remain in force at the time of the delivery of vehicles. DCAS and TLC are interested in proposals for future vehicles with significant technological improvements, and the City may support

legislative changes should such a vehicle be identified as a suitable candidate for the Taxi of Tomorrow.

Q61: Appearing on Page 13, this has to do with dimensional requirements for an ambulate-compliant entranceway. I believe it's an error. I will read what it says, is that it must be, as it's stated, "At least one entrance with," "must be a minimum of 36 inches." I believe the ADA requirement states that if there was only one entranceway, there is a minimum of 36 inches, that if the other three points are not accessible, you need a 36-inch entrance with a securement point. But I believe if there are multiple entranceways, the minimum requirement is 30 inches, not 36 inches. So, if you could take a look at that.

A61: Section 4(a)(i) on page 12 of Appendix A states that “ADA guidelines are designed around public service vehicles such as buses; for that reason a number of the metrics will not be directly applicable to passenger cars that are used as taxis.”

Section 4(a)(ii) on page 13 of Appendix A also states that “TOT vehicles will be expected to include accessible content that provides an opportunity to ride for the largest number of disabled users consistent with the base design of the vehicle.” And “The minimum requirement for TOT vehicles is the capacity to transfer a reduced-mobility rider from the curb to the taxi.”

Q62: Currently there are aftermarket components such as the t-cap (ph) program, the rooftop, 17 displaced partitions, are all those components incorporated into the RFP, the one designer has to incorporate all those concurrent components into the Taxi of Tomorrow?

A62: The provider of the vehicle is expected to integrate required taxi-specific content into the vehicle. Taxi-content components can be sourced from third party providers, but design and development of the components must be validated by the provider. It is a minimum requirement that Federal Motor Vehicle Safety Standards (FMVSS), United States New Car Assessment Program (US-NCAP), and Insurance Institute for Highway Safety (IIHS) safety tests must be done with the taxi content installed. It is a minimum requirement to have all taxi content defined based on feedback from stakeholder groups, validated as part of the vehicle sign-off process, and fully integrated into the OEM manufacturing quality process. Although the current equipment is mandated for all taxis, proposals for the Taxi of Tomorrow may alter or improve on such equipment provided that the overall goals of its use are captured. Proposed changes to the current equipment will need to be approved by the TLC Board of Commissioners. See page 9 of the RFP under “taxi content.”

Q63: It is still kind of vague. So, you are saying the manufacturer of the TOT is not required to include to incorporate these current aftermarket components?

A63: The provider of the vehicle is expected to integrate required taxi-specific content into the vehicle. Taxi-content components can be sourced from third party providers, but design and development of the components must be validated by the provider. It is a minimum requirement that Federal Motor Vehicle Safety Standards (FMVSS), United States New Car Assessment Program (US-NCAP), and Insurance Institute for Highway

Safety (IIHS) safety tests must be done with the taxi content installed. It is a minimum requirement to have all taxi content defined based on feedback from stakeholder groups, validated as part of the vehicle sign-off process, and fully integrated into the OEM manufacturing quality process. Although the current equipment is mandated for all taxis, proposals for the Taxi of Tomorrow may alter or improve on such equipment provided that the overall goals of its use are captured. Proposed changes to the current equipment will need to be approved by the TLC Board of Commissioners. See Section III B 1, page 9 of the RFP under “taxi content.”

Q64: My question gets to the point of having that one manufacturing design firm, does this allow for second third-party manufacturers?

A64: Proposers may use sub-contractors for required taxi content. On page 14 of the RFP (Section IV A 1), it is specified that respondents must provide the “names, addresses, and contact information for all sub-contractors related to this project.”

On Page 1 of Appendix B, it is specified that responders must also demonstrate a “viable strategy” for teaming with suppliers and partner companies to ensure a suitable supply of systems and components

Q65: Is that going to be viewed as a non-comprehensive proposal if that's not included?

A65: Please see Section IV of the RFP – Format and Content of the Proposal, beginning on page 13. Proposals that do not contain required elements may be treated as non-responsive.

Q66: Now, under the current economic situations, we are trying to create jobs in New York. Getting to the question that was posed earlier, there are meter shops, there are third-party vendors out there currently that this "one-manufacturer idea" is going to eliminate a lot of jobs. Is anyone taking that into account?

A66: The City is prohibited by law from giving preference to firms located in New York State or New York City solely on the basis of location. We do ask that proposers provide information in their response to indicate manufacturing/assembly location and method of transportation, so that we may assess the energy used in producing their vehicle and transporting it to the NYC area (see page 20 of Appendix A).

Q67: When the hybrid program was originally introduced, I don't think it was taken into account the equipment, the fuel supply lines. There was a gap. Is that going to be taken into account as far as the RFP as far as equipment or fuel supplies that are going to go into these new designs? I hope that would be taken into account.

A67: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

Responders should ensure that if they propose the use of alternate fuels for their vehicle, infrastructure for the supply of the proposed fuel is either included in the submission, or is already readily available in NYC. While no specific fuel is required, some fuels, such as propane, are illegal for use in motor vehicles in New York City. Responders should ensure that they are familiar with the laws regarding the use and transportation of various fuels in NYC. They should also indicate in their proposal how they intend to incorporate stakeholder concerns regarding the fuel to be used and the provisions and costs related to the infrastructure required to support it.

Q68: In regards to job creation and all of that in New York State?

A68: The City is prohibited by law from giving preference to firms located in New York State or New York City solely on the basis of location. We do ask that proposers provide information in their response to indicate manufacturing/assembly location and method of transportation, so that we may assess the energy used in producing their vehicle and transporting it to the NYC area (see page 20 of Appendix A).

Q69: Is there any preference given in the selection process to a responding bidder who is part of the proposal, indicates that it intends to manufacture the vehicles within the City of New York and or the State of New York?

A69: The City is prohibited by law from giving preference to firms located in New York State or New York City solely on the basis of location. We do ask that proposers provide information in their response to indicate manufacturing / assembly location and method of transportation, so that we may assess the energy used in producing their vehicle and transporting it to the NYC area (see page 20 of Appendix A).

Q70: About the preferences for The City of New York and State of New York. Will there be any preference given to a proposer who indicates that it intends to transport the finished vehicles into the City of New York by via rail, let's say, to the Harlem River Yard, or by barge, and in effect not over the George Washington Bridge or through other land-based transportation?

A70: There is no preference given for the specific examples provided in this question. Appendix A, page 20 specifies that the City is interested in the energy costs associated with Manufacturing and Shipping the vehicle.

Q71: New York City streets were made safer in 2007 when the TLC banned grill and bumper bars (“bull bars”) from the hoods of taxis. We know that vehicles with high, flat fronts – like vans and SUVs – are far deadlier to pedestrians at lower speeds than vehicles with sloping front ends. Will preference be given to proposals that provide vehicles with low, sloping front ends?

A71: Page 3 of Appendix A (Section 3 (a)(i)) states that “one of the key aspects of the TOT program is improved safety of all stakeholders—drivers, riders, other road users, and pedestrians.” It also states on page 4 of Appendix A (Section 3 (a)(v)) that “U.S.

Legislation currently has little or no provision for assessing impact protection for pedestrians; however, TLC is committed to offering improved safety for pedestrians as a feature of the Taxi of Tomorrow.” Proposers should provide an analysis of their proposed vehicle’s pedestrian safety impact using European Union or equivalent protocols.

Q72: Will preference also be given to proposals that reduce cyclist-taxi conflicts, such as through a sliding door design that eliminates the possibility for passengers to open a door into a cyclist?

A72: Page 3 of Appendix A states that “one of the key aspects of the TOT program is improved safety of all stakeholders—drivers, riders, other road users, and pedestrians.” It also states on page 4 of Appendix A that “U.S. Legislation currently has little or no provision for assessing impact protection for pedestrians; however, TLC is committed to offering improved safety for pedestrians as a feature of the Taxi of Tomorrow.” Proposers should provide an analysis of their proposed vehicle’s pedestrian safety impact using European Union or equivalent protocols.

Q73: Will preference be given to proposals that include design and technology features that provide information on crash data, such as black boxes or that help reduce speeding, such as speed governors?

A73: Responders are free to offer this option, as well as linking it to other similar features such as remote service diagnostics and updated passenger information systems.

Q74: Will preference be given to proposals that include design and technology features that help reduce speeding, such as speed governors?

A74: Responders are free to offer this option.

Q75: Will liveries and black cabs be held to the new design standards defined in the Taxi for Tomorrow project?

A75: This RFP is for medallion taxicab vehicles.

Q76: Will preference be given to external communication packages that include public service announcements about “dooring,” or reducing conflicts with cyclists?

A76: Page 3 of Appendix A states that “one of the key aspects of the TOT program is improved safety of all stakeholders—drivers, riders, other road users, and pedestrians.” It also states on page 4 of Appendix A that “U.S. Legislation currently has little or no provision for assessing impact protection for pedestrians; however, TLC is committed to offering improved safety for pedestrians as a feature of the Taxi of Tomorrow.” Proposers should provide an analysis of their proposed vehicle’s pedestrian safety impact using European Union or equivalent protocols.

Q77: Will preference be given to proposals that incorporate anti-honking controls into the vehicle design? For example, meters could be used to track rates of honking and cab drivers could be given financial incentives for honking less.

A77: The RFP does not contain material on the subject of anti-honking devices.

Q78: Does passenger comfort include greater visibility of other road users, such as cyclists, when entering or exiting a taxi?

A78: Page 3 of Appendix A states that “one of the key aspects of the TOT program is improved safety of all stakeholders—drivers, riders, other road users, and pedestrians.” It also states on page 4 of Appendix A that “U.S. Legislation currently has little or no provision for assessing impact protection for pedestrians; however, TLC is committed to offering improved safety for pedestrians as a feature of the Taxi of Tomorrow.”

Proposers should provide an analysis of their proposed vehicle’s pedestrian safety impact using European Union or equivalent protocols.

Q79: I have a question regarding the engine or the powertrain, the power system. It says "hybrid." It didn't say gasoline hybrid, but I'm assuming that's what you had in mind; is that true?

A79: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

Responders should ensure that if they propose the use of alternate fuels for their vehicle, infrastructure for the supply of the proposed fuel is either included in the submission, or is already readily available in NYC. While no specific fuel is required, some fuels, such as propane, are illegal for use in motor vehicles in New York City. Responders should ensure that they are familiar with the laws regarding the use and transportation of various fuels in NYC. They should also indicate in their proposal how they intend to incorporate stakeholder concerns regarding the fuel to be used and the provisions and costs related to the infrastructure required to support it.

See section 19-532(b) of the Administrative Code of the City of New York for the technology requirements for the 273 restricted alternative-fuel medallions. Any legal technology can be used for the proposed Taxi of Tomorrow. This local law does not apply to the remaining 12,964 medallion taxis.

The Administrative Code states that a hybrid electric vehicle is a “commercially available mass production vehicle originally equipped by the manufacturer with a combustion engine system together with an electric propulsion system that operates in an integrated manner.”

Page 17 of Appendix A, Section 5 (a) under the heading “Sustainability”, is amended to read:

Proposals should assume that this law will remain in force at the time of the delivery of vehicles. DCAS and TLC are interested in proposals for future

vehicles with significant technological improvements, and the City may support legislative changes should such a vehicle be identified as a suitable candidate for the Taxi of Tomorrow.

Q80: Okay. Well, let me just elaborate what else I would like to know about. Would a CNG Hybrid be acceptable? Are you interested in E85 capabilities? I'm just kind of interested in the fuel source alternatives.

A80: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

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Q81: Do you require that the taxi be wheelchair accessible?

A81: The minimum requirement for TOT vehicles is the capability to transfer a reduced-mobility rider from the curb to the taxi. If the vehicles offered are not fully accessible as defined by the TLC rules, additional vehicles must be provided to accommodate the 231 accessible medallions currently in circulation (see Page 2 of Appendix A). The City intends to “move towards a single vehicle fleet and respondents who are able to offer a single vehicle fleet will be given greater consideration, and respondents who are able to offer a single vehicle fleet sooner will be given greater consideration” (see RFP page 8, Section III, B1).

With the introduction of the Taxi of Tomorrow, TLC would like to have a “100% accessible fleet”(Page 13 of Appendix A, Section 4 (a)(ii)).

NYC Taxi Industry Operations

Q82: Do you guys know the number of designated taxi stands in the City? Do you have a survey or that kind of information?

A82: We do not know the exact number of stands because except for at the airports and certain high-traffic locations such as Pennsylvania Station and Grand Central Terminal, or at hotels in the Central Business District (CBD), service is provided via a cruising/street-hail model and therefore there are very few active, commonly used stands.

Q83: Do you know the number of the taxi garages?

A83: There are 27 TLC-licensed meter shops that sell taxicab-related equipment or provide “hack-up” service to modify stock vehicles into NYC taxicabs. TLC does not regulate other types of providers such as dealerships or garages and therefore cannot provide information on their number or locations.

Q84: Taxi stands as well?

A84: We do not know the exact number of stands because except for at the airports and certain high-traffic locations such as Pennsylvania Station and Grand Central Terminal, or at hotels in the Central Business District (CBD), service is provided via a cruising/street-hail model and therefore there are very few active, commonly used stands.

Q85: What are the life cycle requirements and mileage requirements, say, per on a daily basis? Say it's an electric vehicle, how many miles, how many hours does it need to operate?

A85: Page 6 of the RFP states that “a typical taxi [is] driven for two 12-hour shifts per day.” Page 21 of Appendix A says that “TLC is requesting a 12 hour vehicle with an operating range of between 150 and 200 miles.”

Some additional information on present taxi duty cycles can be found in *Roads Forward*, a copy of which can be downloaded through the TLC’s web page at www.nyc.gov/taxi. or a copy may be obtained by contacting the Agency Contact person at 212-669-8509.

Q86: And my last question, has there been a survey of taxi owners or drivers who want or don't want the partition?

A86: On page 10 of the RFP, it states that the TLC is interested in driver and passenger safety system proposals that include options that would “improve driver safety while maintaining interior space, driver comfort, and driver-passenger communications.” Existing TLC regulations require partitions but we are not aware of surveys of taxi owners or drivers regarding the desirability of a partition.

Q87: What sort of CNG infrastructure is there currently for accessible refueling? I know some of the vehicles are already CNG.

A87: Page 2 of Appendix A summarizes the minimum requirements for the Taxi of Tomorrow and does not specify a particular type of fuel, other than for restricted alternative-fuel medallions (see below).

Section 5 (b) (i) of Appendix A (see pages 17 -19) is amended to read at the end of the paragraph (on page 19) beginning “Responders should include in their submission the following information”:

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Q88: I would also like to know the average costs of the operating costs of fuel, maintenance, etcetera, that go along with any owner's five-year life cycle cost aside from the ownership or purchase itself.

A88: Some information on this topic is available in *Roads Forward*, which can be downloaded from the TLC’s website at www.nyc.gov/taxi. or a copy may be obtained by contacting the Agency Contact person at 212-669-8509

Sales & Service

Q89: RFP states in multiple areas that volume of vehicles purchased cannot be guaranteed. Given the TLC holds within its control the ability to increase or decrease medallions over the life of the contract (Phases I and II), is the TLC willing to guarantee a minimum amount of vehicles will be purchased, or possibly establish an upper and lower limit volume range? This information is needed to develop a business case and assess risk.

A89: Proposers should refer to Appendix E, which shows the expected retirement cycle of presently used vehicles in 2010, 2011, and 2012. Although vehicles are designated to retire at certain times, they may be replaced earlier than scheduled due to owner preference (replacing one approved vehicle model with another), accidents, or theft. They may be replaced later than scheduled if a qualifying owner applies for and is granted a hardship extension by TLC or if the vehicle qualifies under a “Clean Air”

extension under the TLC rules, regardless of the medallion type being used. Please see Appendix E under the heading “Projected Vehicle Retirement Schedule.”

Q90: On Page 21 of Appendix A, it states, "Describe the facilities you currently have and expected incremental improvements that you will apply to your services." Is the awarded company that builds the Taxi of Tomorrow expected to have extensive service areas in the New York City area, or are the taxi garages still going to service those units?

A90: Proposers should detail which services they will arrange or provide to support the expected volume of vehicles that use the present service network for vehicle maintenance. Respondents should document and justify the facilities they expect to need to support parts, service and training needs for the NYC taxi industry, taking into account any specific attributes of their proposed vehicle, and the expected impact of this on the current stakeholders.

Q91: In the presentation, there was mention that low bidding is not necessarily going to win you the contract. Is there a cap on the cost of the vehicle?

A91: On page 13, the RFP states that the pricing of a proposer’s vehicles should be formulated with an understanding of the economics of “riders, manufacturers, corporate and individual owners, drivers, agents, and the City.” There is no fixed price cap for the Taxi of Tomorrow, but the lifecycle cost of the proposed taxicab is one of the factors that will be considered in evaluating proposals (see page 16). By rulemaking, the TLC can change the fares that passengers pay to drivers, and the maximum lease rates that drivers pay to owners, and therefore proposers may assume that the TLC will change those fares and maximum lease rates as necessary to fairly allocate the life cycle costs of the Taxi of Tomorrow. Please see the RFP, page 13, under the heading “Price Proposal” for a more detailed description.

Q92: If you sell 20,000 vehicles a year, is it possible to make a profit?

A92: It is up to individual OEMs to determine profit margins on vehicles they may manufacture.

Q93: Am I correct that, in effect, any type of arrangement in which the sale of the vehicle by the contractor to a dealer and then sale to a TLC licensee is not contemplated in this paragraph? Because the plain English suggestion is that the purchase will be made by the licensee directly from the contractor, so, that if, let us say, under State law, the structure of sales of a vehicle or technically the sale is to the dealer and then the dealer sells it, that is not contemplated by this paragraph?

A93: Subject to state and local law, responders may propose to sell via dealerships, directly to purchasers, or offer another system, such as leasing. Proposals should also describe how providers will support a suitable parts and service network in the NYC area over the life of the contract (see Page 21 of Appendix A).

Q94: The presentation stated that there were certain nonnegotiable components of the RFP, and I believe one of them mentioned all accessories currently in the vehicle are nonnegotiable? But the partitions, the PINs, the credit card meters, the meters

themselves, these are all nonnegotiable components? The industry is currently a 24/7 industry. The meter shops handle all kinds of maintenance issues after the conventional business day shuts down. Is part of the RFP going to be where these maintenance locations, or to have maintenance locations?

A94: Proposers should detail which services they will arrange or provide to support the expected volume of vehicles that use the present service network for vehicle maintenance. Respondents should document and justify the facilities they expect to need to support parts, service and training needs for the NYC taxi industry, taking into account any specific attributes of their proposed vehicle, and the expected impact of this on the current stakeholders.

Stakeholders

Q95: Are you going to facilitate the proposal people talking to drivers, see what the driver's needs are? Especially, drivers get very bad problems, they have back problems specifically, so it has to be ergonomic, the seat. I believe it should be, and I think that everybody here should talk to the drivers. Don't get a third-hand from the TLC. They have no clue.

A95: TLC and DCAS received several questions relating to the clarification of obligations of proposers to consult with various stakeholders (including, but not limited to, Vehicle Owners, Drivers, and Pedestrians) and whether certain specific design elements relating to stakeholder comfort and/or safety were mandated by the RFP.

The RFP document specifies in multiple places (not limited to those listed below) that proposers should consider the needs of stakeholders such as passengers, drivers, owners, pedestrians, and NYC residents in crafting their proposal. The TLC also expects respondents to submit a plan showing how stakeholders will be involved to continuously improve the vehicle based on feedback.

On page 4 of the RFP, it states that the envisioned qualities of the Taxi of Tomorrow include “superior passenger experience” in addition to “superior driver comforts and amenities.”

On page 10 of the RFP, it states that the TLC is interested in driver and passenger safety system proposals that include options that would “improve driver safety while maintaining interior space, driver comfort, and driver-passenger communications”. Existing TLC regulations require partitions but there have been no surveys of taxi owners or drivers regarding the desirability of a partition.

RFP Document Amendments and Clarifications

Q96: Appendix B asks (pg. 2) for a business plan for 'financial portion of project proposal'. Is the TLC requesting information for the TOT as a stand-alone project, or as part of a total Company projection, inclusive of the TOT project?

A96: The intent of the total expenses vs. program expense delineation is to identify the proportion of a responder's annual budget that would be applied to the TOT program.

Q97: Appendix B, section iv (pg. 3) lists a series of elements. Please clarify the definition / distinction between: a. Total expenses vs. program expense budget b. Capital investment vs. program capital investment budget

A97: "Total" in this case would be company-wide; "Program" would be the amount of that budget applied to supporting the TOT program.

Q98: In your document, you show that there is a requirement of an A-rating which is listed as average. In the IIHS requirements, the ratings are poor, acceptable, and good. I'm assuming that the "A" means acceptable and not average; is that correct?

A98: "Acceptable" is the correct minimum rating.

Therefore, on Page 2 of Appendix A, the table of requirements is amended to read:

IIHS	The minimum requirement for IIHS front offset, rear crash/head restraint, side and roof crush for any vehicle proposed for the ToT will be 'A' (Acceptable) with all taxi content fitted.
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Q99: With regard to Appendix A and Page 18, I call your attention to the charts. I think they may have been inverted. I think you may have trucks and cars switched.

A99: These charts were mislabeled in the RFP. Appendix A, Page 18 is amended to read:

a. Fuel economy and emissions performance

i) Introduction

In-use energy represents a large percentage of the total energy footprint of a vehicle. As a large percentage of the passenger car traffic on Manhattan is made up of yellow taxis, this provides a significant opportunity to improve the energy usage footprint and air quality in the area.

While the content requirements for a taxi differs from a typical passenger car or light truck, performance and range specifications for the vehicle have been defined wherever possible to provide the opportunity for responders to offer a vehicle that has better fuel economy and reduced emissions performance when operated as a taxi than the base vehicle from which it is derived.

NTHSA has defined standards for 2011 model year and proposed draft standards for 2012 to 2016 model year for fuel economy based on the vehicle class (passenger car or light truck), footprint and year of introduction for the 5 year period.

Proposed Passenger Car Fuel Economy Targets: 74 FR 49472 (Sep. 28, 2009)

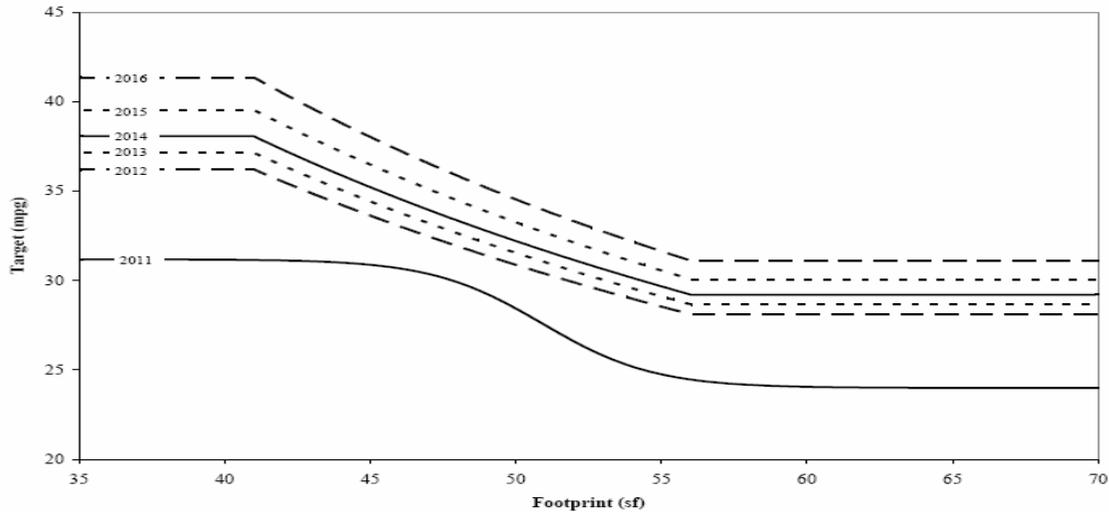


Figure I.D.3-1 Final MY 2011 and Proposed MY 2012-2016 Passenger Car Fuel Economy Targets

Proposed Light Truck Fuel Economy Targets: 74 FR 49473 (Sep. 28, 2009)

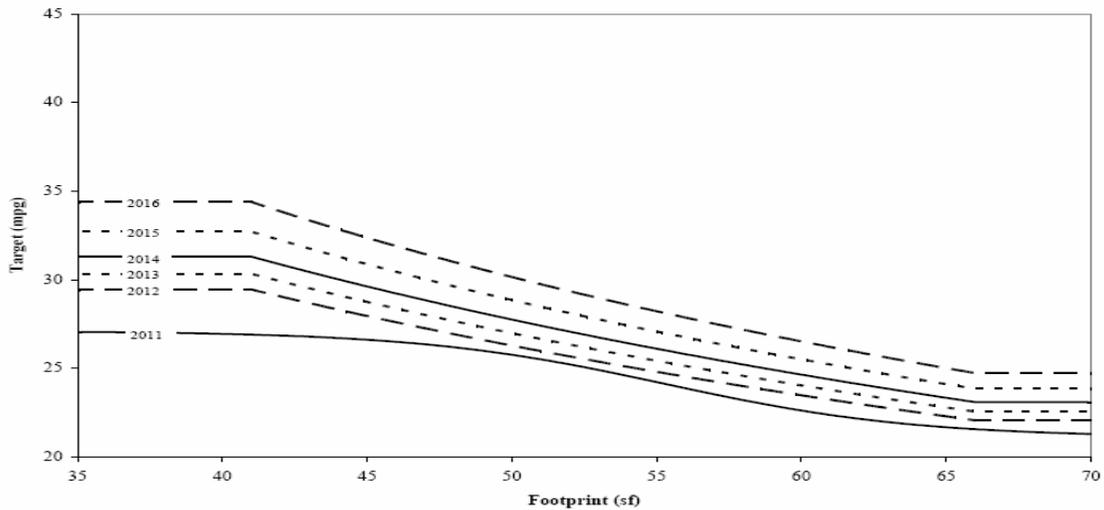


Figure I.D.3-2. Final MY 2011 and Proposed MY 2012-2016 Light Truck Fuel Economy Targets

Q100: Then one other piece. In mileage, Page 17 and 18 referenced mileage, is that combined mileage, is it City?

A100: Combined.

Other

Q101: I will be arriving with a party of five other persons later this year. We will have special needs as to hiring a taxi or other transport service. 3 of the party will be in wheelchairs. Two can transfer out of the chairs onto a seat, whilst one should remain in the wheelchair to be hoisted into the vehicle. We will also be carrying 2 suitcases each for a total of 12. We wish to remain as one unit and all travelling together. We will be landing at JFK and require transport into Manhattan [sic].

Can you advise as to what is available and to the cost? Can this be arranged and ordered in advance?

A101: This question is not relevant to the Taxi of Tomorrow Project and will be forwarded to TLC's correspondence unit.

Q102: Is there any further information you could provide on the Taxis of Tomorrow project?

A102: This question is too generic to be answered in this addendum. Please see the RFP and all addenda.