

April 15, 2011

ADDENDUM NO. 1

For

SHUTTLE BUS SERVICES AT CHICAGO MIDWAY INTERNATIONAL AIRPORT

SPECIFICATION NO.: 91157

For which Bids are scheduled to be opened in the office of the Chief Procurement Officer, Department of Procurement Services, Room 301, City Hall, 121 N. LaSalle Street, Chicago, IL 60602 **at 11:00 a.m., Local Chicago Time, on Friday, April 15, 2011.**

The following changes and/or revisions are incorporated into the Contract Documents as noted. All other provisions and requirements as originally set forth, remain in force and are binding. Any additional work required by this Addendum must conform to the applicable provisions of the original Contract Documents.

In accordance with Section 3.2 of the "Special Conditions", the deadline for questions has passed. No additional questions will be answered prior to bid opening except as the Chief Procurement Officer, in her sole discretion, deems to be in the best interest of the City.

UPON SUBMITTING THE BID, THE BIDDER MUST ACKNOWLEDGE RECEIPT OF THE ADDENDUM IN THE APPROPRIATE PLACE AT THE TOP OF THE SIGNATURE PAGE OF THE PROPOSAL FORM.

REVISIONS TO CONTRACT DOCUMENTS
NOTICE OF ADDITIONS/REVISIONS

REVISIONS	
1.	Bid Opening Date is extended to <u>Friday, April 29, 2011, 11:00a.m. Local Chicago time.</u>
2.	The last sentence in Section 11.11 "Service Routes" which reads "The Department estimates the annual number of hours for both Economy and Employee parking lots at 85,000 hours" has been deleted in its entirety.

CLARIFICATIONS TO QUESTIONS

Question 1:	We would like to request a 2 week extension to the current due date of April 15th.
Response:	The Bid Opening Date is extended to <u>Friday, April 29, 2011</u> , 11:00a.m. Local Chicago time.
Question 2:	What are the current fees for these services?
Response:	The current hourly rate for PO T24348 is \$53.33. The contract can be viewed online on the Department of Procurement Services website at: http://webapps.cityofchicago.org/VCSearchWeb/org/cityofchicago/vcsearch/controller/contracts/search.do#searchResults
Question 3:	Are the incumbents employees unionized? Can the City provide a copy of the Collective Bargaining Agreement if the employees are Unionized?
Response:	The questions are not relevant to this bid solicitation.
Question 4:	Can we use ultra-low sulphur diesel fuel with no bio additives in an approved certified engine that meets or exceeds current EPA emission specifications?
Response:	No. The Bid Document is clear in intent that vehicle engines must meet current (2011) USEPA emissions standards AND operate on one of the alternative fuels listed in the scope. As specified in Section 11.3.1 of the Bid Document, all shuttle buses must be new (i.e., model year 2011 or newer) with an engine manufactured to comply with USEPA 2011 on-highway emissions regulations. Additionally, as specified in Section 11.3.2, the intent is for all shuttle buses to be fueled and operated using one of the alternative fuel types listed in Section 11.3.2.a, including: Ethanol (E85); Biodiesel (20% or greater); Natural Gas (CNG); or Propane. As further specified in Section 11.3.3, if diesel fuel is used in conjunction with an alternative fuel the diesel component is limited to ultra low sulfur diesel (ULSD) fuel (maximum sulfur content of 15 parts per million). The diesel component must be a biodiesel blend of not less than 20% biodiesel ASTM D 6751, with 80% (maximum) petroleum ULSD diesel.
Question 5:	Will the contract allow us to increase our hourly rate if any government mandate increases the cost of doing business?
Response:	Price increases/adjustments will be limited to those described in the Bid Document and contract. Bidders must price in the cost of complying with all laws. However, in the event of a force majeure or other changed circumstance that could not have been anticipated by the bidder at the time of contracting, the City may review a written request from the Contractor justifying an increase.

Question 6:	With current economic conditions can you adjust the MCI with minimum and maximum change adjustment for hourly price adjustment?
Response:	No, the change for the hourly rate exclusive of fuel will be based on the yearly change in the MCI per section 3.12A.
Question 7:	If the city council passes further restrictions that affect our vehicles will we be grandfathered in during the contract?
Response:	See answer to question 5 above.
Question 8:	If hourly rate increases for union drivers can we pass this cost on to the city?
Response:	Price increases/adjustments will be limited to those described in the Bid Document and contract. Contractor is responsible for managing its own supply and labor contracts.
Question 9:	<p>Can you bracket the hourly rate for decreases in schedule hours? EXAMPLE FOLLOWS:</p> <p style="padding-left: 40px;">7,083 hours at a guaranteed monthly minimum schedule at a specified dollar hourly rate. (84,996)</p> <p style="padding-left: 40px;">7083.0834-7,500 hours at a monthly schedule of for a specified dollar hourly rate. (84,997-90,000)</p> <p style="padding-left: 40px;">7500.0834 - 8,000 hours at a monthly schedule of for a specified dollar hourly rate. (90,001-96,000)</p> <p style="padding-left: 40px;">8,000.0834 - 8,500 hours at a monthly schedule of for a specified dollar hourly rate. (96,001-102,000)</p> <p style="padding-left: 40px;">Greater than 8,500.0834 hours for a monthly schedule of for a specified dollar hourly rate. (>102,000)</p> <p style="padding-left: 40px;">To obtain the specified dollar value for each range you do the following:</p> <p style="padding-left: 40px;">Take the 102,000 scheduled dollar value and the guaranteed scheduled dollar value and calculate the difference.</p> <p style="padding-left: 40px;">You then take the schedule ranges in between and pro-rate these ranges by a fixed % as defined in contract.</p>
Response:	No, the monthly minimum number of hours is 7,083 as noted in section 11.12 "MINIMUM MONTHLY SERVICE HOURS & OPERATIONS PROGRAM SUMMARY"
Question 10:	Is the Bid Deposit 10% of the 1 st year value of the contract or 10% of the full term value (which would further increase the costs on the 7 and 9 year options)

Response:	No bid deposit is required. However a \$900.00 bid fee is required.
Question 11:	Please clarify amount of the Performance Bond required?
Response:	Performance bond is equal to the value of the Contract for one year regardless of term bid.
Question 12:	The Living Wage ordinance adjusts annually based on CPI adjustments. Economic conditions of more than a few months out are increasing difficult to forecast. Is the City open to revising rates if CPI adjusts up or down by more than a baseline volume (such as 3.0%)?
Response:	No. Price increases/adjustments will be limited to those described in the Bid Document and contract.
Question 13:	Are there any "Prevailing Wages" applicable to this contract? If yes, can you outline what roles these are and what the prevailing wage rate for each is.
Response:	Contractor is responsible for determining how many and what type of employees are needed to perform the Services described in the Bid Document and for complying with relevant labor laws. For details please reference: http://www.state.il.us/agency/idol/rates/rates.HTM
Question 14:	Are there any airport or City of Chicago operating fees, licenses or permits that would be required of the Contractor? If so, can the City provide the current year's or last year's cost associated with these fees, licenses and permits?
Response:	Contractor is responsible for complying with all laws and ensuring that it is qualified to perform the Services described in the Bid Document.
Question 15:	Please clarify that the submittal fee due with our bid is \$900.00
Response:	Bid fee is \$900.
Question 16:	The City retains the right to change the quantities of service. Is there a variance level that would trigger a renegotiation of rates (such as a 10% +/-)?
Response:	No. The hourly rate prevails.
Question 17:	Can you please clarify how the fuel adjuster will be applied? At the Prebid meeting it sounded like the adjustment would occur annually. More typically, the fuel adjuster is applied monthly as part of the invoice process. Having the Contractor carry this cost exposure for a longer time will likely increase the rates charged to the CDA.
Response:	Please refer to Section 3.12B of the Bid Document

Question 18:	What process must the Contractor follow to obtain airport security badges for its employees/subcontractors and airport vehicle access permits? What costs will be charged to the Contractor for these items if any?
Response:	Please refer to Section 3.21. of the Bid Document. For further information bidders may go to www.ohare.com/badging . At this time there are no fees to obtain airport badges.
Question 19:	Please identify the number of vehicle parking spaces currently provided to the current Contractor and the location(s) if applicable.
Response:	Currently there are 16 spaces for buses and 7 spaces for staff members located at 5511 West 55th Street. The parcel is 16,900 Square feet.
Question 20:	Please provide a history of liquidated damages charged in the past 12 months, and please clarify if the liquidated damages for this new RFP differ from the current contract.
Response:	This question is not relevant to the current bid. Bidders are free to view the current contract at the City's website as noted in the response to Question #2.
Question 21:	What subcontractors or MBE and WBE firms are currently being used for these services? Please provide name of subcontractors/vendors and MBE and WBE firms currently being used for these services and what services they are providing. Can the City please provide all bidders with a copy of the last 2-3 months of Subcontractor Payment Certifications on file for this contract? Are MBE and WBE firms certified by other certifying agencies in the state allowed to meet the MBE and WBE goals and are DBE firms certified in the state allowed to be used in meeting the MBE or WBE goals of this contract? Please confirm that the MBE goal is 16.9% and WBE goal is 4.5% for this contract.
Response:	Regarding the 1 st 2 parts of the question: Bidders are free to view the current contract at the City's website as noted in the response to Question #2. The question regarding Subcontractor Payment Certifications is not relevant to the current bid. Please refer to Section 4.1 of the Bid Document with regards to any further MBE/WBE concerns.
Question 22:	At the Prebid meeting the incumbent indicated that the current service operation could require up to 19 vehicles on the road at the same time and that the 20 vehicles required by the RFP would be an insufficient volume. <u>Question 1:</u> Can you confirm what the typical maximum volume of vehicles on the road would be? Response: Please refer to Section 11.11 of the Bid Document. <u>Question 2:</u> How often are there atypical days that increase/decrease that volume by 2 or more vehicles?

	<p>Response: Please refer to Section 11.11 of the Bid Document.</p> <p>Question 3: Services of this nature typically maintain a 20% spare ratio to allow for maintenance and repairs to occur. If the spare ratio is less than 20%; will the Contractor be compensated for the provision of additional vehicles?</p> <p>Response: No. The City does not anticipate the need for the Contractor to provide additional vehicles.</p> <p>Question 4: If the Contractor does need to provide additional vehicles beyond the 20 specified within this RFP are there any requirements/restrictions on those vehicles?</p> <p>Response: The City does not anticipate the need for the Contractor to provide additional vehicles.</p>
Question 23:	What is the average monthly cost or total yearly cost in 2010 for telephone, water, electricity, heat, etc. at the City's provided facility at 5611 West 55 th Street? Please clarify the amount of bus parking spaces available. Please clarify that Contractor's dispatchers will be housed at this location in a Contractor provided trailer. What is the size of the trailer in use by current Contractor?
Response:	Pursuant to Section 11.7 of the bid document, the Contractor is required to provide an on-site dispatching facility. All other parts to this question are not relevant to the current bid.
Question 24:	Staffing Please describe if the required Customer Service training provided by MOPED is performed annually and if the contractor Plan is reimbursed for this training or if we must factor for this item in our pricing. What is the length of time of the training?
Response:	Please refer to Section 11.5 of the Bid Document. The MOPD portion of the training is an approximately 90 minute video online to be viewed annually. Access to this video will be provided to the successful bidder after award of the contract.
Question 25:	Please clarify the amount of buses on Economy Red as the RFQ states that 3-4 buses are needed and also states that 5 buses are needed. Please clarify the time it takes to complete a full cycle (round trip) and associated miles for each of the different routes and the amount of round trips per hour. Are the three (3) shuttle buses for emergency bus service in addition to the base 20 buses requiring the Contractor to provide a total of 23 buses or are the three (3) part of the 20 buses?

<p>Response:</p>	<p>The number of buses on Economy Red should be 4 not 5. Pursuant to Section 11.11, Item 1, Paragraph 2 of the bid document, buses are to be in transit at all times. Cycle times and number of trips are not a set number and are contingent upon passenger volume, traffic, weather conditions, etc. The Contractor is required to provide 20 buses including 3 for emergency service.</p>
<p>Question 26:</p>	<p>Clarification on Hours: In the last paragraph of Section 11.11, it states “The City estimates the annual number of hours for both the Economy and Employee parking lots at 85,000 hours.” In the first paragraph of 11.12 it states “CDA shall schedule a minimum of 7,083 hours of Shuttle Service per month to be performed by the Contractor” which equates to 85,000 annual hours. The sample schedule (Section 11.11) and the Bid Canvassing Form (Section 12) all calculate the hours at 104,000 annually; a volume more than 20% higher than the guaranteed base.</p> <p style="padding-left: 40px;"><u>Question 1:</u> For the last 12 completed months, how many hours has the incumbent billed for operating these services? Please provide this breakdown per month.</p> <p style="padding-left: 40px;">Response: Current contract operation is not relevant. Please base your bid on the Bid Document.</p> <p style="padding-left: 40px;"><u>Question 2:</u> For the next 6 months, do you foresee any change to these monthly volumes? Please outline what the change/impact would be within measurable terms (i.e. 5% increase starting May).</p> <p style="padding-left: 40px;">Response: Bids should be based on the volumes/estimates outlined in the bid documents; these numbers are forecasted by CDA based on historical use and anticipated use. Any adjustments to volume/pricing will be in accordance with terms and conditions described in the bid documents.</p> <p style="padding-left: 40px;"><u>Question 3:</u> The baseline volume of 85,000 would appear to be the conservative estimate; while the 104,000 volume appears to be a precautionary high. While understanding that the CDA won’t “guarantee” beyond the baseline, could you provide a realistic expectation of service volume estimate, so at least all the bidders would be closer to bidding the same volume of work (giving you more competitive pricing)?</p> <p style="padding-left: 40px;">Response: Bids should be based on the volumes/estimates outlined in the bid documents; these numbers are forecasted by CDA based on historical use and anticipated use. Any adjustments to volume/pricing will be in accordance with terms and conditions described in the bid documents.</p> <p style="padding-left: 40px;"><u>Question 4:</u> Because the CDA directs the volume of revenue hours and the Contractor doesn’t have any mechanism for changing rates based upon volumes; you will likely see higher hourly rates than necessary (because all of the fixed costs will need to be captured within the baseline hours volume). Would you consider a two-tier price schedule; one rate for the baseline hours (where all the fixed costs will be captured); and a second rate for every hour beyond that threshold (consisting of only the variable costs)? Another means of doing this would be to allow a billing with a “Fixed” monthly cost element and a per service hour rate).</p> <p style="padding-left: 40px;">Response: No. We will not consider a two-tier price</p>

	schedule. Please base your bid on the Bid Document.
Question 27:	Please explain how/when the CDA identifies the volume of service hours to be put out on the street to the Contractor. Is this done monthly or weekly and the Contractor determines how the hours are applied within this timeframe; or is it done daily or hourly and are their specifications provided on how the hours are operated? Can you provide a sample of this communication?
Response:	Bids should be based on the volumes/estimates outlined in the bid documents; these numbers are forecasted by CDA based on historical use and anticipated use. Any adjustments to volume/pricing will be in accordance with terms and conditions described in the bid documents.
Question 28:	How does holiday and or peak traveling times affect the service routes in terms of vehicles and hours?
Response:	Bids should be based on the volumes/estimates outlined in the bid documents; these numbers are forecasted by CDA based on historical use and anticipated use. Any adjustments to volume/pricing will be in accordance with terms and conditions described in the bid documents.
Question 29:	The intended outcome of reduced pricing in the 7 year or 9 year term versus the 5 year term may not have the desired outcome since there isn't a CPI adjustment for any cost item other than fuel. In the 7 or 9 year pricing bidders will need to anticipate the impact of increasing labor costs and expenses over the whole term. For instance if your operating costs were \$50/hr Year 1; \$51/hr Year 2; \$53/hr Year 3; \$54/hr Year 4; \$55/hr Year 5 you'd likely show the CDA the average of \$52.50 and make more money in the first Years and less in the out years. If you continue that spread over 7 or 9 years, that average will just increase exponentially. The vehicle costs would typically be amortized over their useful life, regardless of the contract term. It would seem more cost effective to the CDA to have the Contractor's either provide a separate operating rate for each year or to have a 1 st year rate with CPI adjustments on all the costs each year. Please advise if the City is open to individual year pricing or 1 st year pricing with CPI adjustments in the out years
Response:	No. The City is not open to alternate pricing strategies. The Contract provides annual adjustments for hourly rates exclusive of fuel as well as for fuel.
Question 30:	At various times, federal, state and local governments consider laws, rules and regulations which require an increase to the minimum wages or benefits mandated for the employees that will be employed under this contract. If such an event occurs during the term of the agreement, how will the agency respond for an application for increased compensation. For example, in the state of Massachusetts recently passed a law requiring employers to provide a certain level of health insurance. California is considering similar legislation. Since these events cannot be anticipated and the costs are so significant, we need to understand the risk associated with such laws, rules or regulations.

Response:	See Answer to Question #5
Question 31:	At this time, there remains significant unknowns regarding the specifics of the new federal health care legislation. Please provide direction regarding whether or not the bidders should attempt to contemplate these costs in its bid or, once more information is known, will the agency be open to discussions regarding the costs associated with this new law?
Response:	See Answer to Question #5
Question 32:	Please provide current rates paid to existing contractor. Also, please indicate the total amount paid to contractor for 2009, 2010 and amount paid this far in 2011.
Response:	See Answer to Question #2
Question 33:	Please identify the current Contractor and their current operating address. How many years has the existing contractor held this contract? Does this include any extensions? If so, How many extensions and length of each extension? Is the current Contractor a Not-for-Profit Corporation?
Response:	See Answer to Question #2
Question 34:	Please provide copies of the last three months of management reports and invoices from the Contractor for this contract.
Response:	Not relevant to current bid.
Question 35:	During the Prebid meeting it was stated that the Contract complete with current MBE/WBE participants was available online. Can you provide the web link for obtaining this and/or provide this data within the Addendum/Question Responses. Please also detail what differences exist between the current contract and this RFP.
Response:	See Answer to Question #2. It is the bidders responsibility to determine any differences between the bid document and the current contract.
Question 36:	Does 5333(b) of Title 49, regarding Transit Labor Protection (formerly Section 13(c)) apply to this contract?
Response:	Bidder is responsible for understanding which laws are applicable to its business and complying with those.
Question 37:	Please provide a current organizational chart or listing of positions that is being provided for this contract by the current contractor. Please indicate the percent that these positions are dedicated to this contract. Also, please provide a

	seniority list for the current employees for this contract, and indicate position, full time or part time, length of service and current rate of pay.
Response:	Not relevant to the current bid.
Question 38:	Are the current drivers/employees part of a labor union? If yes, for which service, and please provide contact name and number for the union representative. If the drivers/employees are part of a labor union, please provide a current copy of the collective bargaining agreement.
Response:	Not relevant to the current bid.
Question 39:	Please provide information regarding the current rates/benefits of the current employees. Please include specific regarding co-pays, dependant coverage and amount of premium paid by employer.
Response:	Not relevant to the current bid.
Question 40:	Please provide the revenue service hour definition for each of the different services contemplated in the RFP.
Response:	The term "Revenue Service Hour" is not used in this contract. This service is provided free to all riders and the Contractor is compensated for the hours regardless of ridership.
Question 41:	For the purposes of insurance and wage costing, please provide the current revenue miles and revenue hours; current total miles and total hours; and current deadhead miles and deadhead hours for the provision of these services.
Response:	See Answer to Question #40.
Question 42:	Please provide a copy of the current pull out times and return to yard times for each of the routes. Please clarify the operating hours for each of the services by day of week.
Response:	Not relevant to the current bid.
Question 43:	Please clarify if billable time continues past scheduled hours on the last trip due to exterior factors (traffic, weather delays, etc.) beyond the control of the contractor, or if the scheduled hours remain the sole billable time.
Response:	Scheduled hours remain the sole billable time.
Question 44:	What are the performance standards and/or any other aspects of performance which will be used for measuring the Contractor's performance under the new

	contract? Please explain what is the current level of productivity for each of the services provided.
Response:	Meeting the requirements of the detailed specifications are the performance standards. The second part of the question is not relevant to the current bid.
Question 45:	Please clarify if we are required to answer questions of the general public and if so please specify the number of telephone lines required and specify the kind of data lines (T-1, TDD, dial-up, etc.) required if any. Please explain the current daily call volume, broken down by weekday, Saturday and Sunday if possible.
Response:	The Contractor is not required to answer phone calls from the general public. The general public contact will be with the driver. Please refer to Section 11.4, Customer Service, of the Bid Document.
Question 46:	Please advise if the City currently has any liquidated damages associated with this contract. If applicable, please provide details and amounts of all liquidated damages assessed to the current contractor in the last twelve months.
Response	Not relevant to the current bid.
Question 47:	What type and number of support vehicles are currently being provided by the current contractor? Does the City have any requirements or specifications regarding any specific age, model or fuel requirement or preferences for such vehicles?
Response	1 st question is not relevant to the current bid. The 2 nd question: There are no requirements or specifications for support vehicles in the contract.
Question 48:	Please supply any information about current incentive programs for the employees.
Response	Not relevant to the current bid.
Question 49:	If the CDA implements a Car Rental Shuttle program in the future, would this be a separate service contract or potentially incorporated into this agreement?
Response	At this point in time, it is anticipated this will be a separate service contract.
Question 50:	At this time what are the three biggest challenges the City and the Midway Bus Shuttle Services face, and how have these inhibited the City from achieving their goals?
Response	Not relevant to the current bid.
Question 51:	In the next five years, what are the three most important things the City wants to accomplish/change with the proposed services?

Response	Not relevant to the current bid.
Question 52:	Please clarify the start date of the contract and service as it will take all potential Contractors time to secure the vehicles needed for service given the vehicle requirements in the RFQ. This process can take anywhere from 6-9 months to complete. The RFQ currently states that Contractors will have until July 2012 to produce the vehicles on site and service would start August 1, 2012.
Response	The Contractor must have buses ready by July 2012 to start service August 1, 2012.
Question 53:	The RFQ mentions that the City would provide a staging area that would accommodate a trailer. Please clarify the amount of space available for the Contractor provided trailer.
Response	See answer to question #19.
Question 54:	Are all of the documents mentioned in this section (Accident Reporting Program, Emergency Evacuation Plan...) required to be included with the RFP response?
Response:	These documents are not required with the bid response. They will be required to be submitted within 1 month of contract award.
Question 55:	What medical interventions do you see a driver engaging in when they involve a passenger? Does the Airport authority have procedures covering situations involving passenger disruptions?
Response:	Drivers medical intervention will consist of contacting 1 st responders. The airport will review procedures with the successful bidder during transition.
Question 56:	Does the airport have on-site emergency services to be 1 st responder and support passenger emergencies?
Response:	Yes. Chicago Fire Department, Chicago Police, CDA Police.
Question 57:	What are the safety and health requirements of the Commissioner?
Response:	They are set forth in Airport Emergency Plan and detailed specifications of the contract and are subject to change at any time.
Question 58:	Can you outline who bears what costs associated with an end of contract transition?

Response:	The incumbent vendor is responsible for removing their property and restoring site to original condition at no cost to the City.
Question 59:	Can you list any operating permits required to operate this service?
Response:	See answer to question #14.
Question 60:	Can contractor staff utilize employee parking lot? If so, at what cost if any?
Response:	Yes, while staff is working. There is no cost at this time.
Question 61:	Can you please provide the amount of liquidated damages collected from the existing vendor for 2009 and 2010?
Response:	Not relevant to the current bid.
Question 62:	The RFP requires 20 new buses plus spares. The peak time buses in operation add up to 16. It also indicated that there are 3 buses on standby for emergencies. This brings the total to 19. What is the reason for the extra bus?
Response:	The detailed specifications of the contract require extra buses.
Question 63:	The three emergency buses are not the spare buses, correct?
Response:	The three emergency buses are included in the 20 buses the Contractor is required to provide.
Question 64:	What is the age requirement for the spare buses?
Response:	There are no spare buses.
Question 65:	How many spare buses does the current contractor operate with?
Response:	Not relevant to the current bid.
Question 66:	Did you find this to be an adequate number?
Response:	Not relevant to the current bid.
Question 67:	Is there any other type of vehicle other than a transit style bus that the Airport Authority can envision being used in this service?
Response:	No. Buses must conform to Section 11.3 of the Bid Document.
Question 68:	Can you please provide an itemized list for all of 2010, of all costs associated

	with operating the staging area that are the responsibility of the current and future operator?
Response:	Not relevant to the current bid.
Question 69:	Is there a lease between the operator and the Dept. of Aviation that governs the use of the staging area? If not, is there some other form of document?
Response:	There is no documentation separate from the Contract Bid Document.
Question 70:	The term “contractor” and “consultant” are used in the RFP. Do they both refer to the proposer company?
Response:	Yes
Question 71:	What current staff, if any, is represented by a labor union?
Response:	Not relevant to the current bid.
Question 72:	Can you please provide a copy of the weekly schedule?
Response:	No. A weekly schedule will be provided prior to commencement of service. See Sections 11.11 and 11.12 for general parameters regarding scheduling.
Question 73:	Can you please provide copies of the required reports?
Response:	No. Please refer to Section 11.4, Reporting Requirements.
Question 74:	Can you please describe the procedures/process that governs the service when the airport closes due to weather, emergency or terminal evacuation?
Response:	Procedures/process is included in the Airport Emergency Plan which will be provided to the successful bidder within 1 month of contract award.
Question 75:	What is the source of funding for this contract? Is it sustainable over the life of the contract?
Response:	The contract is funded through Midway Airport's Operations and Maintenance Budget. The exact Fund Number is established upon contract award. Currently the City anticipates having available funds for the life of the contract. Per state law, the contract may be cancelled pursuant to section 3.28, Non-Appropriation. The Contract may be terminated in accordance with the terms and conditions described in the bid documents.

Question 76:	What are the possible funding risks for the short, medium and long term that could cause the contract to be cancelled or have the hours fall below the minimum stated in the RFP?
Response:	See answer to #75. As long as the Contract is valid, Contractor/Bidder will be paid for the minimum hours stated in the Bid Document.
Question 77:	Is the Department of Aviation willing to bind itself to guarantee payments?

END OF ADDENDUM NO. 1

**CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES**

**JAMIE L. RHEE
CHIEF PROCUREMENT OFFICER**