

September 9, 2019

ADDENDUM #1

FOR

**REQUEST FOR PROPOSAL (“RFP”) FOR
CENTRALIZED WAV TAXICAB DISPATCH SERVICE**

Required for use and distributed by:

**CITY OF CHICAGO
(Department of Business Affairs and Consumer Protection)**



The following revisions/changes will be incorporated in the above-referenced contract document. All other provisions and requirements as originally set forth remain in full force and are binding.

BIDDERS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM #1 EITHER BY SUBMITTING ADDENDUM #1 COVER PAGE WITH THE PROPOSAL OR WRITING AT THE BOTTOM OF THE COST PROPOSAL PAGES THAT THEY HAVE READ AND ACKNOWLEDGE ADDENDUM #1.

All proposals and other communications must be addressed and submitted to:

BACPPV@cityofchicago.org

Attn: Centralized WAV Taxicab Dispatch Service RFP

PROPOSALS MUST BE RECEIVED NO LATER THAN 6:00 P.M., CENTRAL TIME, on OCTOBER 1, 2019. Proposals must be delivered to the following e-mail address: BACPPV@CITYOFCHICAGO.ORG with subject line of “Centralized WAV Taxicab Dispatch Service RFP Proposal”.

**LORI E. LIGHTFOOT
MAYOR**

**ROSA ESCARENO
COMMISSONER, BACP**

The City of Chicago
Centralized Wheelchair Accessible Vehicle (WAV) Taxicab Dispatch Service
RFP – Addendum #1 incorporates the following responses to questions asked
at the pre-bid conference and questions timely submitted via e-mail to
the City of Chicago Department of Business Affairs and Consumer Protection (BACP)

Question 1: What is the total call volume received, on a monthly or annual basis?

Response 1: The following data is reported by current Centralized Wheelchair Accessible Vehicle (WAV) Taxicab Dispatch Service contractor, Open Doors Organization. The call numbers may include calls concerning questions, complaints and requests for rides that were later cancelled.

Total WAV Taxicab Service Requests Received reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2015	3,476	3,403	3,459	3,528	3,198	3,148	3,534	3,421	3,465	3,514	3,539	3,605	41,290
2016	3,810	4,198	4,494	4,055	5,012	4,776	4,431	5,487	6,058	7,008	9,210	7,392	65,931
2017	5,952	7,902	9,487	9,470	10,161	9,926	9,972	10,618	9,452	10,411	9,955	9,756	113,062
2018	10,118	9,416	10,481	9,495	9,205	8,642	8,105	7,584	7,102	7,184	7,539	7,653	102,524
2019	7,395	7,867	8,423	8,618	9,234	8,873	9,117	9,128					68,655

Question 2: What is the total number of completed service requests, on a monthly or annual basis?

Response 2: The following data is reported by current Centralized Wheelchair Accessible Vehicle (WAV) Taxicab Dispatch Service contractor, Open Doors Organization.

Total WAV Taxicab Trips Dispatched and Completed reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2015	3,101	3,008	3,070	3,156	2,807	2,715	3,259	3,032	3,093	3,156	3,280	3,247	36,924
2016	3,530	3,666	4,120	3,789	4,545	4,586	4,320	5,409	5,492	6,453	8,734	6,810	61,454
2017	4,775	6,520	8,046	7,488	8,425	8,147	7,792	8,507	7,422	8,315	7,910	7,602	90,949
2018	7,440	6,738	7,851	7,452	7,032	5,919	5,529	5,718	5,274	6,293	6,123	5,913	77,282
2019	5,786	6,209	6,595	6,565	6,865	6,196	6,830	7,238					52,284

Question 3: What is the number of airport short-trip/fast-lane vouchers issued for completed WAV taxicab trips, on a monthly or annual basis?

Response 3: The following data is reported by current Centralized Wheelchair Accessible Vehicle (WAV) Taxicab Dispatch Service contractor, Open Doors Organization.

Total Airport Short-Trip/Fast-Lane WAV Taxicab Trip Completed Vouchers Issued reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2017	4,912	7,041	9,202	8,631	9,632	9,441	9,395	10,552	9,292	11,514	12,718	14,533	116,863
2018	15,931	15,855	15,923	15,857	17,336	18,790	16,594	15,000	12,158	11,928	11,056	13,830	180,258
2019	13,629	16,057	19,027	20,283	21,964	17,843	16,624	16,082					141,509

Question 4: How many WAV taxicab service requests are pre-booked or arranged? How many on-demand WAV taxicab service requests placed by phone call or through the "Open Taxis" app?

Response 4: The following data is reported by current Centralized Wheelchair Accessible Vehicle (WAV) Taxicab Dispatch Service contractor, Open Doors Organization.

Pre-Arranged Scheduled Requests - Trips Dispatched and Completed reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	
2018											917	948	
2019	1131	1049	1065	1187	1248	1152	1269	1123					

On-Demand Phone Call Requests - Trips Dispatched and Completed reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	
2018											4679	4362	
2019	4212	4679	5092	4977	5217	4681	5079	5568					

On-Demand App Requests - Trips Dispatched and Completed reported by Current Contractor													
Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	
2018											527	596	
2019	426	481	438	402	400	363	482	547					

	QUESTION	RESPONSE
5.	Does BACP plan to post a summary of the questions asked and answers given at the pre-proposal conference at www.chicago.gov/bacp ?	Yes, the questions asked at the August 22, 2019 Pre-Proposal Conference Meeting and responses are included in this Addendum.
6.	Can the City provide an anticipated budget for the call center service?	The current Centralized WAV Taxicab Dispatch Service contractor's rate is \$60,750 per month. The current Centralized WAV Taxicab Dispatch Service contractor is Open Doors Organization.
7.	Does the incumbent contractor receive grant funding, in addition to funding from BACP, to further offset costs?	The current Centralized WAV Taxicab Dispatch Service contractor's rate is \$60,750 per month. The selected contractor may decide how to allocate the funding received to fulfill its contractual obligations to the City of Chicago. Selected contractor may secure additional funding from other sources.
8.	Would BACP consider a proposal that encourages drivers to utilize their own internet-enabled devices and data plans if such a proposal could offer considerable cost savings?	The City of Chicago is funding the Centralized WAV Taxicab Dispatch Service as an incentive for taxicab medallion license holders and taxicab drivers to participate in the service. The goal of the City's funding of the Centralized WAV Taxicab Dispatch Service is to minimize the costs to WAV taxicab drivers and WAV taxicab medallion license holders. Refer to "4.2.6 Cost Proposal" on page 16 of the RFP and "EXHIBIT 3: ITEMIZED COST PROPOSAL" on page 36 of the RFP.
9.	Can the City clarify the service zone? Can customers travel to or from locations outside of the City of Chicago, or only within its boundaries?	The Centralized WAV Taxicab Dispatch Service responds to passenger pick-up requests within the City of Chicago. The service zone is a pick-up trip request within the City of Chicago. The trip drop off may be outside the City of Chicago boundary. Contractor may contract with a suburban municipality to provide WAV taxicab dispatch service pick-ups in the respective suburban municipality. The City of Chicago contract's scope of services does not extend to WAV taxicab dispatch service pick-up request outside of the City of Chicago legal boundary.
10.	Will the City consider proposals that make use of dispatchers who are not located within the City's corporate limits, if such an arrangement is able to significantly reduce startup and ongoing costs?	The City of Chicago funds this service and it is in the City's interest to fund job creation within the City.

11.	Will the City consider proposals that make use of dispatchers located within the City, but with sensitive operations -- for example, the input of credit card information -- outsourced to a PCI compliant call center outside of the City, if such an arrangement is able to reduce startup and ongoing costs?	The taxicab fare payment processing may be integrated; but, it is independent of the Centralized WAV Taxicab Dispatch service. Therefore, for the purposes of this RFP, payment processing centers are not required to be located within the City of Chicago. The payment processing must conform to federal, state, and city laws. Refer to Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.
12.	Can the City clarify the relationship between client, call center provider, and taxi driver in regard to fare payment? If a rider books through the app, does the rider pay through the app and the call center reimburses the driver? How does process work if a rider requests a WAV taxicab by phone?	<p>The WAV taxicab dispatching service is independent from the taxicab fare payment processing service. Dispatching and payment systems may be integrated through the same platform. A passenger securing a WAV taxicab dispatch request may pay for the taxicab fare via cash, credit card, or TAP debit card. Chicago taxicabs accept the following forms of payment: cash, credit card or electronic, and TAP debit cards. Chicago taxicabs are required to participate in the PACE Tap Program (https://www.pacebus.com/pdf/paratransit/Taxi_Access_Program-Large_Print.pdf). Refer to Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.</p> <p>If a passenger requests a WAV taxicab dispatch trip via phone, the contractor must respond to the request and the passenger has the option to pay for the fare using cash, electronic payment, or the TAP debit card.</p>
13.	Does the E Hail app have to be a stand-alone or it could be added to an existing platform (as long as it has an option for a WAV type of vehicle)?	<p>The E-HAIL capability to request a WAV taxicab through the selected contractor's service may be stand-alone or incorporated in an existing platform.</p> <p>The WAV taxicab dispatching service is independent from the taxicab fare payment processing service. Dispatching and payment systems may be integrated through the same platform. A passenger securing a WAV taxicab dispatch request may pay for the taxicab fare via cash, credit card, or TAP debit card. Chicago taxicabs accept the following forms of payment: cash, credit card or electronic, and TAP debit cards. Chicago taxicabs are required to participate in the PACE Tap Program (https://www.pacebus.com/pdf/paratransit/Taxi_Access_Program-Large_Print.pdf). Refer to Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.</p>

14.	Does the E Hail app require more than two types of WAV's - regular and oversized?	<p>"EXHIBIT 2: MANDATORY AND PREFERRED FUNCTIONALITY FOR CENTRALIZED WHEELCHAIR ACCESSIBLE VEHICLE TAXICAB DISPATCH SERVICE APPLICATION" itemizes the following as "Preferred but not Required Functionality":</p> <p>"The E-Hail WAV Taxicab App will allow customers to designate the type(s) of wheel-chair accessible vehicle(s) that can accommodate their wheelchair, either in setting their profile within the app or on a per ride basis, or both."</p> <p>The ability to designate may be a text field, drop-down menu, check-box, or any function which makes the above possible.</p>
15.	May WAV taxicabs charge flat fare rates?	<p>Chicago taxicabs accept the following forms of payment: cash, credit card or electronic, and TAP debit cards. Chicago taxicabs are required to participate in the PACE TAP Program (https://www.pacebus.com/pdf/paratransit/Taxi_Access_Program-Large_Print.pdf). PACE only recognizes meter fares for TAP payments – not flat rates. Flat rates may be charged subject to certain restrictions. Refer to Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.</p>
16.	Can the City provide more guidance on how a contractor can indicate commitment to hiring people with disabilities? Since this is part of the evaluation criteria, we want to make sure we understand how to properly demonstrate and communicate this commitment.	<p>Demonstration of commitment can be communicated through a recruitment plan / job posting placement Plan. For hiring, clearly encourage a person with disabilities to apply (or something that declares commitment). The job posting(s) should circulate among disability advocacy and service organizations in and around Chicago to advertise the job opening(s). The recruitment plan may include a commitment to interviewing X # of people with disabilities.</p>
17.	How many trips of passengers with wheelchairs must be accommodated?	<p>There is no minimum requirement to be fulfilled. The majority of requests received by the Centralized WAV Taxicab Dispatch Service must be timely fulfilled and completed.</p>
18.	What about the population we can't serve due to vehicle restrictions, will contractor be held accountable for not servicing?	<p>The Centralized WAV Taxicab Dispatch Service contractor must track all received requests for WAV taxicab service including completed requests and reasons for any requests that could not be completed.</p>

19.	Can the City clarify whether the contractor is responsible for implementing incentive programs for WAV taxicabs and drivers in addition to the City-sponsored incentive programs already in place?	Yes, the contractor should develop and implement incentive programs to maximize WAV cab driver participation.
20.	Can the BACP clarify whether the current \$60,750 monthly WAV dispatch center budget includes funding for the dispatch-administered driver incentive programs? If not, what is the additional monthly cost of these programs?	<p>The \$60,750 monthly cost includes any incentives provided by the dispatch service.</p> <p>The City of Chicago also provides wheelchair accessible incentives directly to public chauffeurs and medallion licensees. The City of Chicago incentives are posted at https://www.chicago.gov/city/en/depts/bacp/supp_info/wavtaxicab.html. A summary of the City of Chicago WAV incentives for the taxicab industry are listed at https://www.chicago.gov/content/dam/city/depts/bacp/publicvehicleinfo/medallionowners/20190116pvwavflyer.pdf. The Centralized WAV Taxicab Dispatch Service contracted contractor supports the City of Chicago independent monetary incentives by providing data and reports regarding driver and vehicle activity and participation. The Centralized WAV Taxicab Dispatch Service contracted contractor is expected to create separate incentives, monetary or non-monetary, to promote taxicab driver participation in servicing passengers with disabilities.</p>
21.	In addition to the airport voucher program, does the incumbent contractor provide any direct monetary incentives to drivers? If so, can BACP describe these programs and provide the monthly or annual amount dedicated to direct monetary incentives?	The current Centralized WAV Taxicab Dispatch Service contractor has reported offering cash, gift cards, and raffle prizes to incentivize taxicab driver participation. BACP does not have information on the amount of money the current Centralized WAV Taxicab Dispatch Service contractor spends on such contractor-offered incentives.
22.	What is cost of incentives by contractor cost and short trip vouchers?	The Centralized WAV Taxicab Dispatch Service contractor is responsible for managing and overseeing the airport short-trip / fast-lane voucher incentive. Management of the airport short-trip / fast-lane voucher incentive program includes creation of the vouchers, tracking distribution of the vouchers, communications with BACP and the Department of Aviation regarding the voucher program.

23.	Will the fast lane last for the length of the next contract?	As of the date of this Addendum, there is no current plan to phase out the airport short-trip / fast-lane voucher incentive for completed WAV taxicab trips. The City of Chicago's goal is to continue to increase the number of WAV taxicabs in service.
24.	Can you help me understand what type of WAV taxicab driver training has been done historically with this program? What requirements other than basic operations of the WAV vehicle, proper securements and tie downs along with customer service skill training are there?	<p>Refer to "EXHIBIT 1: SCOPE OF SERVICES FOR CENTRALIZED WAV TAXICAB DISPATCH SERVICE" section "(g) Licensed Taxicab Driver Training".</p> <p>At a minimum, the training should include how to operate a WAV taxicab, loading and un-loading passengers in wheelchairs, securing the wheelchair and passenger in the taxicab, and customer service skills on servicing passengers with disabilities. In addition, training should include accepting and processing TAP vouchers, handling situations where a passenger or wheelchair cannot be secured; or situations where the wheelchair does not fit the vehicle or cannot be loaded into the vehicle.</p>
25.	What, if any, courses are provided by the BACP?	<p>The City of Chicago is paying the Centralized WAV Taxicab Dispatch Service to conduct trainings. BACP is not providing WAV taxicab driver courses independent of the training mandated by the RFP.</p> <p>BACP will offer free use of conference room space to hold the Centralized WAV Taxicab Dispatch Service contractor's trainings.</p>
26.	Can BACP recommend a wheelchair accessible vehicle taxicab driver training program or vendor? Does BACP know the costs of a wheelchair accessible vehicle taxicab driver training program?	No to both parts of the question. RFP respondents are responsible for researching and identifying the best wheelchair accessible vehicle taxicab driver training program to include in its RFP response.
27.	Can the BACP confirm that a scan of the signed, notarized Economic Disclosure Statement affidavit is sufficient, given that the response is submitted to an email address?	<p>A scanned copy of the notarized completed Economic Disclosure Statement Affidavit is sufficient when included with a timely email response to this RFP.</p> <p>Pursuant to "4.2.10 Economic Disclosure Statement and Affidavit ("EDS") and Attachment A", the hardcopy of the executed Attachment A, Online EDS Acknowledgement form must then be mailed: ATTN: RFP EDS Form, Business Affairs and Consumer Protection – Public Vehicle Operations, 2350 W. Ogden, 1st Floor, Chicago, Illinois 60608 but may be received after the RFP submission due date.</p>

28.	Can financial statements of nonpublic companies be redacted without being considered non-responsive?	Submit a non-redacted version with the RFP proposal and a redacted version with the redacted RFP proposal copy.
29.	Can the BACP confirm that if the respondent is not a part of a joint venture and has no subcontractors, the respondent's "Team" (as referenced on p. 12, section 4.2.3) is only the respondent? "Key personnel" are not specified until section 4.2.4, is that correct?	Yes, if the RFP respondent is not part of a joint venture nor has subcontractors, then the list of personnel identified based on "4.2.4 Professional Qualifications, Specialized Experience and Local Availability of Key Personnel who will be dedicated to the Services described in this RFP" must only be listed.
30.	Can the BACP clarify, in the "Cover Letter" section of "Required contents" (p. 11), what contractors must submit for item (ii)? When BACP asks for the "authority to do business in Illinois with the most recent documents filed with and obtained by the Secretary of State," does that mean that these documents should be included in the cover letter portion of the application?	Yes, the documents should be referenced in the Cover Letter and included as attachments.
31.	Regarding Exhibit 2, "Tip Payment". Specification states that driver must receive the full amount of the tip without any withholding or sharing. When cashiering the trip for the driver, the credit card processing fee is normally applied to the full amount of the payment. Will we be able to charge the normal credit card processing fee to the tip amount?	<p>"EXHIBIT 2: MANDATORY AND PREFERRED FUNCTIONALITY FOR CENTRALIZED WHEELCHAIR ACCESSIBLE VEHICLE TAXICAB DISPATCH SERVICE APPLICATION" states a mandatory requirement is "Tip Payment: If the E-Hail WAV Taxicab App accepts payment, it will not charge a passenger a tip or gratuity fee unless: (i) the driver receives the full amount of such tip or gratuity, without any withholding or sharing, and (ii) the passenger can elect to change or withhold payment of such tip or gratuity."</p> <p>To clarify, the Centralized WAV Taxicab Dispatch Service contractor may not charge the WAV taxicab drivers a dispatch fee or "finder's fee".</p> <p>In regards to electronic payment processing (fare, tips, plus extras), the federal, state, and city laws must be followed. Refer to Chapter 9-112 of the Municipal Code of Chicago available at</p>

		<p>www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.</p>
32.	<p>Is credit card processing fee on fare and gratuity okay?</p>	<p>Yes, in regards to electronic payment processing (fare, tips, plus extras), the federal, state, and city laws must be followed. Refer to Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com and the Taxicab Medallion License Holder Rules posted at Chicago.Gov/BACP for the laws which regulate taxicab fares and taxicab fare payment processing.</p>
33.	<p>Regarding insurance requirements in Exhibit 4: Automobile liability: Does this \$1,000,000 limit apply to the WAV taxicabs that are handling the dispatched order since the limit of insurance differs from what is required of these same taxicabs in Chicago (currently \$350,000)? If \$1,000,000 is expected from the WAV taxicabs, please clarify whether this limit is only needed while transporting the customer.</p>	<p>This question refers to the "Automobile Liability (Primary and Umbrella)" coverage in "EXHIBIT 4: INSURANCE REQUIREMENTS": "If Respondent uses any motor vehicles (owned, non-owned and hired) in connection with work to be performed, the Respondent must provide Automobile Liability Insurance with limits of not less than \$1,000,000 per occurrence for bodily injury and property damage. The City of Chicago is to be named as an additional insured on a primary, non-contributory basis."</p> <p>This automobile liability coverage requirement applies to the contractor's direct use of motor vehicles for contractor's business activity. The mandated taxicab vehicle automobile liability insurance is specified in Chapter 9-112 of the Municipal Code of Chicago available at www.amlegal.com. The Centralized WAV Taxicab Dispatch Service contractor is connecting WAV taxicabs with requests for service. The RFP listed automobile liability coverage in this section does not apply to licensed WAV taxicabs participating in the service.</p>
34.	<p>Blanket crime: Are the funds referred to in this paragraph the monthly funds paid by the City to the Respondent on a monthly basis? Or are they the funds involving payments for the various trips completed by the WAV taxicabs? Any further clarification on this is requested.</p>	<p>This question refers to the "Blanket crime" coverage in "EXHIBIT 4: INSURANCE REQUIREMENTS": "The Respondent must provide Blanket Crime coverage covering all persons handling funds or electronic data funds against loss by dishonesty, robbery, burglary, theft, forgery, destruction or disappearance, computer fraud, funds transfer fraud, identity fraud expenses and other related crime risks. The policy must be written to cover losses in the amount of the maximum monies collected, received and in the possession of Respondent at any given time."</p> <p>The funds are in reference to any money handled directly by the Centralized WAV Taxicab Dispatch Service contractor. Any funds received by the selected contractor used to support and pay for the contractual services must be protected by the specified "Blanket crime" coverage.</p> <p>The Centralized WAV Taxicab Dispatch Service does not handle current City of Chicago autonomous monetary incentives funds.</p>

35.	Page 23, Services-General: Is BACP looking for a turn-key implementation, or can bidders propose a scaled transition approach in which we onboard taxi providers over a timeframe agreed upon with BACP?	"The Selected Respondent must be able to begin its operation of the Service on January 1, 2020."
36.	Page 25, e. Coordinated and Timely Requests for WAV Taxicab Dispatch Service, iv: Is BACP open to a proposed approach in which the contractor would integrate with taxi providers' existing software/devices for the E-Hail service? Under this proposed approach the contractor would not provide each WAV taxicab with equipment.	Yes, integration with existing technology could be a proposal option.
37.	What is a basis for non-completion of a WAV taxicab trips request?	<p>The current contractor lists the following reasons why a WAV taxicab request received may be cancelled.</p> <ul style="list-style-type: none"> • Prearranged order cancelled due to order being dispatched late causing driver to be late • Prearranged order cancelled when call was dispatched in a timely manner but driver was late • Cancellation when taking up to 30 minutes to dispatch a driver for a non-prearranged ride • Cancellation when taking longer than 30 minutes to dispatch a driver for a non-prearranged ride • When not a prearranged order and was cancelled due to customer finding a different ride • When not a prearranged order and was cancelled due to customer's choice (including but not limited to Doctor's Appointment change in time or because of the weather)

38.	What percentage of the current contractor's WAV taxicab requests are by phone versus app?	<p>Based on the data reported by the current contractor for January to August 2019 completed WAV taxicab trip service requests, the following is breakdown:</p> <p>75.6% On-Demand Phone Requests 17.6% Pre-Booked Phone Requests 6.8% On-Demand "Open Taxis" App Requests</p>
39.	How many TAP funded WAV taxicab trips does the current contractor perform?	<p>The current contractor does not engage in payment processing of taxicab trips. TAP is form of payment and not a dispatch request.</p> <p>Information on the PACE TAP program is available at https://www.pacebus.com/pdf/paratransit/Taxi_Access_Program-Large_Print.pdf.</p> <p>Per PACE, the TAP program administrator, the following Chicago taxicab trips, WAV and non-WAV, were funded through the TAP program:</p> <p>2019 Jan-May: 84,169 Chicago Taxicab TAP Trips 2018: 167,887 Chicago Taxicab TAP Trips 2017: 104,959 Chicago Taxicab TAP Trips 2016: 49,203 Chicago Taxicab TAP Trips</p>
40.	How many WAV taxicabs are currently in Chicago?	<p>As of September 9, 2019, there are 423 Chicago taxicabs identified as wheelchair accessible.</p> <p>The "Public Passenger Vehicle Licenses" dataset is posted on Chicago's data portal at https://data.cityofchicago.org/.</p>
41.	Why is BACP issuing this RFP?	<p>The current City of Chicago Centralized Wheelchair Accessible Vehicle Taxicab Dispatch Service contract expires December 31, 2019.</p> <p>The Centralized Wheelchair Accessible Vehicle Taxicab Dispatch Service program has been integral to Chicago taxicab service for approximately 20 years.</p>

###