**REQUEST FOR PROPOSAL**

**CONCESSIONS OPPORTUNITY**

**Addendum No. 2**

**January 29, 2021**

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| Item | Change/Clarification |
| Are the environments changeable in some ways (i.e. the removal of carpet to handle biologic spills, special electrical plugs for equipment, water line filtration, build out of shower station/eye station, exhaust for BSL-2 hoods)? | The changeability of the environments (by the operator, at the operator’s expense) can be submitted to the Concessions Department for consideration.  Also note, locations will not be equipped with any running water or drain lines. |
| Is the fabric on the partitions rated for medical use and can they be easily cleaned in the event of medical waste contamination?  | No. The panels are a fabric surface in a painted metal frame. |
| Since the labs will need to theoretically accommodate testing for DFW employees and passengers, and with the DFW employees numbering about 60,000 employees and with ~45% decrease in passengers to about 45,000 passengers for Jan 2021, what would be an estimated specimen volume per day you'd expect from all three labs combined? 4,000-5,000 specimens resulted per day? | For initial planning purposes we have assumed approximately 60 per day. |
| Is RT-PCR meant to indicate a desire for reverse transcriptase PCR, real time PCR, or both? Is Abbott a typo that was intended to mean rapid antibody detection, and if not a typo, does this mean Abbott must be one of the selected platforms by which to do the rapid antigen testing? | Will accept both types of PCR, but the preferred is RT-PCR.  Any type of Antigen test (rapid) test, such as, Abbott will be acceptable.  Test requirements for various countries and airlines are subject to change and the selected provider is responsible for adapting as needed. |
| Such as in the Safe Travels Hawaii program, are there any State, Customs, hotel or airline synergized efforts in making the COVID testing program at DFW International Airport as effective as possible? | It will be the responsibility of the successful proposer to partner with airlines, countries, customs, hotels and any other agencies to provide an effective COVID testing program at DFW airport. |
| If a vendor is awarded a contract to open a testing site, can that vendor subsidize the testing revenue with other streams such as flu and other point of care testing, retail sales of wellness supplements, PPE and other health and beauty items if and when the demand for COVID testing decreases? | This will not be an Exclusivity contract. However, at this time, DFW is only seeking one operator to provide these services in the terminals. |
| The CDC has announced that Abbott's ID NOW test as well as other rapid tests may produce false positive or false negative results.  Is this the test you are requiring or can we choose another test method?  | Any type of Antigen test (rapid) test, such as, Abbott will be acceptable.  Test requirements for various countries and airlines are subject to change and the selected provider is responsible for adapting as needed. |
| Given that CLIA (Clinical Laboratory Improvement Amendment) licenses, which are necessary for clinical labs to operate, cause a clinical lab to come due for required inspections every two years, would it be possible to modify the end date of the DFW COVID testing contract at an unknown future date on the chance that a CLIA/accrediting body inspection (scheduled by the regulatory body, not the lab) would necessarily require the lab to stay open, past the two years, in order to undergo and pass the inspection? | Depending on usage consideration may be given on extending at the airports discretion. |
| If a new lab provider were to offer all modalities of COVID testing (onsite rapid testing and gold standard PCR) and also mail-in-kits for patrons to mail to the bidding lab as well, would this allow the winning bidder to be considered for exclusive testing with DFW employees and passengers? | This will not be an Exclusivity contract. However, at this time, DFW is only seeking one operator to provide these services in the terminals. |
| Can you make de-identified data available from the already current COVID testing providers that indicate how many COVID tests are performed per day for DFW passengers/employees? | For initial planning purposes we have assumed approximately 60 per day. |
| Will the airport please publish a list of interested parties and those who signed up for the Webinars to facilitate networking between Primes and potential ACDBEs? | Refer to Attendee List under Resources.<https://www.dfwairport.com/concessions/solicitations/current/>   |
| Please explain how the financials work in the "Allowances" section of the bid and how they impact our planned operation/financials with DFW.  (Attachment 1). | Allowances received by the operator are considered gross receipts.  Refer them to the definition in the sample Operating Permit. |
| In order to reduce passenger/employee touchpoints, is DFW open to only accepting credit/debit cards and eliminating cash as a form of tender? | Yes |
| Exclusivity: Not knowing if other COVID testing providers exist in Terminal D or elsewhere in the airport, would the chosen ACDBE have exclusive, first right of refusal COVID testing capability for the passengers/DFW employees? | This will not be an Exclusivity contract.  However, at this time, DFW is only seeking one operator to provide these services in the terminals. |
| With respect to the ACDBE goal for COVID testing services, has the airport performed a disparity study specific to this NAISIC code or category to determine the stated ACDBE goal? | The Airport has completed a Disparity Study which can be found on the DFW Website. |
| How long does ACDEBE certification take to complete  | At least 90 days. |
| Will the VP of BDDD waive the prohibition of Joint Ventures for this multi-location concept? | **JOINT VENTURES ARE NOT AN OPTION FOR MULTI – LOCATION CONCEPTS UNLESS WAIVED IN WRITING** by the Vice President or designee of BDDD prior to proposal submission.): at least 90 days. |
| Must the ACDBE participation be in the form of a Joint Venture? Can a sub-contract to an ACDBE suffice? | No. There is an option, for a percentage of the business to be operated and/or maintained by a certified ACDBE through a sub-lease, management, operating and/or franchise agreement.   |
| DBE goal for such a short-term, unique service such a medical testing services? (Note there are numerous airports that create a variety of packages that include opportunities with a combination of 100% ACDBE, no ACDBE and X% ACDBE, versus requiring ACDBE participation across the board.)   | We do not understand this question.  Please re-submit. |
| Is a formal Joint Venture required to meet ACDBE requirements for the contract?  | No. There are several options. Please review the options listed in the RFP on page 29. |
| Can the requirement be fulfilled through a sub-contract arrangement with an ACDBE firm? | See above answer. |
| I noticed an M/WBE requirement – is this requirement for construction only, or does it also apply to operations? | The M/WBE package-specific goal is established for design and construction. |

Please continue to check our website [www.dfwairport.com/concessions](http://www.dfwairport.com/concessions) for updates.