

# BOARD OF PORT COMMISSIONERS OF THE LEE COUNTY PORT AUTHORITY

*A14A*

**1. WORDING FOR AGENDA:**

Request Board review alternatives 3 and 4 for the implementation of the Southwest Florida International Airport's ground transportation demand taxi system and direct staff to proceed with the implementation of the selected alternative.

**2. SUBJECT CATEGORY:**

Budgeting, Purchases, Contracts, and Agreements

**3. MEETING DATE:**

*12-20-2005*

**4. AGENDA:**

- CONSENT
- ADMINISTRATIVE
- APPEALS
- PUBLIC

**TIME REQUIRED:**  
(Public Only)

**5. REQUIREMENT/PURPOSE:**  
(Specify)

- STATUTE \_\_\_\_\_
- ORDINANCE \_\_\_\_\_
- ADMIN. CODE \_\_\_\_\_
- OTHER \_\_\_\_\_

**6. REQUESTOR OF INFORMATION:**

- A. (ALL REQUESTS)  
NAME Peter B. Modys  
DEPT. Aviation
- B. (PUBLIC ONLY)  
CITIZEN NAME \_\_\_\_\_  
CITIZEN PHONE \_\_\_\_\_

**7. BACKGROUND:**

On December 6, 2005, a public workshop was held with Port Commissioners, airport staff and interested members of the ground transportation industry. Airport staff provided four recommendations to the Board outlining alternatives for the long-term operation of the demand taxi system at Southwest Florida International Airport. After much deliberation, the Board removed options 1 and 2 from further consideration and directed staff to bring options 3 and 4 back to a regular Board meeting so that a final alternative selection and staff direction could be made.

**Alternative Three – Issue Request for Proposals for Taxi Cab Concession**

Alternative three engages the Request for Proposal process, soliciting qualified companies interested in providing these services at the airport. Specific elements of this alternative are envisioned to include:

- A single concessionaire, responsible to the Port Authority to provide demand taxicab service as required by public need.
- Flexible concessionaire make-up may be an individual or a conglomerate of many companies and individuals.
- Compliance with minimum service standards, however, concessionaire may propose elevated standards as they see appropriate.
- Anticipated contract term of 3-years with two optional 3-year renewals.
- Proposal process allows Board to utilize weighted performance and qualification criteria in selecting concessionaire.
- Potential concessionaires have an opportunity to present operating proposal to the Board.

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**8. RECOMMENDED ACTION:**

Recommend Board review alternatives 3 and 4 for the implementation of the Southwest Florida International Airport's ground transportation demand taxi system and direct staff to proceed with the implementation of the selected alternative.

**9. RECOMMENDED APPROVAL**

DIVISION DIRECTOR	GENERAL SERVICES	FINANCE	PORT ATTORNEY	DEPUTY EXECUTIVE DIRECTOR	EXECUTIVE DIRECTOR
<i>Peter B. Modys</i>	<i>Samuel...</i>	<i>B. B...</i>	<i>M. de...</i>	<i>...</i>	<i>...</i>

**10. SPECIAL MANAGEMENT COMMITTEE ACTION:**

- APPROVED
- DENIED
- DEFERRED
- OTHER

\_\_\_\_\_ Chairman

**11. PORT AUTHORITY ACTION:**

- APPROVED
- DENIED
- DEFERRED
- OTHER

## Background (continued)

Implementation of alternative three would require the development of a request for proposals, advertisement, evaluation, and contract award. Existing demand permits would be cancelled at the appropriate time.

### **Alternative Four – Demand Taxi Cab Operators’ Proposal**

Alternative four is centered on the concept of continuing demand taxi services utilizing the long-standing ten demand companies now operating at the Airport, as represented through a newly formed association. Specific elements of the Operators’ alternative are envisioned to include:

- Formation of a Demand Permit Holders Association comprised of the existing ten demand permit companies.
- A continuation of the 60 demand permits.
- The authorization of 40 additional permits to be held in reserve by the association and issued at their discretion.
- Compliance with minimum service standards.
- Association provides oversight/enforcement of ten demand companies.
- Anticipated contract term of 3-years with two optional 3-year renewals.

Implementation of alternative four would require negotiation of a contract with the newly formed association and authorization of 40 reserve permits.