

ADDENDUM NO. 3

ISSUE DATE: 11/12/2025

This Addendum shall become and form a part of the RFP for:

ATL SOLICITATION 26-002 –

**TRANSIT OPERATIONS AND MAINTENANCE SERVICES
FOR ATLANTA-REGION TRANSIT LINK AUTHORITY
AND GWINNETT COUNTY**

The purpose of this addendum is to provide an answer to the written questions that were received after the Round 2 question and answer period of the RFP. Due to the nature of the questions received, Addendum No.3 has been issued to address the questions.

NOTE: PLEASE REVIEW CAREFULLY! THERE MAYBE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO ANY CHANGES ADDRESSED IN THIS ADDENDUM MAY RESULT IN DISQUALIFICATION.

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: A signed acknowledgment of this addendum (OFFER DOCUMENT #3) MUST be included in your SUBMITTAL.

ADDENDUM:

	Questions	Answer
1.	While we realize the time for questions has passed, we believe clarity on the below questions would provide critical information to all bidders regarding the billing definition for on-demand services. Microtransit and paratransit services are billed on a gate to gate revenue hour basis within the current contract. Based on response to the questions can you confirm if the County is changing the billable hour in the RFP to be from first pickup to last drop off for paratransit services, and from the time a vehicle enters the zone until the time it leaves a zone for microtransit? The anticipated revenue hours included within price pages align to our current service volume based on gate to gate revenue hour definition, however if the definition of a revenue hour is changing for on-demand services and no longer includes deadhead time, then the hours within price pages are significantly inflated as compared to current volume. Can the County please confirm the definition of a revenue hour bidders should use for paratransit and microtransit service, and also review the revenue hours included in the price page to confirm they align with the stated definition of revenue hour in the RFP?	Microtransit operates on a "zone" system. Revenue starts accruing once the bus reaches the zone for its first pickup location and ends when the driver leaves the zone. In contrast, paratransit is based on the first pickup and the last drop-off. For both services, the County does not cover expenses for deadhead travel to or from the microtransit zone, nor does it pay for time spent before the first pickup or after the last drop-off.