



TRINITY METROSM

March 30, 2026

ADDENDUM #3

THIS ADDENDUM IS ISSUED TO:

TITLE: CentrePort/DFW Airport Transportation Service Provider

RFP Number: 26-T019

Purpose: Vendor submitted question

****Answers in Red****

1. Who is the current provider of the service? - **ECHO AFC Transportation**
2. Please provide wage rates for all staff currently working in the operation. - **This information is considered strictly confidential and proprietary.**
3. Please confirm whether "daily boarding per route" is per shuttle run or per day. - **Boardings are per day**
4. Is the Go Pass platform used today? If not, is the contractor expected to requisition the Go Pass platform and include these costs in their bid? - **Passengers utilizes GoPass for trip planning and purchasing fares. Riders can check real-time data of when the bus is arriving at each stop or check the train schedule. The contractor is not expected to acquire GoPass.**
5. How many management personnel are utilized by the current provider of the service today? - **Trinity Metro does not manage the daily employee assignments or internal management structure of the current service provider.**

6. Fixed route service is listed at 20 revenue hours daily. Is it correct to assume Trinity Metro expects a manager on duty for the entirety of those 20 hours, beyond the required street supervisor? - **Yes, we expect a manager on duty for the entirety of the service revenue hours.**

7. Please confirm that the safety and road Supervisors are distinct and separate positions, and that 1 individual from each category is to be on duty during all revenue service hours. - **Confirmed.**

8. Who is Trinity Metro's current uniform provider? - **Galls, LLC**

9. P.28 vehicles mentions 3 Gillig BRT style buses that are available for use, however the following sentence indicates 4 buses are needed to ensure 1 bus is always available with 2 in service and one out of service for maintenance. Please clarify this discrepancy. - **The reference to three (3) available Gillig buses in the solicitation was intended to identify the primary fleet type; however, a fourth vehicle will be assigned to ensure the required 2-in-service, 1-spare, and 1-maintenance rotation is maintained.**

10. F10 base price proposal is requesting hourly pricing for route 31 - TRE link services in two different areas, with different peak and off peak service standards. Is the expectation that hourly pricing be difference per vehicle based on different service frequency? This is a bit confusing, because you are asking for hourly pricing per vehicle but not how many vehicles would be on route at a given time? - **No, the hourly rate would be the same for peak and off peak per vehicle. Weekday peak is 2 vehicles and weekday off-peak/Saturday is 1 vehicle.**

ALL TERMS OF THE REQUEST FOR PROPOSAL REMAIN THE SAME UNLESS CHANGED THROUGH A WRITTEN AMENDMENT TO THE REQUEST FOR PROPOSAL. NO ORAL CHANGES ARE BINDING. CHANGE REQUESTS MUST BE IN THE FORM OF A WRITTEN REQUEST TO BE ANSWERED IN A WRITTEN ADDENDUM.

RESPONDANTS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE FORM 1 IN THEIR PROPOSAL. FAILURE TO DO SO MAY INVALIDATE THE PROPOSAL.

End of Addendum #3