



# TRINITY METRO<sup>SM</sup>

**March 24, 2026**

## **ADDENDUM #2**

**THIS ADDENDUM IS ISSUED TO:**

**TITLE: CentrePort/DFW Airport Transportation Service Provider**

**RFP Number: 26-T019**

**Purpose: Vendor submitted question**

### **\*\*Answers in Red\*\***

1. Can the agency please confirm the maximum page limit for submissions—is it 30 pages or 40 pages? - **Trinity Metro suggests a target page limit of 40 pages for the Technical Proposal. This limit does not include required administrative forms, such as Form F9, DBE forms, and certifications.**
2. As this is a multiple-award contract, can proposers submit bids for a partial scope of work? For example, would it be acceptable for a TNC to propose services exclusively for Route 30 projects? - **Yes. As Trinity Metro intends to award to one or more qualified firms, proposers may submit bids for a partial scope of work or specific routes (e.g., Route 30 only). The proposal must clearly define the specific service area the proposer intends to cover.**
3. Recognizing that TNC pricing models often incorporate dynamic variables (e.g., time, distance, supply and demand) to optimize service delivery, will the agency consider alternative pricing structures in lieu of fixed per-trip pricing? - **No. To ensure price certainty and a consistent rider experience, Trinity Metro requires a Firm-Fixed Price per trip as outlined in Form F9 – Price Proposal. While the agency recognizes that TNC models often use dynamic variables, all proposals must be converted into a fixed rate per trip for the duration of the contract.**

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 #2