

North Central Texas Council of Governments (NCTCOG)
FRA Corridor ID
Request for Proposals

Questions and Responses

Question #1: Are any teams from the related projects (shown in Exhibit 5) precluded from this work?

Response: No, any teams from related projects are not precluded from this work.

Question #2: Page 4 of the RFP indicates that the Step 1 consultant will be precluded from Step 2 assistance. We have become aware that FRA has allowed other Corridor ID project sponsors an opportunity for firms that perform Step 1 to bid on Step 2 (without preclusion), provided that the information developed during Step 1 is made public, thereby making it available to all potential Step 2 bidders (e.g. budget estimate, schedule and scope). This has been done to address concern from project sponsors that too few bids would be received on Step 1 if Step 2 were precluded. Would NCTCOG consider changing its position relative to the preclusion from Step 2 for firms provided Step 1 support, based on precedent set for other FRA Corridor ID projects?

Response: NCTCOG is addressing this issue by the following:

- Issuing an amended RFP to permit Step 1 Contractor to propose on Step 2
- All deliverables resulting from Step 1 will be made publicly available to all potential Step 2 proposers
- Extend proposal deadline by 2 weeks to December 6, 2024, at 5:00 p.m. to ensure all potential proposers have an opportunity to consider proposing on this RFP

Question #3: The RFP states “Any consultants procured for Step 1 project support will be precluded from Step 2 assistance.” Would the consultant procured for Step 1 be precluded from acting as a subconsultant on Step 2?

Response: Please see response to Question #2.

Question #4: The RFP states “Any consultants procured for Step 1 project support will be precluded from Step 2 assistance.” Would the consultant procured for Step 1 be precluded from acting as a prime and/or subconsultant on Step 3?

Response: Please see response to Question #2.

Question #5: Should a particular HSR technology be assumed for the proposed Fort Worth to Houston HSR corridor?

Response: Dallas to Houston segment will be Shinkansen HSR technology, per Amtrak and Texas Central; Dallas to Fort Worth segment could be Shinkansen or another HSR technology.

Question #6: Has NCTCOG established a budget for the proposed scope of work for this RFP?

Response: This information is not being provided at this time.

Question #7: Would it be possible to waive the clause stating that “Any consultants procured for Step 1 project support will be precluded from Step 2 assistance”?

Response: Please see response to Question #2.

Question #8: Would NCTCOG consider fully burdened rates or lump sum estimates for subcontractors providing a specialized service as defined under federal cost principles?

Response: NCTCOG would consider rates or estimates that meet the Federal Cost Principles included in 2 CFR 200 subpart E. Traditionally, NCTCOG expects rates to be itemized by labor, overhead, and profit.