



North Central Texas Council of Governments

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
METROPOLITAN PLANNING ORGANIZATION**

**REQUEST FOR PROPOSALS
MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE TROLLEY EXTENSION
FEASIBILITY STUDY**

Friday, May 2, 2025

**REQUEST FOR PROPOSALS
FOR
MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE TROLLEY EXTENSION
FEASIBILITY STUDY**

INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) is requesting consultant services to provide technical and financial feasibility planning for an extension of the McKinney Avenue Transit Authority (MATA) M-Line Trolley (which MATA operates) to connect Uptown with the Knox-Henderson neighborhood in the city of Dallas, Texas. The study will develop a neighborhood and community vision for the M-Line Trolley extension through public outreach, as well as incorporate feedback from various stakeholders, including local government, transit agencies, and businesses in the study area. The consultant will recommend alignments and operating scenarios; evaluate the cost of implementation, operations, and maintenance; identify potential funding sources; and develop implementation strategies, along with a conceptual project schedule for implementation.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth (DFW) Metropolitan Area. NCTCOG's Transportation Department is responsible for regional transportation planning for all modes of transportation. The Department provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which compose the MPO policy-making structure. In addition, the Department provides technical assistance to the local transit providers of North Central Texas in planning, programming, coordinating, and implementing transportation decisions.

PURPOSE AND NEED

The historic M-Line Trolley has been in operation since 1989, running initially on unused streetcar tracks along McKinney Avenue in Uptown Dallas. The route has been extended multiple times since its initial opening and, in 2015, the service was extended south to serve Klyde Warren Park, the Arts District, and DART light rail services along the downtown transit mall. The potential extension to the north of this unique service will offer the opportunity to expand the local and regional benefits of the streetcar connections that exist throughout downtown and uptown to the rapidly growing Knox-Henderson community. In tandem with the city of Dallas' ongoing McKinney/Cole Avenue Two-Way Conversion project, there is the opportunity to extend a multimodal corridor through these neighborhoods connecting to downtown that will enhance existing development and potentially catalyze new mixed-use hubs.

PROJECT SUPPORT

The project will be conducted under the guidance and supervision of a Project Review Committee. The responsibilities of the Project Review Committee will be to serve as the principal technical review committee for this project. NCTCOG shall serve as project manager to implement a mutually agreed upon scope of work, monitor the progress of consultant activities; and serve as a liaison between the consultant and other partners. The selected consultant will enter into a contract with NCTCOG for the agreed upon scope and budget. NCTCOG shall also serve as the contract manager and procurement administrator for the project.

STUDY AREA

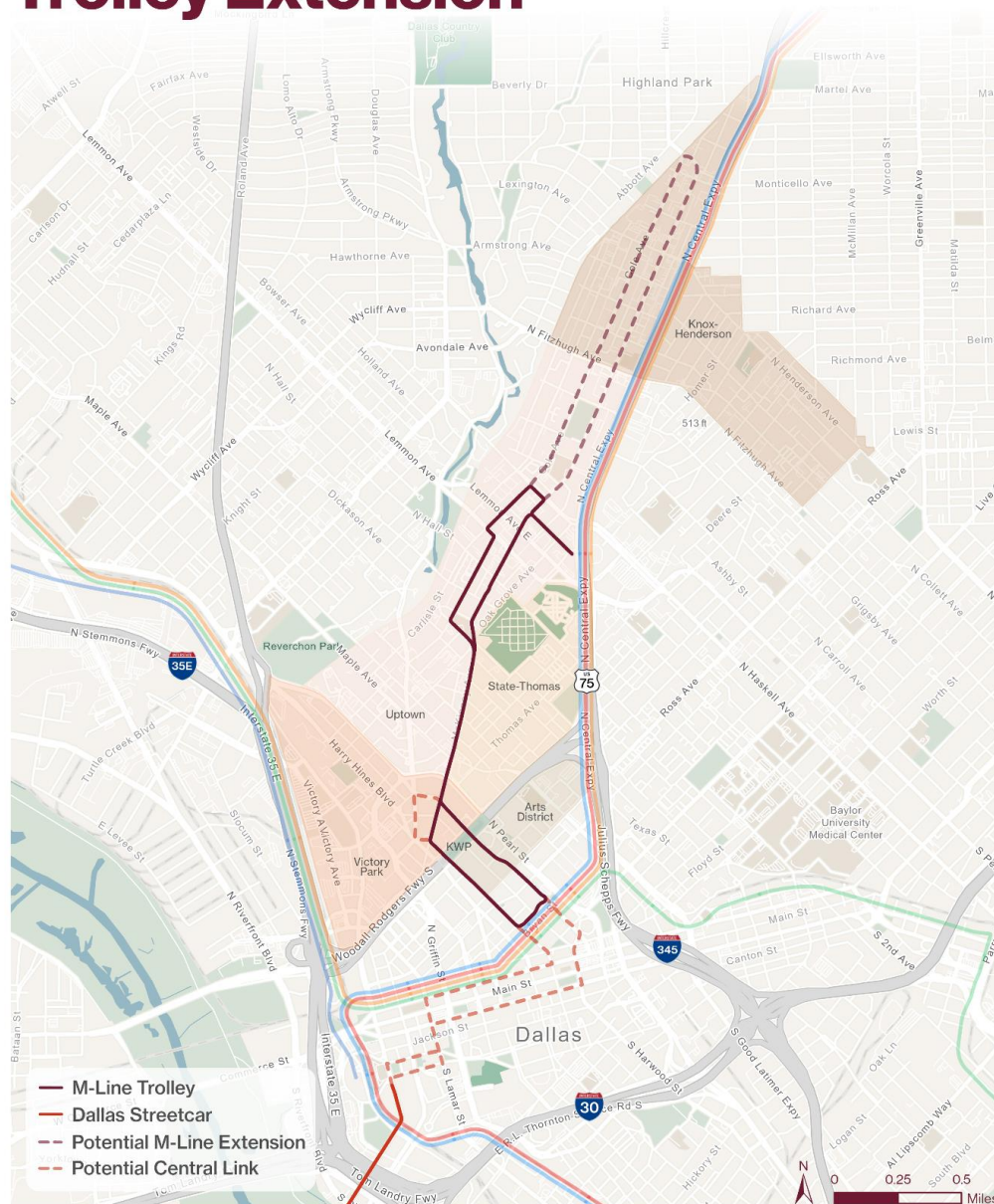
The study area encompasses parts of Downtown, Uptown, and Knox-Henderson that are either served by the M-Line Trolley or may be served in the future as a result of this study. Currently, the M-Line Trolley connects Downtown and Uptown, acting as an urban circulator travelling north on McKinney Avenue, looping westbound at Blackburn Street, continuing southbound on Cole Avenue and into Downtown, providing close connections to Dallas Area Rapid Transit's (DART) light rail system at St. Paul and Cityplace/Uptown Stations.

The primary focus of this study will be on the M-Line Trolley extension from Uptown to Knox-Henderson; that is, an extension north of Blackburn Street to the Knox-Henderson neighborhood, which will expand the existing loop system. A systemwide approach will be taken to comprehensively evaluate the trolley extension to Knox-Henderson, which considers the existing

M-Line system, as well as other considerations such as the proposed Dallas Streetcar Central Link and other ongoing streetcar studies assessing corridors in central Dallas.

Exhibit 1: M-Line Trolley Extension Study Area Map

MATA M-Line Trolley Extension



SCOPE OF WORK

The Scope of Work is summarized in the tasks outlined below. The tasks will be further refined during final scope negotiations and will likely evolve as the project progresses. The Consultant is invited to propose modifications to these tasks and to exercise creativity in responding to the project's needs. Modifications which improve the effectiveness of the study effort, while containing costs, are encouraged.

A two-phase approach underlies this scope of work: Phase I focusing on planning and feasibility with Phase II focusing on funding and implementation needs. Adopting this approach allows for more efficient use of project resources during the evaluation process as only alignment alternatives that are screened for planning feasibility will advance to Phase II for further evaluation, and ultimately, to final recommendations.

TASK 1.0 – PROJECT MANAGEMENT

Task 1 outlines the oversight and administrative tasks required to support the workplan development needs, such as developing a project management plan, defining communication protocol, providing project material, and meeting support.

After the Notice to Proceed is issued, a project kick-off meeting will be held to refine a project work plan, review project management approach, and discuss data needs and sources. NCTCOG shall hold bi-weekly meetings in person or via conference call with the Consultant to review project progress and provide guidance on project development.

Task 1 Deliverables

- Project management plan (including budget/schedule/deliverable by task)
- Regular communication with NCTCOG bi-weekly and as needed
- Monthly progress reports and invoicing to include:
 - Estimated percentage of work completed and budget expended per task
 - Schedule activity report; work activities anticipated for the following month for each task
 - Existing and anticipated issues/problems that may affect the budget, schedule, or work products
 - An update of the project schedule with milestones and deliverables

TASK 2.0 – PUBLIC AND STAKEHOLDER INVOLVEMENT

Task 2 develops and implements coordination and engagement activities, tools, and methods to communicate with key stakeholders and the general public. The purpose of Task 2 is to promote understanding of the M-Line Trolley Extension Feasibility Study and its potential impacts to the

community, as well as solicit feedback on the development of key project elements. Public involvement activities shall be sensitive to the general needs of the transit community to ensure their participation throughout the entire process.

Task 2.1 – Stakeholder Involvement

NCTCOG will assemble a Project Advisory Committee (PAC) of key stakeholders to ensure that local and regional needs are met. The Consultant shall work with PAC and the stakeholders to define a Project Vision that will guide this project and link to the broader transit vision that is being established for the entire streetcar system in Dallas through previous, current, and planned studies and investments. Specific goals and objectives shall be developed that guide the transit planning process, recommendations, and implementation.

NCTCOG and the Consultant shall meet with PAC regularly to review and solicit input on analyses and deliverables during the plan development process. To facilitate stakeholder understanding of analyses and key findings, the Consultant is encouraged to use visualization tools to communicate the information. Additionally, the Consultant shall attend other stakeholder engagement activities with NCTCOG, as requested, with responsibilities including, but not limited to, meeting facilitation and preparing meeting materials (e.g., presentations, minutes).

Task 2.1 Deliverables

- Monthly correspondence with NCTCOG to discuss task progress
- Regular committee meetings with stakeholders, with necessary meeting materials
- Meeting minutes within five working days of committee meeting
- Other stakeholder engagement activities as requested with necessary materials

Task 2.2 – Public Involvement

The Consultant will coordinate with NCTCOG and partner agencies to develop a Public Involvement Plan that encapsulates the engagement approach, tools, schedule, and activities to disseminate project information and obtain input from all stakeholders. The Public Involvement Plan will be designed to maximize community input throughout the planning process, ensuring that local transit needs, benefits, and trade-offs between proposed alternatives and scenarios are understood.

Opportunities for public input shall be divided into at least two phases:

- Phase I promotes awareness of the project and gathers preliminary input on existing transit concerns and interests for the M-Line system.
- Phase II presents the M-Line alternative alignments and scenarios (includes potential service configurations) outlined in Task 4 and collects feedback to shape the preferred scenario and recommendations.

The Consultant shall use creative outreach methods and activities to engage stakeholders. Examples may include public meetings, workshops, surveys, social media, project website, and pop-up events. The Consultant is encouraged to use illustrative and reader-friendly maps, prototypical designs, and other visuals in the public involvement process. NCTCOG will host and maintain a public webpage for the project, and the consultant shall be responsible for producing materials to be included on the webpage.

Task 2.2 Deliverables

- Public Involvement Plan
- Materials needed for public outreach activities
- Information suitable for posting on various NCTCOG public communication platforms, including a public webpage
- Report summarizing public involvement process, data collected, and analyses results

TASK 3.0 – COMPREHENSIVE TRANSIT NEEDS ASSESSMENT

Task 3 surveys existing transportation services and planned improvements, and documents transportation, economic development, and land use plans/studies that impact the study area. Special consideration shall be given to projects and plans that impact the M-Line system: McKinney/Cole Avenue Two-Way Conversion, the city of Dallas Operations and Maintenance Funding Options Study, Dallas Streetcar Central Link, and the DART Streetcar Master Plan. This task also performs a market analysis of current and near-future transit demand within the study area. Analyses performed under this task will serve as the basis for alternatives evaluation and scenario development in subsequent tasks.

Task 3.1 Setting and Literature Review

In 2015, the M-Line Trolley was extended from its Ross/St. Paul terminus along St. Paul, Federal Street, and Olive Street, which created a loop system connecting Uptown to Downtown Dallas and provided more direct access to DART rail. The track infrastructure was designed to accommodate both historic and modern streetcars but currently does not operate both streetcar configurations. To leverage these transportation investments and prepare for possible future streetcar connections in central Dallas, these same infrastructure design goals to accommodate historic and modern streetcars shall be included in the alignment alternatives process as one or more operating and infrastructure scenarios for consideration and assessment. The Consultant shall perform this assessment with understanding of the overarching transit goals and objectives established for the project as context.

The Consultant shall work with PAC, the general public, and other stakeholders to develop a purpose and needs statement to guide the activities under this task. Additionally, the Consultant shall coordinate with PAC to compile and review relevant transportation, economic development, and land use plans/studies that impact the study area. Neighborhood context (individual as well as collective) within the existing and potential M-Line corridor will be considered in relation to

transit needs, interests, and potential impacts to neighborhood character that may result from the trolley extension. Elements to consider under neighborhood context will be defined as part of this process. Key findings and recommendations from this review shall inform subsequent tasks.

Task 3.1 Deliverables

- Statement of Purpose and Need
- Summary of key findings and recommendations from relevant studies/plans, including neighborhood context evaluation

3.2 Existing Services and Conditions

The Consultant shall document existing and planned transit services in the study area, with broader understanding of the regional transit system as context. As the M-Line provides key connections to DART's rail and bus networks, consideration shall be given to the interface across the various transit modes as an overarching goal is to create a convenient and interconnected transit system.

Documentation of transit services shall include types of service, service boundaries, levels-of-service (e.g., frequency, span of service, on-time performance), ridership and trends, survey data, the community's perceived value of the existing M-Line system, Americans with Disabilities Act (ADA) requirements and exemptions, funding sources, subsidies for service provision, per-ride costs, planned service improvements (e.g., DART's bus network redesign, MATA's Service Improvement Plan), and other factors. M-Line's service model and near-term operational goals will be evaluated relative to MATA's performance standards and maximum performance potential; MATA's impact to overlaying transit service will also be evaluated.

Additionally, M-Line connections to the DART system and transit-supportive modes will be evaluated. This includes light rail, bus routes, paratransit and microtransit services, micromobility options, and Transportation Network Companies (TNCs). To this end, the Consultant shall document infrastructure within the study area that impacts transit access and connectivity such as trails, bike lanes, mixed traffic lanes, curbsides, and sidewalks. The Consultant shall recommend best practices for improving transit access and connectivity, and safe operations across all modes travelling on and near mixed-traffic lanes.

Documentation also includes development design guidelines or objectives that impact the existing and potential M-Line footprint. Design guidelines or objectives may include those endorsed or approved by the city of Dallas, MATA, DART, Public Improvement Districts, special districts, or other relevant entities. Specific footprint elements (e.g., stations/stops, streetcar configuration) potentially impacted shall be identified, along with the actions required to ensure design conformity and community acceptance.

Task 3.2 Deliverables

- Report summarizing the current state of transit and other mobility services in the study area (including planned improvements) while evaluating impacts and challenges
- Recommendations for improved access and connectivity, including safer operations in mixed-traffic lanes and curbsides
- Summary of design guidelines or objectives that may impact the M-Line footprint, along with appropriate actions that correspond to those guidelines/objectives
- Existing conditions mapping

3.3 Existing and Future Transit Demand

The Consultant shall conduct a market analysis based on diverse factors to understand transit demand in the study area by weekday, weekend, and time of day. Such factors include demographics, travel behavior, existing and emerging transportation trends, land use, economic development patterns, streetcar system configuration and service design, and other important factors.

The Consultant shall understand the differences between historic, vintage modern, and modern streetcar systems, including the transit demand and market appeal for each. As mentioned, a major project goal is to understand and assess both historic and modern operations in this context to inform the alternatives evaluation process. The market analysis, therefore, shall evaluate existing and future demand based on historic and modern streetcar operations (including vintage modern configuration), illustrating how these systems can operate in an integrated manner that optimizes ridership performance and operational efficiency. Expected outcomes (e.g., service, operations, user experience) based on integrated operations shall be delineated in a manner that enables stakeholders and the general public to understand the differences in streetcar systems and associated advantages and limitations of each.

Additionally, the Consultant will evaluate current and planned economic development in the study area in relation to transit demand impact; likewise, the impact of transit investments on local economic development will be evaluated. The Consultant could consult the Federal Transit Administration's Capital Investment Grant (CIG) guidelines for economic development focus areas and evaluation. Based on this evaluation, the Consultant shall document best practices for transit-supportive economic development that emphasizes quality of life, particularly along the M-Line corridor.

Task 3.3 Deliverables

- Technical report for transit needs and market analysis
- Existing and Future Conditions mapping

- Economic evaluation report, including best practices and examples for transit-supportive economic development that emphasizes quality of life

TASK 4 – EVALUATION OF ALTERNATIVES AND SCENARIOS

Task 4 defines and evaluates alignment alternatives and develops multiple operations scenarios for each alternative, including associated cost estimates. Alternatives will undergo a fatal flaw analysis with an evaluation framework informed by the project's vision, goals, and objectives, at the end of which a shortlist of alternatives will advance to Task 5 for more detailed analysis. The Consultant shall work with PAC, the general public, and other stakeholders to shape scenarios, thereby enabling all involved in the process to understand opportunities, challenges, and trade-off across all scenarios.

4.1 Evaluation Criteria

In coordination with PAC, the general public, and other stakeholders, the Consultant will develop project goals and objectives that will shape the evaluation criteria for alternatives. The criteria established shall enable all stakeholders to understand opportunities, challenges, and trade-offs related to proposed alternatives.

Additionally, service standards envisioned for the M-Line shall be defined as it will inform the evaluation criteria. The Consultant shall coordinate with the city of Dallas, MATA, and DART to identify mutually supportive service standards as an overarching goal for the entire streetcar system in Dallas is to create a seamless, attractive, and convenient transit experience for riders. To facilitate understanding of the options for envisioned service standards, the Consultant shall delineate key system and operations related impacts for pursuing a specific service model, including, but not limited to, span of service, headways, on time performance, stop/station spacing, vehicle configurations, level-boarding platforms and associated geometry requirements, ADA-compliant access or exemptions (including compliance alternatives), federal funding implications related to ADA accessibility, and anticipated ridership, as well as infrastructure and implementation implications/impacts of alternatives.

Task 4.1 Deliverables:

- Technical memorandum summarizing project goals and objectives, evaluation framework, and key considerations for subsequent tasks
- Evaluation Criteria infographics designed for public distribution

4.2 Definition of Alternatives and Stops

The Consultant will identify up to five (5) alternative alignments with stops for the M-Line extension based on stakeholder and public input, as well as information gathered in previous tasks. The entire M-Line alignment will be considered in the development of proposed stops for the extension alternatives. Proposed alignments shall be studied as corridor segments based on existing

conditions of streetcar facilities, ensuring that such conditions account for all modifications introduced by the Two-Way Conversion project and other ongoing or planned projects. Corridor segments shall be identified at a minimum by stop/station envelope, geometry accommodation for level-boarding platforms or alternate ADA compliance options, proximity of stops to nearest crosswalk, operational mode capability (i.e., Overhead Catenary System, battery-powered, or both), and level of impact related to curbside management.

The Consultant will coordinate with the city of Dallas, MATA, DART, and PAC to identify data needs, including data for preparation of ridership estimates.

Task 4.2 Deliverables:

- GIS mapping by corridor segments
- Conceptual exhibits for proposed alignment(s) and stops, as well as fleet configuration

Task 4.3 Conceptual Operations Plan

The Consultant shall develop an operations plan for the alternatives, coordinating with the city of Dallas, MATA, and DART in its development. The plan shall be consistent with study goals and objectives, including overarching transit goals for the area. As such, the Consultant shall consider the entire streetcar system as context (i.e., M-Line and Dallas Streetcar) with the assumption that the Central Link project will be built. It is critical, therefore, that the Consultant evaluate the impacts of the Central Link project to MATA's system and operations (and vice versa), as transit demand and associated service objectives are anticipated to change as a result of linking the M-Line and the Dallas Streetcar systems. Evaluation should estimate the impact to current and future ridership patterns resulting from the use of modern, vintage (modern restored) or historical type of rail vehicles.

The Consultant shall identify operations and maintenance (O&M) needs and costs, and service standards, as well as document industry standard assumptions that impact cost estimates. System and Operations characteristics include, but are not limited to:

- System and Facility Characteristics
 - Define type, features, capability, and compatibility of rail transit vehicle options
 - Define number and location of stops along the entire M-Line route
 - Define key amenities per station/stop (e.g., shelter, real-time information kiosks) and ADA-compliant access or exemptions (including compliance alternatives)
 - Identify stops that could meet ADA accessibility compliance on proposed alignments and existing alignment (upgrade opportunities)
 - Define potential locations for a new or expanded O&M Facility, which includes space for streetcar maintenance/storage, operator crew rooms, and office use
 - Define existing and proposed track segments by operational mode capability (i.e., Overhead Catenary System, battery-powered, or both), as well as by vehicle capacity (historic, vintage, or modern) and turning radii (scale to street dimensions)
 - Define related systems such as those used for signaling and communications

- Identify potential locations for a traction power substation
- Define a fare collection system along with potential locations for off-board payment systems
- Evaluate impacts of a fare collection system
- Locate linkages or other interfaces between MATA, Dallas Streetcar, and DART light rail track, including associated cost impacts
- Operating Characteristics
 - Define fleet requirements (e.g., fleet type, fleet size) for proposed scenarios
 - Calculate service statistics by weekday, weekend, and time of day (e.g., headways, span of service, operational capacity, levels-of-service, on time performance)
 - Develop ridership estimates for each scenario (system, corridor, station/stop)
 - Develop service design goals and objectives, including an option geared towards high ridership which operates either solely historic or both historic/vintage modern and modern streetcars
 - Operational management, organization structure models
 - Evaluate impact of a fare collection system, including cost of validating fare payments
 - Estimate annual operating budgets required to run desired scenarios using appropriate cost standards for each scenario

Task 4.3 Deliverables:

- Conceptual Operations Plan
- Ridership estimates for each alternative/scenario

Task 4.4 Capital & Operating Cost Estimates

The Consultant shall coordinate with the city of Dallas, MATA, DART, and PAC to develop planning-level capital and operating cost estimates for proposed scenarios based on the conceptual operations plan. Capital costs will be based on current project costs and projected costs based on industry standards. Cost estimates for annual O&M will take a similar approach, while also accounting for incremental costs. Ensuring that appropriate capital and O&M cost standards are utilized for each type of scenario is a critical requirement for this subtask.

All capital and operating system elements outlined in the conceptual operations plan will have an associated cost estimate, if applicable, to provide a clear financial picture for all stakeholders to understand the level of resources required to realize the various scenarios. Potential locations for a new or expanded O&M facility, for example, will include property valuation for land necessary to assemble the potential sites. Likewise, capital costs associated with potential modifications of historic streetcars required to accommodate higher voltage for modern streetcar operations will be determined.

Task 4.4 Deliverables:

- Conceptual Capital and Operating Cost Estimates, to be appendices for Conceptual Operations Plan

- Cost/Benefit Analysis specific to proposed streetcar configurations (e.g., only historic or historic and vintage/modern)

Task 4.5 Recommendations and Next Steps

The Consultant will summarize key findings and analyses performed in Task 5. Based on input from PAC, the general public, and other stakeholders, the Consultant will recommend an alternative or a limited number of alternatives to advance to Phase II of this study for further analysis.

Task 4.5 Deliverables:

- Technical memorandums for Tasks 4.3 through 4.5 that describe the methodology, process, key findings, and scenario recommendations; memorandums are due at the time each subtask is completed
- Scenario Briefing Book to compare scenarios
- Finalized track alignment, vehicle/track technology, and stop alternative(s) to move forward into conceptual engineering

PHASE II

TASK 5 – CONCEPTUAL ENGINEERING CONSIDERATIONS

Task 5 further evaluates the preferred alternative(s) to provide an understanding of overall project footprint and cost. Key design/construction issues that may significantly influence project cost and overall feasibility will be identified.

As the city of Dallas' McKinney/Cole Avenue Two-Way Conversion project is running concurrently with this study, with all engineering design work expected to be completed by the launch of this project, the Consultant shall coordinate with the city to ensure that assessments under this task are performed in conjunction with the city's project. Emphasis will be placed on avoiding duplication of work tasks by utilizing design work and impact analyses for the right-of-way, utilities, and surrounding land uses from the city's project.

The considerations outlined below shall be discussed in coordination with MATA, DART, the city of Dallas, and PAC. Considerations include, but are not limited to:

- Track Alignment
 - Single track vs. double track (can be defined as single tracks on two parallel roadway corridors)
 - Curbside placement
 - Geometry requirements for operation of streetcar system technology (historic, vintage, or modern) that was advanced to Phase II
 - Identify right-of-way issues/needs
 - Connections between MATA, Dallas Streetcar, and DART light rail track

- Impact of modern streetcars on OCS and existing turntable (if modern streetcar is the chosen technology)
- Roadway Configurations and Traffic Impacts
 - McKinney/Cole Avenue Two-Way Conversion
 - Streetcar rail specifications, including envelope on road, curbside, and trees/vegetation
 - Potential traffic impacts associated with proposed alignments and scenarios, including impacts to traffic signals and other traffic control devices
- Utility Impacts
 - Survey existing and planned utilities that may impact the proposed alignments
 - Identify utilities that may need to be relocated/protected to accommodate proposed alignments and that result in high-cost impacts
 - Identify necessary utility improvements
- Station/Stop Location and Conceptual Design
 - Identify the general location of stations/stops at the intersection or block level
 - Evaluate site conditions and siting requirements, including ownership and station desirability, and geometry needs for proposed amenities/infrastructure
 - Evaluate accessibility, including ADA-compliance requirements or existing exemptions (and compliance alternatives); reference ongoing MATA ADA Accessibility Study findings and recommendations
 - Develop prototypical designs for proposed curbside stations/stops
- Operations and Maintenance Facility Needs
 - Identify O&M facility needs based on proposed alignments, conceptual operations plan, fleet type, fleet size, and needs
 - Identify potential sites to accommodate new or expanded O&M facilities, including accessibility of proposed sites
 - Identify key design/construction challenges for proposed sites
 - Ensure compatibility with surrounding land uses
- Substation Needs
 - Identify substation needs based on proposed alignments, conceptual operations plan, fleet type and needs, and overall streetcar system objectives
 - Identify potential sites to accommodate new facility, including right-of-way needs
 - Identify key design/construction challenges for proposed sites

Task 5 Deliverables

- Technical memorandum that summarizes key findings, estimated cost impacts, and next steps
- Conceptual exhibits for proposed stations/stops and typical rail sections
- 5 percent level of engineering/design for preferred alternative(s)

TASK 6.0 – FUNDING AND IMPLEMENTATION PLAN

Task 6 develops a funding plan to seek viable revenue sources for implementation of the locally preferred alignment(s) and recommended scenario(s). It involves an audit of the full range of revenue sources (existing and potential), resulting in specific recommendations. The funding plan will help determine the locally preferred alignment and scenario for the M-Line extension, which

will be financially viable, actionable in the near-term, and designed for long-term sustainability. The general public and stakeholders will provide input throughout the development of the plan to understand the associated funding costs and challenges and shape the recommendations for addressing those challenges.

Task 6.1 Review Funding Plans of Other Streetcar Systems

The Consultant shall review funding plans of other successful streetcar systems to gather insight into the underlying funding mechanisms and principles that enable these streetcar systems to operate successfully in a manner that is fiscally sustainable. Funding elements to consider include capital sources, as well as O&M sources; special attention will be given to O&M as identifying stable, ongoing funding sources for this specific element is at times challenging.

After reviewing funding plans, the Consultant will summarize key findings and organize the content in a manner that enables PAC and other stakeholders to understand the insights gleaned from this review. In addition to a detailed description of findings, infographics will be developed to concisely and illustratively convey pertinent funding information. Findings from this subtask, along with associated feedback from PAC, will inform Subtask 6.2.

Task 6.2 Develop Funding Plan for M-Line

In coordination with NCTCOG and PAC, the Consultant shall prepare a funding plan to identify and evaluate available transit funding sources and other potential funding opportunities at the local, state, and federal levels to implement each scenario developed in previous tasks. Funding sources to evaluate include conventional public funding sources, as well as innovative sources such as value capture and tax increment financing. Funding sources shall be identified based on planned use: capital or O&M. If necessary, the Consultant shall identify actions or mechanisms needed for application of identified funding sources in North Texas. Funding sources will be reviewed with magnitude, timing, duration, stability, revenue viability, risk, and legal foundation factors evaluated at a minimum for funding system construction, operation, and maintenance.

Existing funding sources will also be evaluated for maximum optimization to identify opportunities for increased funding. For example, DART provides partial funding for M-Line operations under their Site-Specific Shuttle Service Policy; opportunities for increased funding under this policy, along with the actions necessary to secure said funding, will be considered. Likewise, DART operates bus service *within* the M-Line corridor to support transit demand needs in the area; opportunities for redirecting resources from overlaying bus service to M-Line operations shall be evaluated, including the actions necessary by both transit agencies to accomplish this.

For each viable revenue source, the Consultant shall: recommend a specific use, estimate the value of revenue generated for each respective year of implementation and operation, and calculate the total value of revenue streams as each revenue source is applied. The Consultant shall recommend any needed phased implementation strategy for the locally preferred scenario that balances the revenues and uses without any financial gap.

Task 6.3 Implementation Strategies

This subtask develops implementation strategies, including institutional delivery approach and governance structure for M-Line service provision and related project recommendations in the locally preferred scenario.

The Consultant shall develop strategies that include, but are not limited to, adding or amending citywide or regionwide policies, ordinances, or regulations; cost-sharing arrangements; and public-private or public-public partnerships.

Additionally, the Consultant shall develop a conceptual 10-year timeline which serves as a roadmap for project delivery and details the roles and responsibilities of each relevant stakeholder involved.

Task 6 Deliverables

- Technical report that identifies and evaluates transit revenue sources, and recommends implementation strategies for the locally preferred alignment and scenario
- Matrix that summarizes funding sources and recommended uses, designed to facilitate understanding of funding options and priorities
- Highly illustrative funding and implementation factsheets designed for public and stakeholder distribution
- Technical report for implementation strategies, institutional delivery approach and governance structure, conceptual project implementation timeline
- Conceptual project timeline

TASK 7 – FINAL REPORT

The Consultant shall integrate the information produced in previous tasks into a full report, including an executive summary. The executive summary and full report should be highly illustrative and designed with the general public in mind, while remaining content-rich and usable for public entities. NCTCOG and PAC will review the documents and provide comments for the Consultant to incorporate. The Consultant shall submit final documents to NCTCOG.

Task 7 Deliverables

- Executive Summary
- Full Report (Draft and Final)
- All data components used to develop the Full Report

PROJECT SCHEDULE

Proposers shall develop a schedule of tasks with completion deadlines and methodologies for the project. NCTCOG will select all the identified tasks or a subset of the tasks to be completed. This scope of services is based on a 12-month schedule from an anticipated contract execution. NCTCOG anticipates the contract will begin in October 2025.

CONSULTANT SELECTION CRITERIA

The Consultant Selection Committee (CSC) will review all proposals and select a consultant it considers qualified to undertake the project. The following criteria will be used to evaluate the proposals:

1. Project Understanding	30 percent
2. Scope of Services	25 percent
3. Project Manager/Staff Qualifications	20 percent
4. Knowledge of the Dallas/Fort Worth Area	10 percent
5. Firm Qualifications/Consultant References	10 percent
6. Project Schedule	5 percent

If the CSC determines that interviews will be required before a final decision can be made, the **interviews will take place via Microsoft TEAMS or at the NCTCOG offices in Arlington, Texas during the week of June 23, 2025.** Proposers should be willing and able to attend these interviews, if necessary. Firm(s) who are invited to an interview will be notified by the close of business on **Friday, June 20, 2025** that an interview has been scheduled. Costs for developing the proposal and costs attributed to interviews (and subsequent negotiations) are at the proposer's own expense and will not be reimbursed by NCTCOG.

CONTRACT AWARD

Following final negotiations of the work plan and costs satisfactory to NCTCOG, the consultant will be asked to execute a contract with NCTCOG. If applicable, a Notice to Proceed will be issued upon execution of the contract. NCTCOG reserves the right to reject any and all proposals, to contract for any or all portions of the project with the selected consultant, or to hire multiple firms.

The successful responder(s) to this Request for Proposals is expected to provide qualified personnel to accomplish each portion of the work in this study. NCTCOG will maintain the right to request the removal of any personnel found, in its opinion, during the course of work on this project, to be unqualified to perform the work.

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

The Disadvantaged Business Enterprise participation must meet the **thirty-two (32%) percent** goal identified for this type of procurement. Failure on the part of the majority contractor to meet this goal or show meaningful good faith efforts may be grounds for finding the proposal nonresponsive.

QUESTIONS AND ANSWERS

All questions regarding the RFP shall be directed in writing by e-mail to TransRFPs@nctcog.org by the close of business on **Friday, May 9, 2025**. All questions and responses will be posted on the NCTCOG website at www.nctcog.org/rfp by the close of business on **Wednesday, May 14, 2025**. NCTCOG reserves the right to respond to inquiries as it deems necessary.

Pre-Proposal Conference

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 245 987 343 787

Dial in by phone

[+1 903-508-4574](tel:+19035084574)

Phone conference ID: 860 132 31#

Attendance is not mandatory at the pre-proposal conference but is strongly encouraged to benefit potential proposers from the discussion and answers provided to questions. Questions

submitted in advance of the pre-proposal conference will be answered at the pre-proposal conference. All questions and responses from the pre-proposal conference will be posted on the NCTCOG website at www.nctcog.org/rfp by the close of business on **Monday, May 19, 2025**. NCTCOG reserves the right to respond to inquiries as it deems necessary.

OVERALL PROCUREMENT SCHEDULE

This RFP shall be used to accept, review, and score proposals based on the following schedule with the intent of awarding a Cost-Plus Fixed Fee/ Cost Reimbursement pricing contract. The following represents the schedule of procurement activities leading to contract award:

Issue Request for Proposals	May 2, 2025
Last Day to Submit Questions	May 9, 2025
NCTCOG Q&A Posted to Website	May 14, 2025
Pre-proposal Conference	May 16, 2025
Proposals Due & Proposal Public Opening	May 30, 2025
Consultant Selection Committee	Week of June 16, 2025
Interviews (if needed)	Week of June 23, 2025
NCTCOG Executive Committee Approval	August 28, 2025
Execute Contracts	October 2025

NCTCOG reserves the right to make changes to the above-mentioned schedule. All such changes shall be made by an amendment to the RFP and shall be posted on NCTCOG's website at www.nctcog.org/rfp. It is the responsibility of the consultant to frequently check this website for information concerning amendments to the RFP.

*Public opening of the proposals will be done via Microsoft Teams on **Friday, May 30, 2025 at 5:05 p.m.** A link to the Microsoft Teams meeting is below. Microsoft Teams is integrated with audio so you will only need to use the conference call number (below) if you are unable to access the Microsoft Teams App. The Teams App is available for download [HERE](#).

Public Opening of Proposals:

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 266 658 594 336 9

Dial in by phone

[+1 903-508-4574](#)

Phone conference ID: 758 600 07#

INSTRUCTIONS FOR PROPOSALS

ARCHITECTURAL/ENGINEERING SERVICES

The Sample Contract provided with this Request for Proposals contains federal requirements which must be included with Proposals. Appendices C through H contain compliance requirements and certification forms which must accompany the Proposals. **Failure to comply with the requirements may result in finding the proposal to be nonresponsive.**

Additional information is provided below:

1. Proposers may submit one hard copy or one flash drive of the proposal. Brendon Wheeler, P.E., Program Manager, North Central Texas Council of Governments, 616 Six Flags Drive, Arlington, Texas 76011. Flash drives should contain one file preferably with indexed sections. Flash drives that are unreadable or contain corrupted files will be considered non-responsive. **Proposals must be received by 5:00 p.m., Friday, May 30, 2025.** Proposals received after that time will not be considered and will be returned to the proposer unopened. The in-hand submittal will count as the official submittal. In addition to the in-hand submittal, NCTCOG is requesting electronic submission of proposal documents to TransRFPs@nctcog.org. Electronic submissions only will **not** be evaluated.
2. The proposal should address the criteria identified in the Request for Proposals that will be used for consultant selection. Proposals should include, at a minimum, the following information.
 - **Proposal Formatting** – Proposals should be printed double-sided and include a footer containing consultant firm name, page number, and total pages in the proposal. (e.g., Planning firm 1 of 20). Proposals should be no more than 20 pages in total length (resumes, compliance, and Affirmative Action Plan attachments do not count against the total).
 - **Cover Letter** -- A brief summary of the key points of the proposal and approach to accomplishing the work. Name and address of the firm, as well as the contact person's name, phone number, and email address should also be included.
 - **Project Understanding** - A general description of the approach to be used in accomplishing the work, including the project organization and management plan. Senior personnel who will work on the project, including subcontractor personnel, should be identified by name and by role in the project; e.g., project manager, principal in charge, project advisor, etc. The project manager in particular must be specified and a clear indication given as to his/her involvement in the project. If more than one firm will be involved, the proposal should clearly delineate the work to be accomplished by each firm and how the work will be coordinated and managed. Any special requirements or coordination needs should be clearly identified.

- **Scope of Services and Schedule** - This section should respond to the Request for Proposals task descriptions for the project by describing clearly in detail what and how work in each task will be accomplished, the technical methodology to be used, and the planned work flow and schedule. A description should be included concerning quality control and how this will be maintained and accomplished during the course of this project.
 - **Consultant Qualifications** - This section should identify the background and experience of the consulting firm(s) and individuals in similar types of work and the results of that experience, along with up-to-date references (name, current affiliation, and phone number), should be included. Knowledge of the Dallas-Fort Worth area should be specifically indicated.
 - **Compliance Requirements** - Appendices C through H of the Sample Contract contain compliance requirements and other certification forms which must accompany the Proposal.
 - **Entities that Boycott Israel (House Bill 89)**
 - If proposers are required to make a certification pursuant to Section 2271.002 of the Texas Government Code, proposers should include a certification statement that they do not and will not boycott Israel during the term of the contract resulting from this solicitation. If the proposer does not make that certification, proposer must indicate that in its response and state why the certification is not required.
 - **Prohibition on Firearm and Ammunition Industry Discrimination (S.B. 19)**
 - Pursuant to Chapter 2274, Government Code, as enacted by S.B. 19, 87th Legislature, NCTCOG is prohibited from using public funds to contract with entities who discriminate against firearm and ammunition industries. By signing this contract, the Consultant agrees that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association and will not discriminate during the term of the Contract.
 - **Prohibition on Boycotting Energy Companies (S.B. 13)**
 - Pursuant to Chapter 2274, Government Code, as enacted by S.B. 13, 87th Legislature, NCTCOG is prohibited from using public funds to contract with entities who boycott energy companies. By signing this contract, the Consultant verifies that it does not discriminate against energy companies and will not discriminate during the term of the Contract.
3. The NCTCOG Transportation Department maintain a Disadvantaged Business Enterprise (DBE) participation goal on the part of socially and economically disadvantaged individuals in DOT-assisted projects. The specific DBE goal requirement for this procurement is identified in the RFP and Appendix D to the Sample Contract and is determined by the type of services being procured. **If a proposer is unable to meet the established DBE goal, documentation must be provided to support meaningful good faith efforts.** To facilitate this goal, a list of DBEs is attached for consideration. In the event the proposer is a majority firm and the above stated goal for DBE participation is not met, the prime contractor shall

be required to provide justification and documentation for not reaching the goal with disadvantaged subcontractors.

- a. Joint ventures between majority and disadvantaged contractors are encouraged. Whenever a joint venture involves a disadvantaged firm(s), the proposer shall submit with the proposal the names, scope of work, and the anticipated percentage of work of each proposed DBE subcontractor and joint venture. The Affidavit of Intended Entrepreneurship, included as Appendix D.2 of the Sample Contract, is intended for this purpose NCTCOG shall reserve the right to approve all substitutions of subcontracts.
 - b. For the purposes of this policy, a Disadvantaged Business Enterprise is defined as: A business enterprise that is owned and controlled by one or more socially and/or economically disadvantaged persons. "Owned and controlled" is specified as a business which is (1) a sole proprietorship legitimately owned by an individual who is a disadvantaged person or (2) a partnership or joint venture controlled by disadvantaged persons and in which at least fifty-one (51%) percent of the voting interest and fifty-one (51%) percent of the beneficial ownership interests legitimately are held by disadvantaged persons. Such persons include individuals who are Women, Black, Hispanic, Native Americans, Asian-Pacific Americans, Asian-Indian Americans, or any other minorities or individuals found to be disadvantaged by the Small Business Administration pursuant to Section 8(a) of the Small Business Act. **DBE Certificates issued through the Texas Unified Certification Program are required.**
 - c. The contractor shall maintain for three (3) years such records as are necessary to determine compliance with their DBE obligations and shall submit regular reports to enable the North Central Texas Council of Governments to monitor this compliance.
4. The NCTCOG Executive Board encourages the use of local firms. However, all proposals, regardless of firm locale, will be evaluated using the consultant selection criteria contained in the Request for Proposals.
 5. A consultant selection committee will review the proposals and select a firm it considers qualified to undertake the project. The selection of the proposal will be based on the technical proposal and/or interviews but will be subject to negotiation of conditions of cost satisfactory to NCTCOG. NCTCOG reserves the right to reject any or all proposals and to contract for any or all portions of the project with the selected consultant.
 6. The Texas Legislature has adopted House Bill 1295. In short, the law states a governmental entity or state agency may not enter into certain contracts with a business entity unless the business entity submits a disclosure of interested parties (Form 1295) to our agency at the time of a signed contract. As part of contract development, the consultant will be asked to complete the disclosure of interested parties electronically and submit through the Texas Ethics Commission website. NCTCOG will provide a specific contract number associated with the award for inclusion in the submittal. Once submitted, the consultant will be requested to return an e-mail confirmation of submittal to NCTCOG.
 - For more information about the process, please visit the following website for a Frequently Asked Questions:
https://www.ethics.state.tx.us/resources/FAQs/FAQ_Form1295.php

7. Procurement information shall be a public record to the extent provided by the Texas Open Records Act and the Freedom of Information Act and shall be available to the public as provided therein. If a proposal contains information that the proposer considers proprietary and does not want disclosed to the public or used for any purpose other than the evaluation of the offer, all such information must be indicated with the following suggested language:

The information contained on pages _____ shall not be duplicated or used in whole or in part, for any purpose other than to evaluate the proposal; provided that if a contract is awarded to this office as a result of or in connection with the submission of such information, NCTCOG has the right to duplicate, use or disclose this information to the extent provided in the contract.

8. **Conflict of Interest Disclosure Requirement**
Pursuant to Chapter 176 of the Local Government Code, any person or agent of a person who contracts or seeks to contract for the sale or purchase of property, goods, or services with a local governmental entity (i.e. NCTCOG) must disclose in the Questionnaire Form CIQ ("Questionnaire") the person's affiliation or business relationship that might cause a conflict of interest with the local governmental entity. By law, the Questionnaire must be filed with NCTCOG no later than seven days after the date the person begins contract discussions or negotiations with the NCTCOG, or submits an application or response to a request for proposals or bids, correspondence or another writing related to a potential agreement with the NCTCOG.

Updated Questionnaires must be filed in conformance with Chapter 176.

A copy of the Questionnaire Form CIQ is enclosed with the submittal documents. The form is also available at <https://www.ethics.state.tx.us/data/forms/conflict/CIQ.pdf>

If you have any questions about compliance, please consult your own legal counsel. Compliance is the individual responsibility of each person or agent of a person who is subject to the filing requirement. An offense under Chapter 176 is a Class C misdemeanor. If the consultant has no Conflict of Interest, please include the following statement: **[insert firm name]** has reviewed and confirmed there are no Conflicts of Interest for the prime or subconsultants with the North Central Texas Council of Governments or any associated local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A).