

North Central Texas Council of Governments (NCTCOG)
McKinney Avenue Transit Authority M-Line Trolley Extension Feasibility Study
Request for Proposals

Questions and Responses

Question #1: On the MATA M-Line Trolley Extension Feasibility Study RFP: Would you please clarify the information you would like consultants to provide as part of the required Affirmative Action Plan attachment, cited on page 21 of 24 of the RFP? Do you want a summary or a copy of the full plan? Your direction would be appreciated.

Response: NCTCOG intended to remove all language related to Affirmative Action Plans due to the rescission of Executive Order 11246. No Affirmative Action plan is being requested as part of the proposal response.

Question #2: Regarding my question about the Affirmative Action Plan attachment requirement:

I have been coordinating with our HR compliance team, and they asked me to specifically ask for clarification about whether NCTCOG is seeking Affirmative Action Plans under Title VII or Title VI.

If you could please clarify the type of Affirmative Action Plan you would like us to attach in light of the recent rescission of Executive Order 11246, we would appreciate it.

Response: Please see response to Question #1.

Question #3: Will NEPA/environmental be part of the scope of this project? If not, will it be included with future projects resulting from this study?

Response: NEPA will not be a part of the scope of this project. The work done in Phase II of this project, including through the development of implementation strategies and a 10-year timeline, will ideally lead into continued preliminary engineering and the NEPA environmental review process in a future effort.

Question #4: What is the estimated budget for the project?

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

Question #5: Are 11x17 pages allowed for large org charts or maps/exhibits? If so, please confirm whether they will count as 1 or 2 pages towards the 20-page limit.

Response: Yes, 11x17 pages are allowed for the documents mentioned and will be counted as 1 page each.

Question #6: Since resumes do not count towards the page limit should they be included as an appendix or within the Project Understanding or Consultant Qualifications section without page numbers?

Response: Resumes may be included where they seem most appropriate and will not be counted towards total page numbers.

Question #7: What forms do subconsultants need to complete?

Response: Subconsultants would complete appendices E through H.

Question #8: Are divider pages required? If so, please confirm that they will not count towards the page limit.

Response: Divider pages are not required but if you choose to use them it will not be counted towards the page limit.

Question #9: Please confirm that the Entities that Boycott Israel, Prohibition on Firearm and Ammunition Industry Discrimination, and Prohibition on Boycotting Energy Companies forms do not count towards the page limits.

Response: Compliance documents such as Entities that Boycott Israel, Prohibition on Firearm and Ammunition Industry Discrimination, and Prohibition on Boycotting Energy Companies do not count towards the total page limit.

Question #10: Are a hard copy and flash drive required for the in-hand submittal?

Response: The proposer may submit either a hard copy or flash drive for the in-hand submittal. Only one is required.

Question #11: Can links/QR codes to final reports be included for relevant experience projects?

Response: Yes, links/QR codes to relevant project examples and websites may be included. Please limit links/QR codes that are specific so that the relevant information is clear to the Consultant Selection Committee.

Question #12: Concerning Community Involvement: Has the NCTCOG or MATA created a list of businesses, community representatives, and residents to be involved in public engagement efforts? Are there findings from previous initiatives about extending the system to this area?

Response: There is a preliminary list of key community contacts through ongoing efforts by NCTCOG and MATA in this area. However, the development of a specific contact list will be a collaborative effort between the consultant, NCTCOG, and project partners as an initial element of the Public Involvement Plan.

Question #13: Concerning Community Involvement: Are there findings from previous initiatives about extending the system to this area?

Response: There have been high-level assessments and screenings of this extension project through broader City of Dallas and DART reports with limited findings. These will be made available to the project team and be reviewed as part of the literature review for the comprehensive transit needs assessment.

Question #14: Will the Project Advisory Committee be established at the time of issuing the Notice to Proceed, or will the consultant assist in forming this Committee?

Response: The committee will be established primarily by NCTCOG but there will be an opportunity for consultant input on the committee membership.

Question #15: Will the “Fare Donation” revenue system be preserved?

Response: That revenue system will be assessed alongside other fare collection alternatives as part of Task 4.3 Conceptual Operations Plan.

Question #16: Due to the Memorial Holiday Weekend, will NCTCOG consider extending the submittal date (one week)?

Response: The submittal deadline will remain as it is to preserve the overall procurement schedule.

Question #17: Could you please elaborate on the roles and responsibilities of the Project Review Committee compared to the Project Advisory Committee?

Response: There will only be a Project Advisory Committee. A key task of the committee will be to review all project work and deliverables.

Question #18 Is a firm that is working either as a prime or a subconsultant on the McKinney/Cole two-way conversion project precluded from this MATA Streetcar project?

Response: The McKinney/Cole two-way conversion project is a complete streets roadway engineering and design project that will lead directly into the construction phase upon completion. The MATA M-Line Trolley Extension Feasibility Study is a transit planning study focused on determining the feasibility of a future streetcar trolley extension north of uptown Dallas. Considering the differences in focus and project planning stages of these efforts, the prime and subconsultants working on the McKinney/Cole two-way conversion project are not precluded from the McKinney Avenue Transit Authority M-Line Trolley Extension Feasibility Study.

Question #19: I do not see my DBE firm on the list posted to NCTCOG's website. Where does NCTCOG get the DBE information?

Response: The list of DBE vendors is generated from NCTCOG's database. If a DBE does not see their information included on the list, NCTCOG can work with the DBE firm to ensure the firm is notated as a DBE in NCTCOG's database.

Question #20: Is an Affirmative Action Plan required to be submitted as part of proposals?

Response: Given changes in the federal government administration, NCTCOG is no longer requiring that proposals include an Affirmative Action Plan.

Question #21: What is the status of the Dallas Streetcar Extension to Downtown and future connection to the M-Line?

Response: The Dallas Streetcar Extension was previously envisioned as the central link to downtown Dallas. NCTCOG is working with Dallas staff to have a better understanding of the plans to tie into the southern portion of the MATA M-Line and this potential connection will be part of the discussion and consideration of the M-Line Extension project.

Question #22: Is there a budget set for this project?

Response: NCTCOG is not sharing budget information at this time.

Question #23: NCTCOG noted Phase 1 of the project has a 12-month timeframe. Will Phase 2 follow on the heels of Phase 1?

Response: The phases in the scope of work are set to both be completed in the 12-month timeframe. There are two phases because the completion of Phase 1 will mark a decision point by the project team and Project Advisory Committee to determine which alternative(s) to bring forward into Phase 2.