

REQUEST FOR PROPOSALS

Regional Rail Trail Alignment Study Fort Worth to North Richland Hills

Pre-Proposal Conference
September 22, 2026

Agenda



NCTCOG Safety Procedures



Introductions & Agenda Overview



Study Background



Overview of the Scope of Work



Consultant Selection Criteria & Submittal Requirements



Schedule

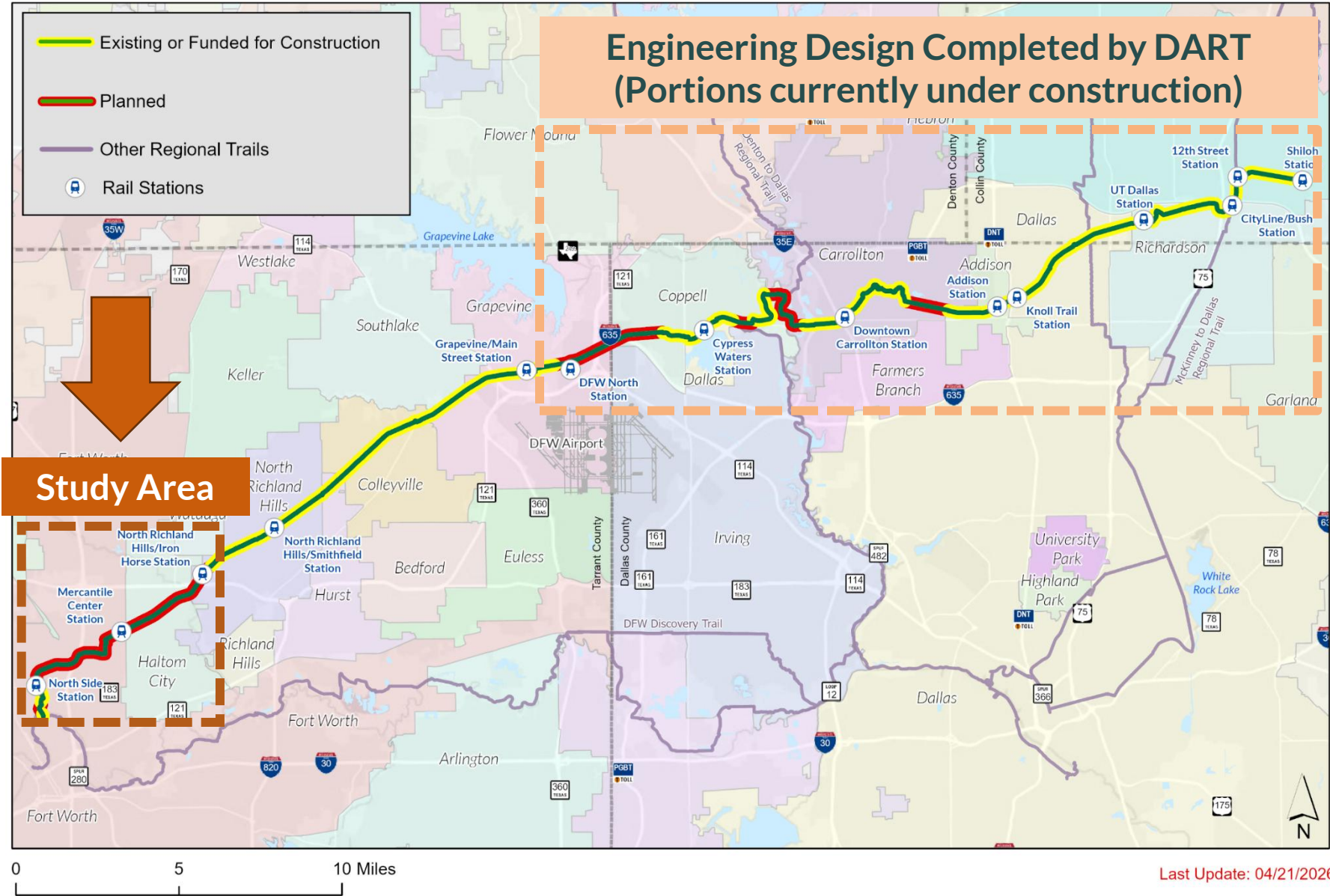


Questions and Answers



REGIONAL COTTON BELT TRAIL

Corridor Area	51 miles
Counties	3
Cities	12
TEXRail Stations	5
DART Silver Line Stations	9
Existing Trail	19.1 miles
Funded Trail	16.0 miles
Planned Trail	15.9 miles



GENERAL OVERVIEW OF THE STUDY

Determine the feasibility and preferred alignment of a future regional shared-use path (trail) in Tarrant County within or near the Trinity Metro TEXRail right-of-way from the existing Cotton Belt Trail located east of the TEXRail Iron Horse Station in North Richland Hills to the TEXRail North Side Station in Fort Worth.

- Conceptual alignment identified by Mobility 2050 and local trail master plans
- “Rails-with-trails” project (within active rail right-of-way)
- Multiple areas of constraints require in depth review
- Multiple facility types are anticipated including shared use path, sidepaths, and on-street bikeways with associated pedestrian facilities.



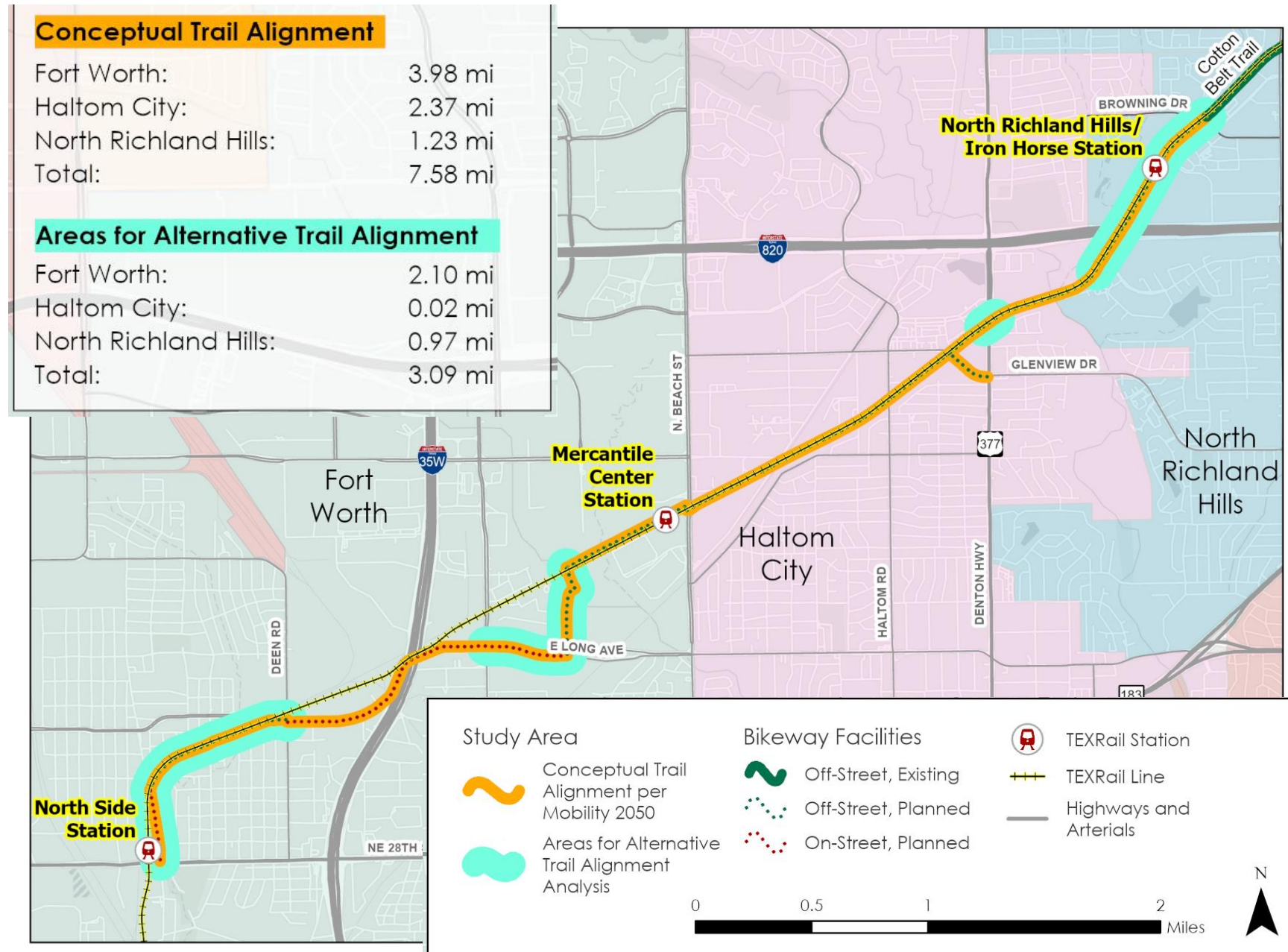
STUDY AREA

Distance: 7.5 Miles

From: North Richland Hills Iron Horse TEXRail Station

To: North Side TEXRail Station at SH 183 (NE 28th St)

Extends primarily along the TEXRail line and city streets through North Richland Hills, Haltom City, and Fort Worth



SCOPE OF STUDY

- Technical coordination meetings with agency staff (each city), Trinity Metro, TxDOT, utilities, levee districts, etc.
- Maximize connections to rail stations and to existing/future bicycle and pedestrian facilities
- Review and identify major roadway crossing options such as:
 - grade separated (bridges)
 - at-grade crossings
- Identify best options to implement in areas with constraints (Areas of Alternative Alignment Analysis)
- At-grade roadway and rail intersection crossing details
- Identify the final preferred alignment and facility type(s) in each city

Deliverables:

- Design Schematics (up to 15%)
- Design Schematics with spot survey (up to 30%)
- Preliminary environmental review
- Identify locations of anticipated easement and/or right-of-way acquisition
- Opinions of Probable Construction Costs (by jurisdiction)
- Final Summary report



AREAS FOR ALTERNATIVE TRAIL ALIGNMENT ANALYSIS

Select areas of the corridor have constraints that require additional in-depth review and the possible development of other alignment options for consideration by stakeholders to reach consensus on a preferred feasible alignment for implementation.

Areas for Alternative Trail Alignment Analysis

Fort Worth	2.10 mi
Haltom City	0.02 mi
North Richland Hills	0.97 mi
Total	3.09 mi

Develop 30% Schematics

- Some select locations will need detailed review of location and approximate horizontal position of subsurface utilities engineering to Quality Level B (QL-B)
- For example, locations with pipeline and underground utilities within rail right-of-way



DEVELOPMENT OF 15% SCHEMATICS



Typical sections for the final recommended alignment, including any utility and right-of-way impacts



Prototype intersections, including street and driveway intersections, signage, and pavement markings



Preliminary pavement marking plans where relevant for on-street alignments and intersection crossings



Horizontal alignments including a plan view for the rail right-of-way and each roadway corridor with on-street bikeways or sidepath, including existing right-of-way and easements, existing topography



A vertical view for the alignment in select locations where known constraints exist



Surface geophysical methods to determine the existence and approximate horizontal position of subsurface utilities equivalent to Quality Level C (QL-C) and Quality Level D (QL-D).



EXAMPLE: ALIGNMENT AND DESIGN ISSUES

(Iron Horse Station to IH-820)

Determine how to extend the Regional Trail south of Iron Horse Station:

1. Extend Trail along rail line, OR
2. Extend Trail along Iron Horse Blvd
3. Extend Trail across IH 820



EXAMPLE: ALIGNMENT AND DESIGN ISSUES (Iron Horse Station and Iron Horse Blvd)

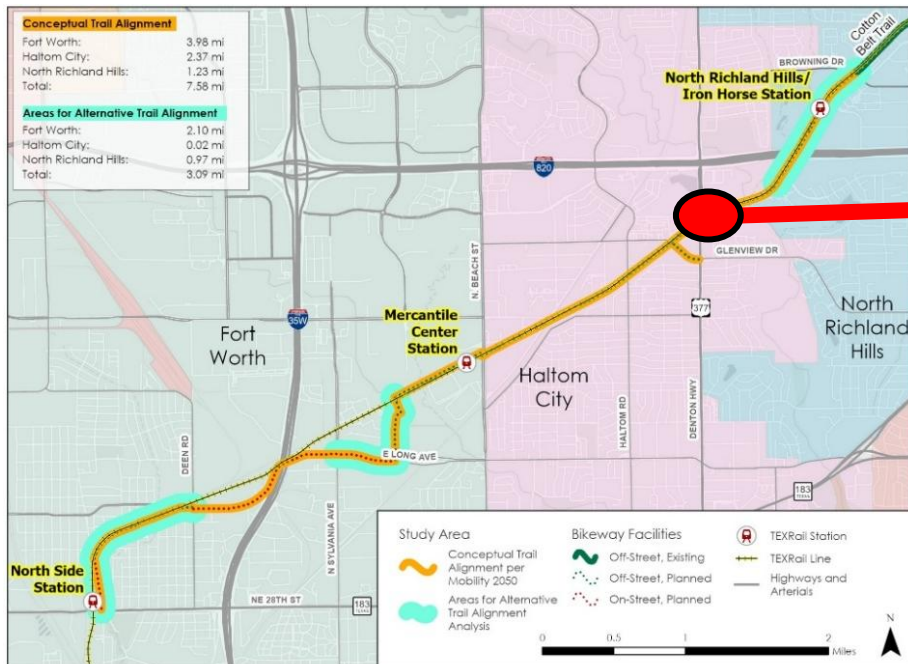
- Station area constraints
- Existing sidewalk width is not a shared-use path



EXAMPLE: ALIGNMENT AND DESIGN ISSUES (US 377)

How/where to safely cross US 377, such as:

- A new trail bridge over US 377 may conflict with overhead transmission power lines
- Possible at-grade crossing with a new signal



EXAMPLE: ALIGNMENT AND DESIGN ISSUES

(US 377)



**Overhead
utilities**



EXAMPLE: ALIGNMENT AND DESIGN ISSUES

(Long Ave: Possible Roadway Retrofit)

- Roadway retrofit vs sidepath constraints
- Potential restriping with buffer for bike lanes?



EXAMPLE: ALIGNMENT AND DESIGN ISSUES

(Long Ave. to North Side Station)

Feasibility of the trail alignment following the rail line west of Deen Rd

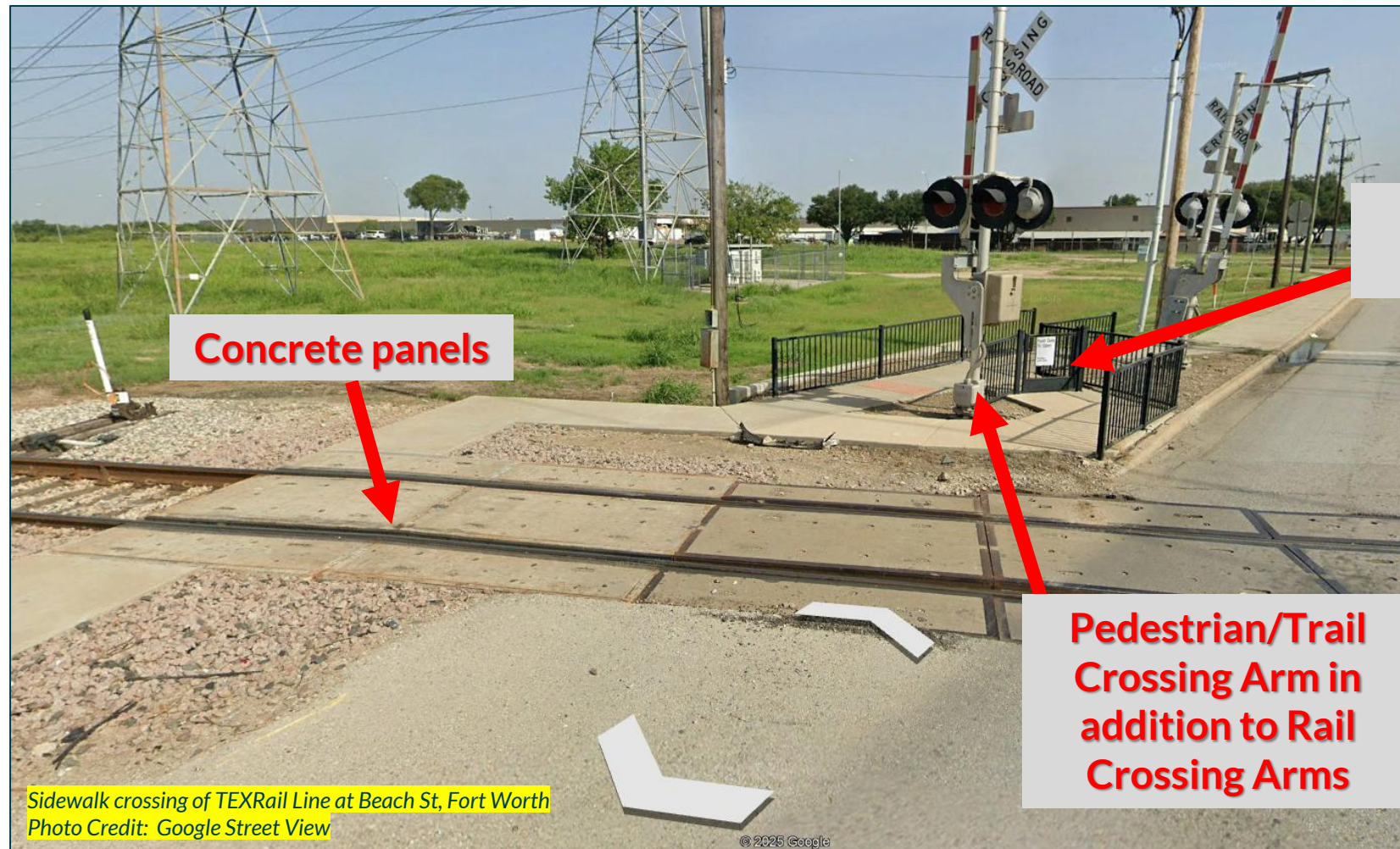
Some portions may require implementation of on-street bikeways per the Fort Worth Active Transportation Plan:

- Deen Rd
- Schwartz Ave
- Dewey St
- Long Ave
- Decatur Ave



EXAMPLE: ALIGNMENT AND DESIGN ISSUES

At-Grade Railroad Crossings



Consultant Selection Criteria (Engineering)

Criteria	Weight
Project Understanding	30%
Scope of Services	25%
Qualification of Project Manager and Staff	20%
Knowledge of the Dallas-Fort Worth Area*	10%
Firm Qualifications/Consultant References	10%
Schedule	5%

*Scoring for this criterion will evaluate the consultant's demonstrated experience in the Dallas/Fort Worth region, with emphasis on experience specific to this corridor and the complexities of working within or adjacent to rail right-of-way.



Consultant Qualifications

Professional Transportation Engineers and Planners:

- Experience related to trails located in active rail right-of-way
- Experience related to roadway and intersection retrofits for bike facilities
- Proficiency in road safety principles such as Road Safety Professional (RSP)

Professional Structural Engineer / Transportation Engineer (Bridge Section):

- Experience related to SUP bridges spanning TxDOT highways and/or retrofit and structural analysis of potential modifications to roadway bridges

Professional Traffic Operations Engineer (PTOE):

- Experience with multi-modal projects with bicycle facilities including operations, signals, intersection designs and pavement markings, and vehicle traffic calming



Study Schedule and Budget

Anticipated Schedule:

18 months from the date the consultant firm is authorized to proceed.

Anticipated Budget:

Approximately \$1M to \$1.3M



Submittal Requirements

Proposals must be submitted in Bidnet Direct no later than **5:00 p.m., Central Time, on Friday, October 23, 2026**. Proposals submitted after that time will not be permitted by the system.

- <https://www.bidnetdirect.com/texas/nctcog>

Pages limited to twenty (20) total pages. Cover letter and compliance requirements/required forms do not count towards page limit.



RFP Schedule

Milestone	Date
RFP Published	September 11, 2026
Written Questions Due	September 18, 2026
→ Pre-Proposal Meeting	September 22, 2026
Written Response to Questions Posted	September 25, 2026
Proposals Due	October 23, 2026
Interviews (if needed)	Week of November 16, 2026
Negotiations	December 2026
Executive Board (Contract Awards)	January 28, 2027
Contract Execution	Early February 2027



Questions?

Responses to questions will be
posted in Bidnet Direct by
close of business on

Friday, September 25, 2026

