



NAS JRB FORT WORTH REGIONAL COORDINATION COMMITTEE MEETING

1.23.2023 | NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

MISSION STATEMENT

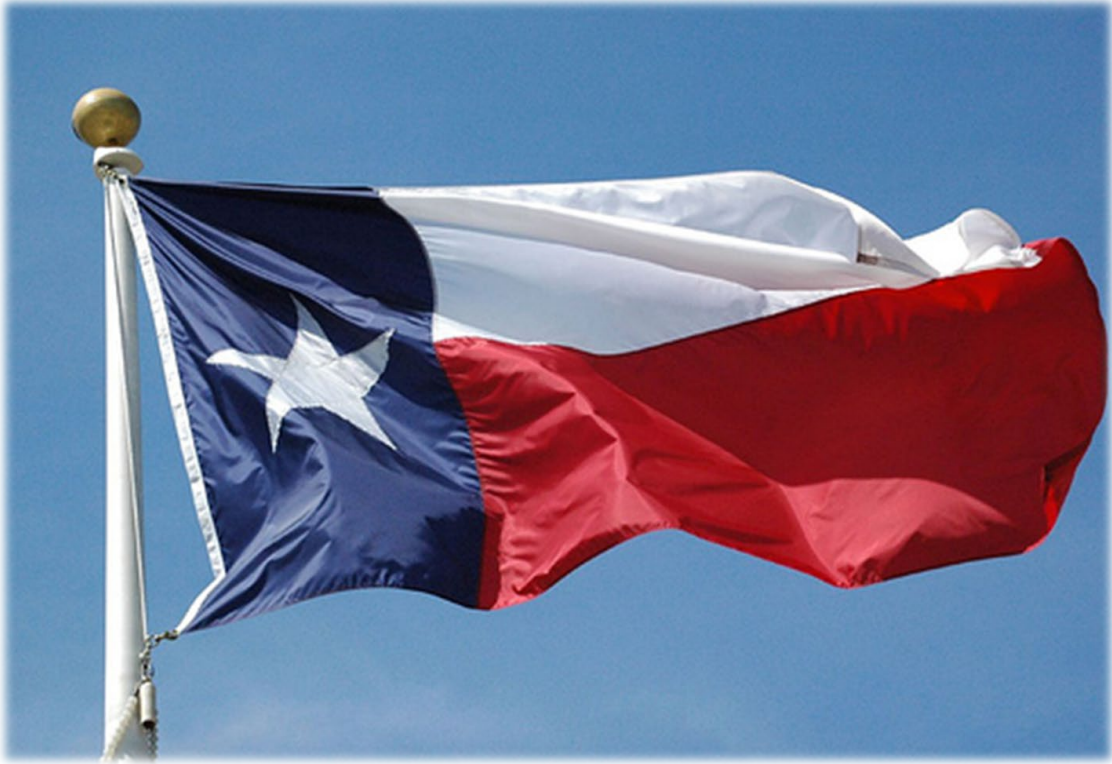
The Naval Air Station Joint Reserve Base Fort Worth Regional Coordination Committee will serve as a forum for dialogue between the base and the surrounding communities to implement recommendations from Joint Land Use Studies and Compatible Use Plans related to compatible development, livability, and public engagement.

The RCC will provide support for the base and members of the military to preserve NAS JRB Fort Worth as a strategic military asset and to enhance the economy and quality of life in the surrounding communities.

ITEM 1:
PLEDGE OF
ALLEGIANCE AND
TEXAS PLEDGE



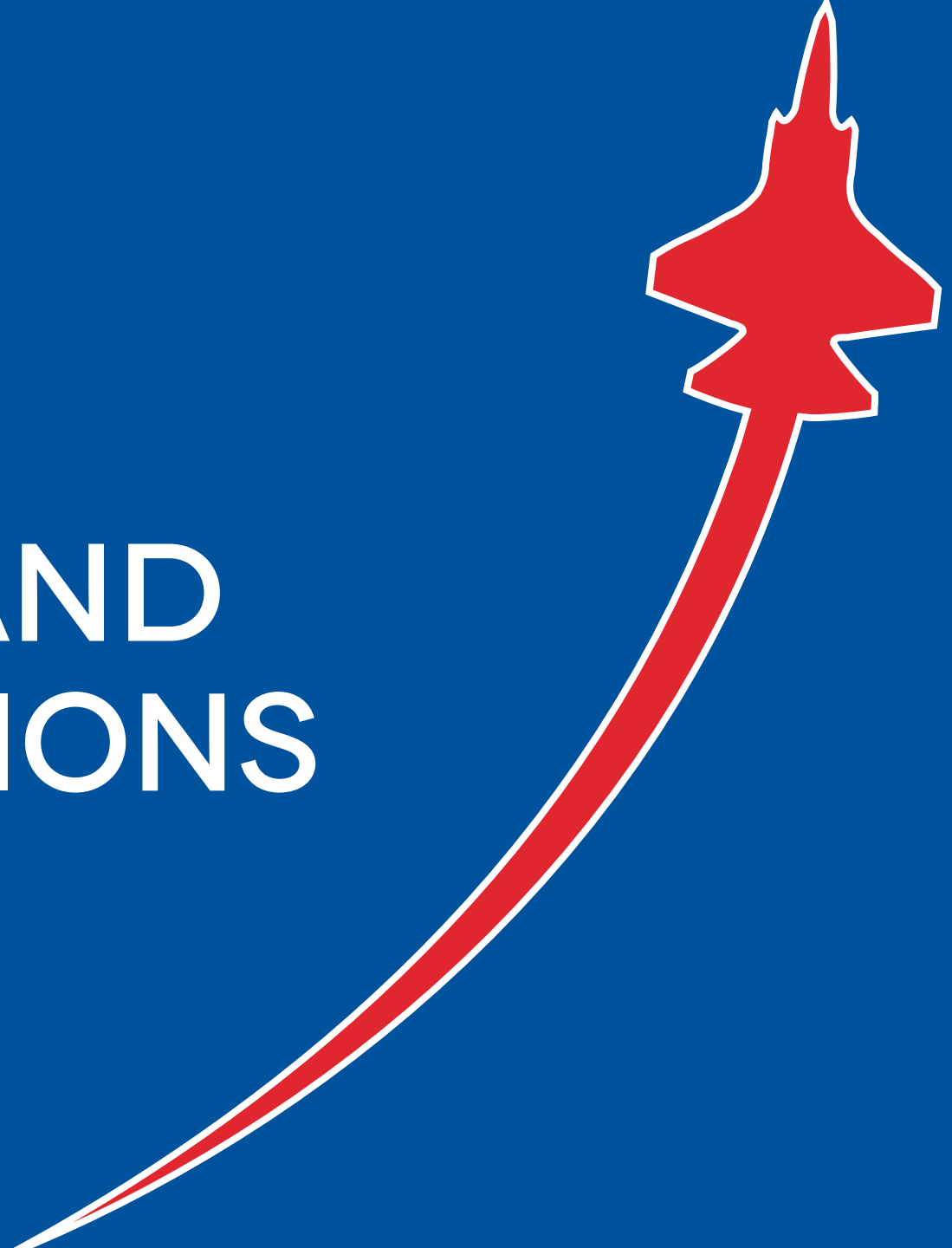




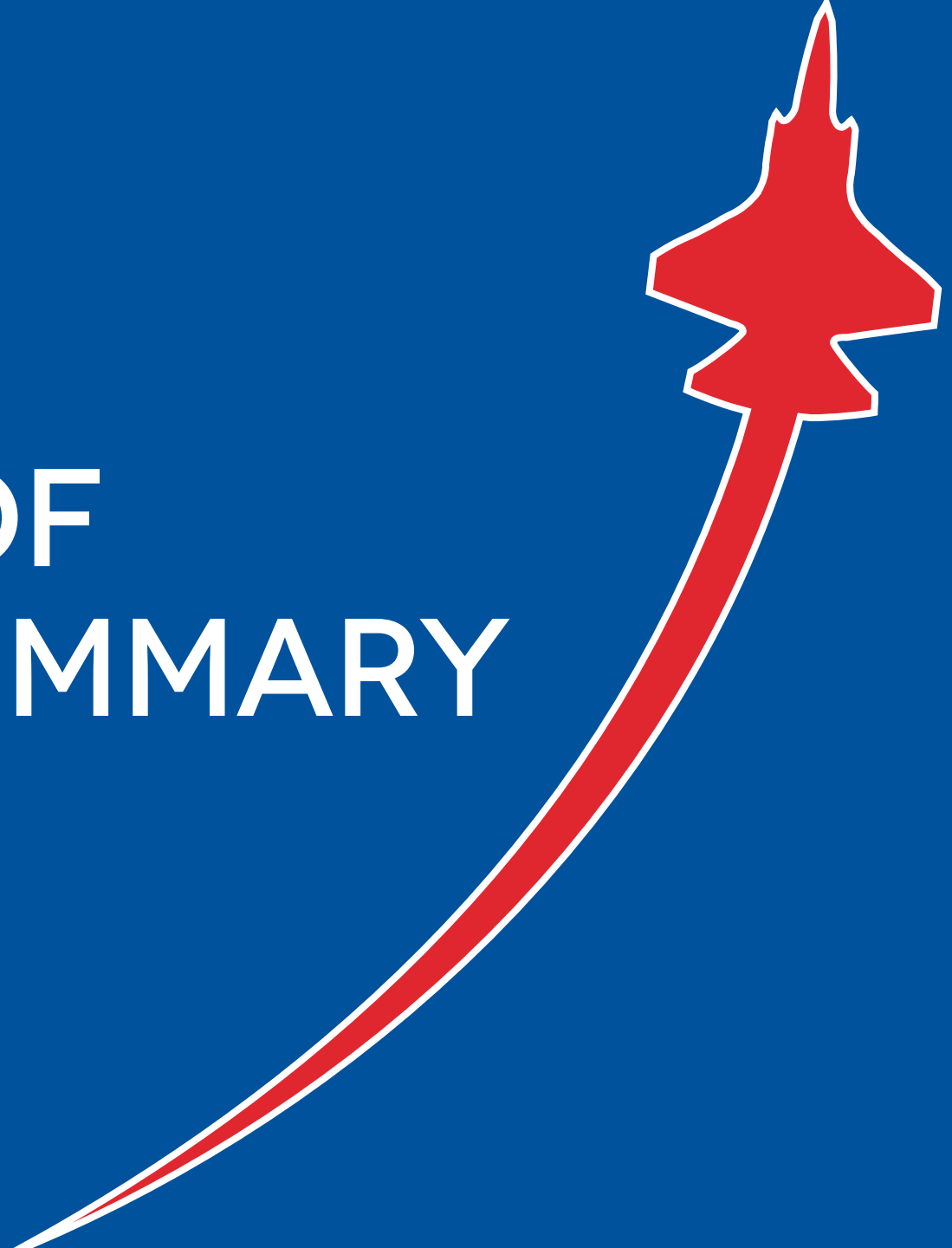
TEXAS PLEDGE

Honor the Texas flag;
I pledge allegiance to thee,
Texas,
One state under God,
One and indivisible.

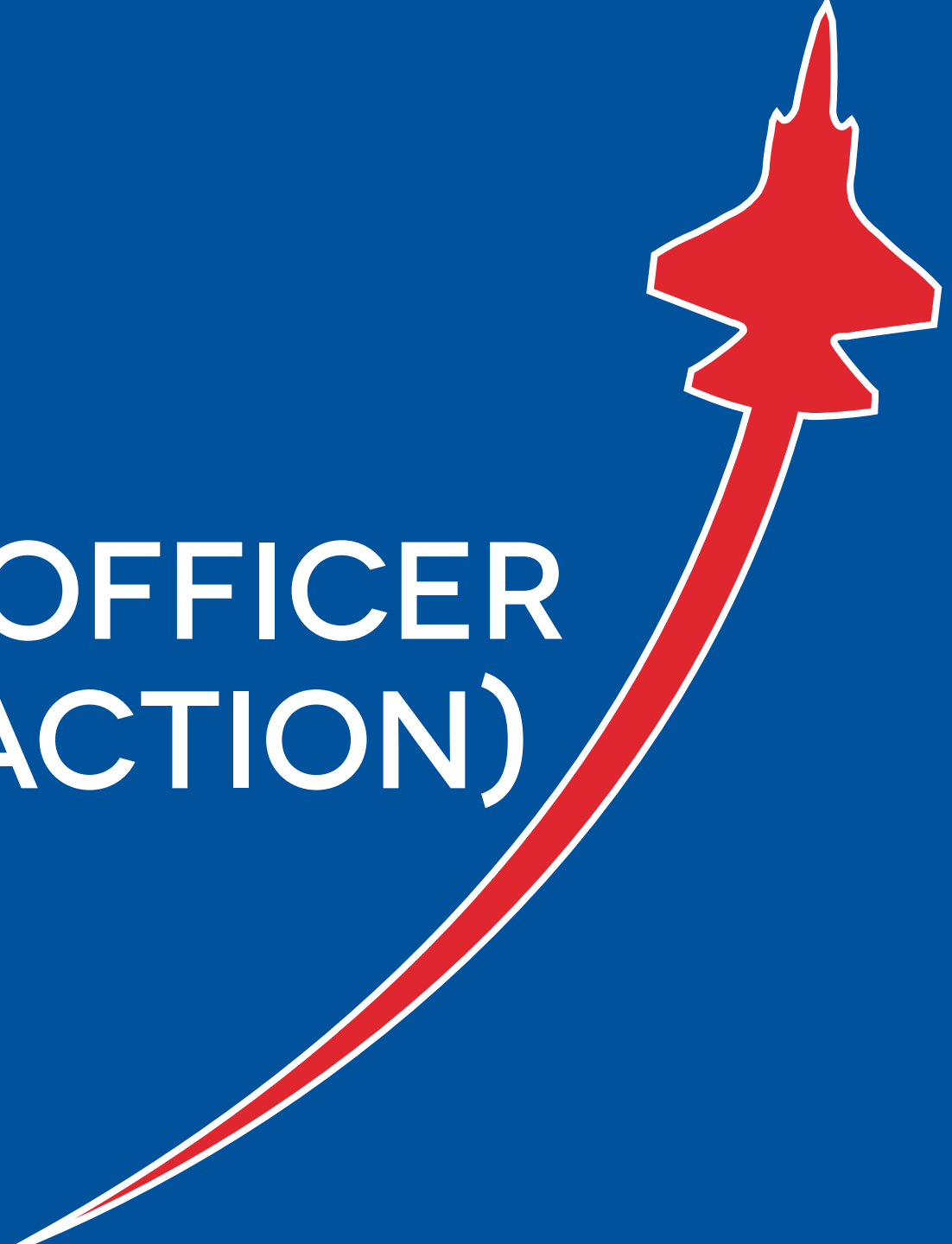
ITEM 2: WELCOME AND INTRODUCTIONS



ITEM 3: APPROVAL OF MEETING SUMMARY (ACTION)



ITEM 4:
2023–2024 OFFICER
ELECTION (ACTION)



OFFICER NOMINATIONS

- **Chair:** Mike Coleman, City of Westworth Village
- **Vice-Chair:** Councilmember Dr. Larry Marshall, City of Benbrook
- **Secretary:** Councilmember Dan Chisholm, City of River Oaks
- **Treasurer:** Jeff James, City of White Settlement

ITEM 5: CHALLENGE COIN PRESENTATION



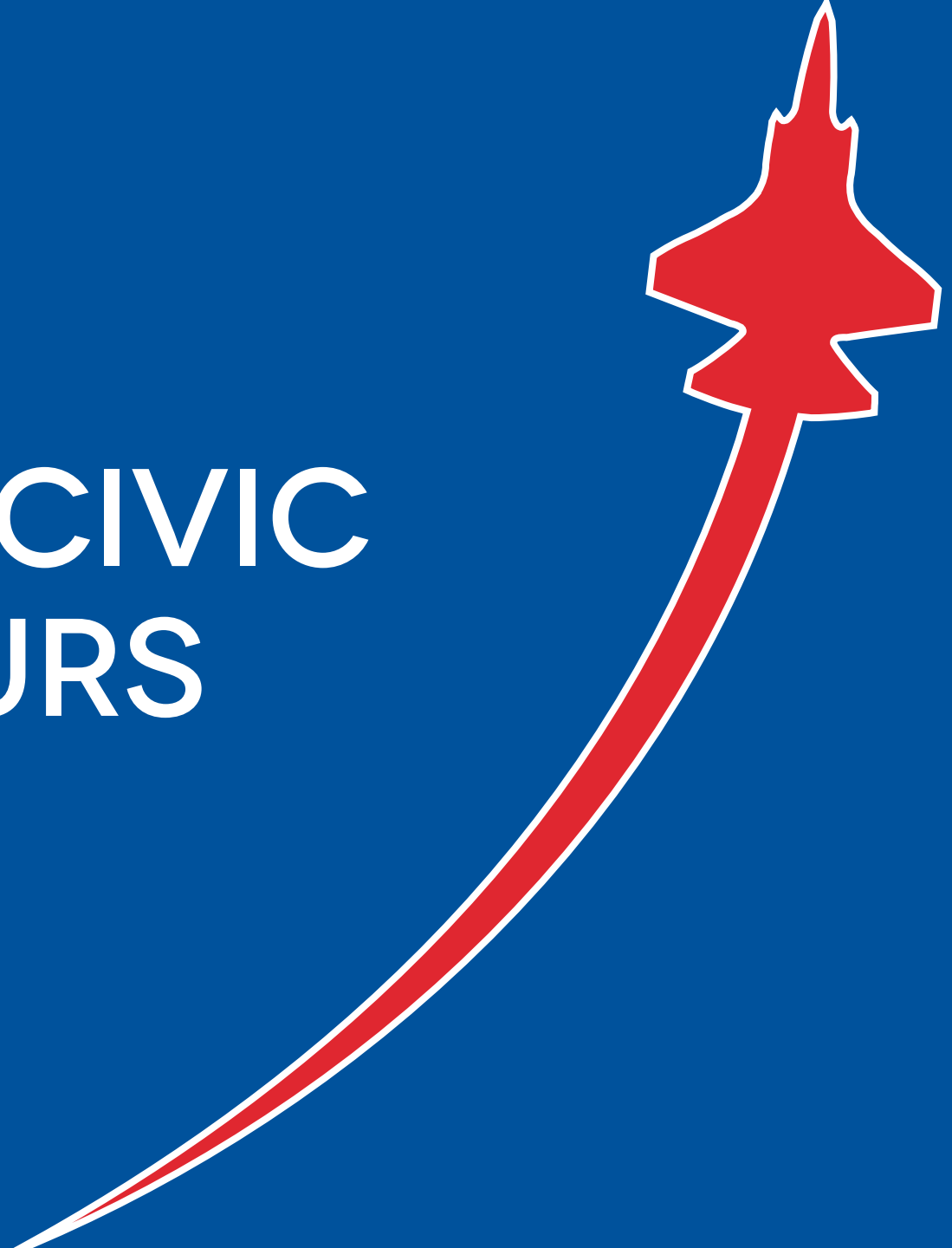
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ITEM 6: REPORT ON CIVIC LEADER TOURS



USS Gerald R. Ford

October 19-20, 2022

































































24 Hours on the USS Gerald R. Ford

AN AMAZING, UNFORGETTABLE, AND EYE-OPENING EXPERIENCE!



[https://express.adobe.com/
page/hKtWNXKnIdPcE/](https://express.adobe.com/page/hKtWNXKnIdPcE/)

Kelly Jones' Adobe Express page

ITEM 7:
ANNUAL REVIEW OF
NON-VOTING
MEMBERS (ACTION)



NON-VOTING MEMBER OUTREACH

- A component of the Bylaws update is to review the non-voting members annually
- Officers and NCTCOG staff contacted current non-participating non-voting entities to gauge interest in continuing and/or appointing new members and also contacted new prospective members
- All non-voting entities (current or prospective) were invited to attend the October RCC meeting
- RCC action is needed to approve the revised roster of non-voting entities

NON-VOTING MEMBER OUTREACH

Continuing Members:

- Benbrook Area Chamber of Commerce
- DOD Office of Local Defense Community Cooperation
- Fort Worth Chamber of Commerce
- Fort Worth Independent School District
- Lockheed Martin
- Naval Air Station Joint Reserve Base Fort Worth
- North Central Texas Council of Governments
- Tarrant Regional Water District
- Texas Department of Transportation
- Trinity Metro
- White Settlement Chamber of Commerce

New Members:

- Castleberry ISD
- Lake Worth ISD
- Greater Fort Worth Association of Realtors
- Fort Worth Air Power Council
- Texas Military Preparedness Commission
- YMCA Camp Carter
- Marine Aircraft Group 41
- The Office of Representative Kay Granger
- The Office of Senator Kelly Hancock
- The Office of Rep. Craig Goldman

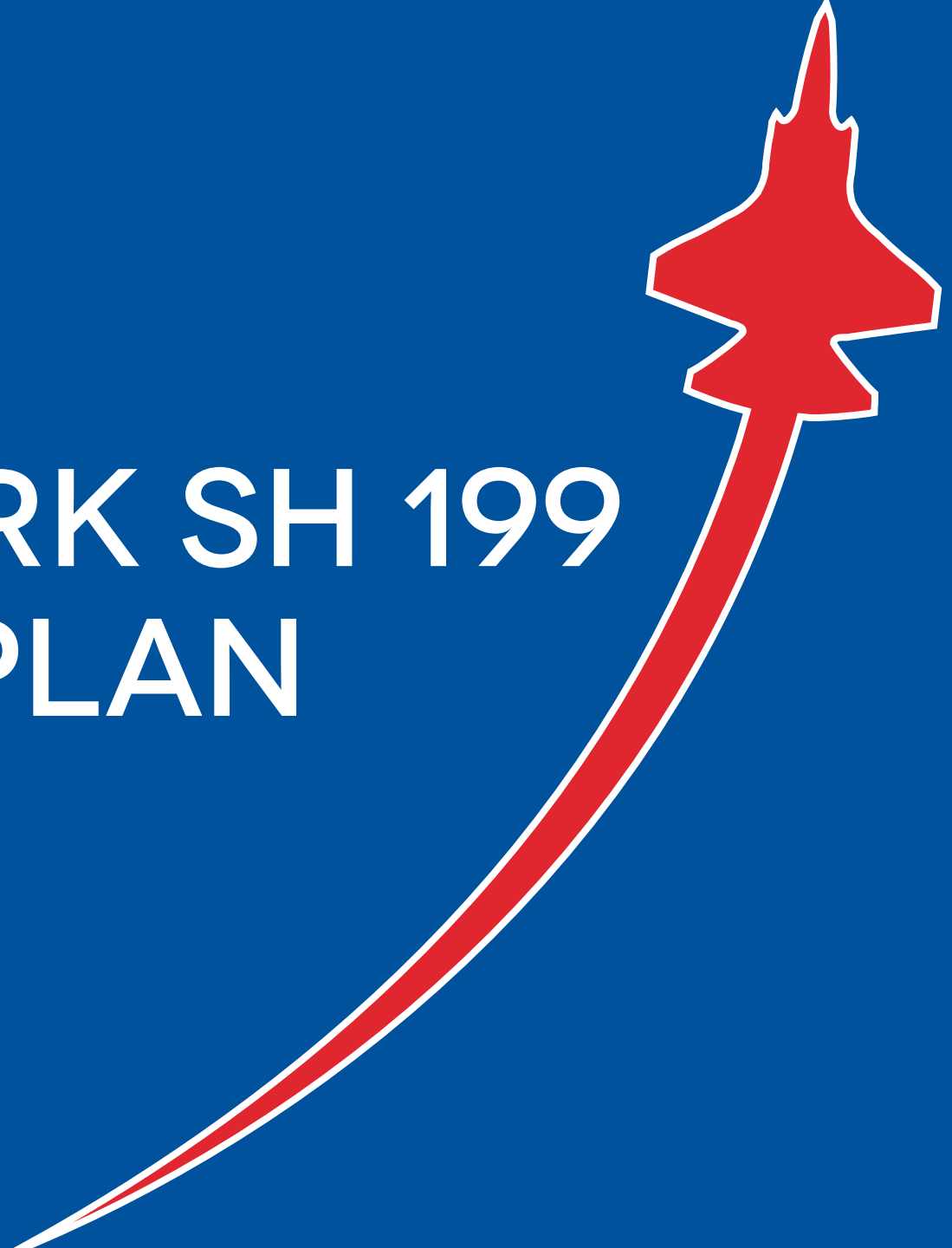
Remove from Membership:

- Northwest Tarrant Chamber of Commerce
(no longer operating)

REQUESTED ACTION

- Approve addition of 9 new non-voting entities for RCC membership
- Remove 1 current non-voting entity from RCC membership

ITEM 8:
SAMSON PARK SH 199
CORRIDOR PLAN



REINVENTING AGING CORRIDORS

Zoning Tools for Corridor Transformation

Jayashree Narayana, AICP

jay@livableplans.com



LEARNING OBJECTIVES:

- Understanding market trends and the extent of the problem
- The critical role of the Public Realm (Zoning can't do it all!)
- Case Study of a phased approach to corridor transformation: SH 199 in Sansom Park

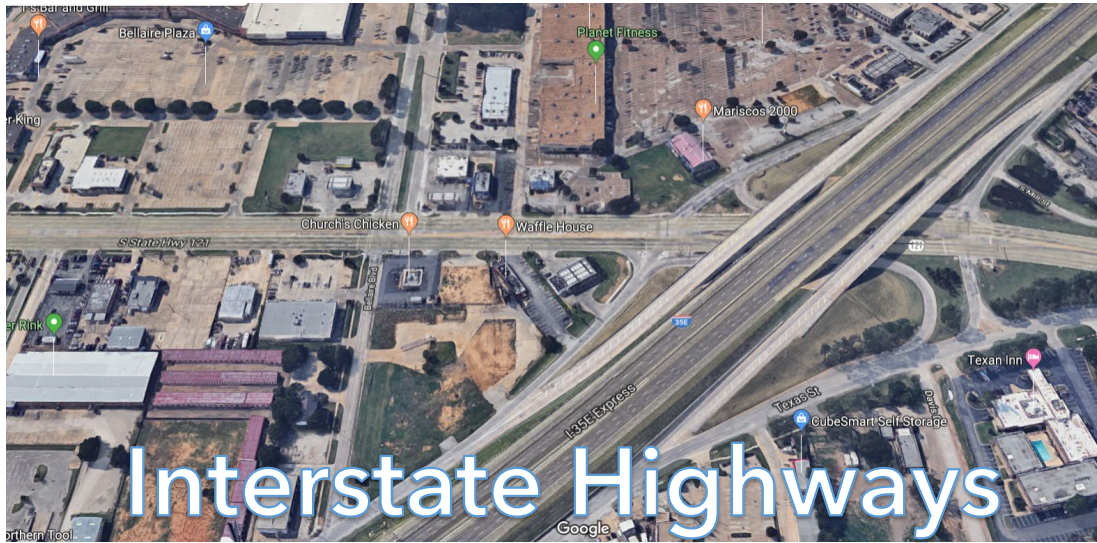


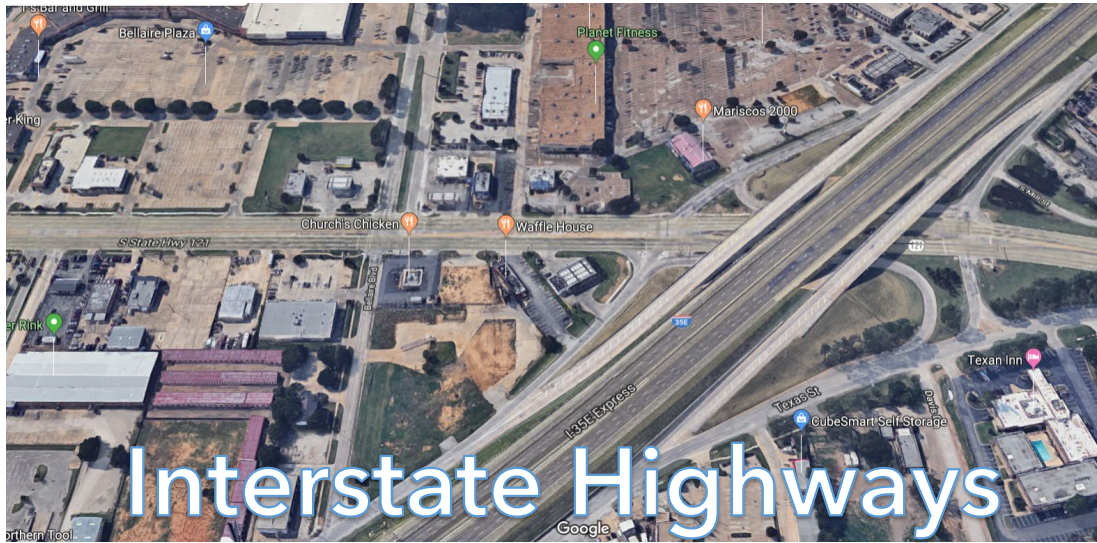
FRAMING THE DISCUSSION:

- This discussion focuses primarily on the recommended strategies regarding the use of Form-Based Codes to achieve corridor transformation.
- This discussion assumes you have some basic understanding of Form-Based Codes and how FBCs differ from conventional zoning.

THE STATE OF AGING CORRIDORS







Interstate Highways



Aging Corridors



New Growth Corridors



Urban Corridors



THE STATE OF AGING CORRIDORS:

- Auto focused, often in excess of 4 lanes (often state controlled roadways)
- Lower traffic volumes than available capacity
- Dangerous to pedestrians and bikes
- Older commercial development, often obsolete
- Negatively impacts adjoining neighborhoods





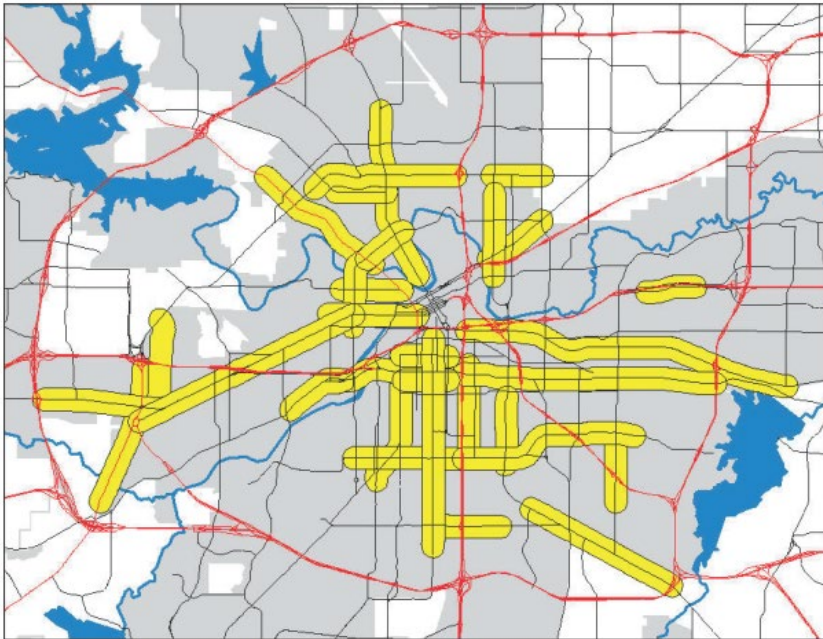
THE STATE OF AGING CORRIDORS:

- Over designated for conventional commercial land use and zoning
- Limited market for new commercial
- Low rents, high vacancy and obsolete commercial formats
- Lack of unified vision makes reinvestment risky



Not a New Problem

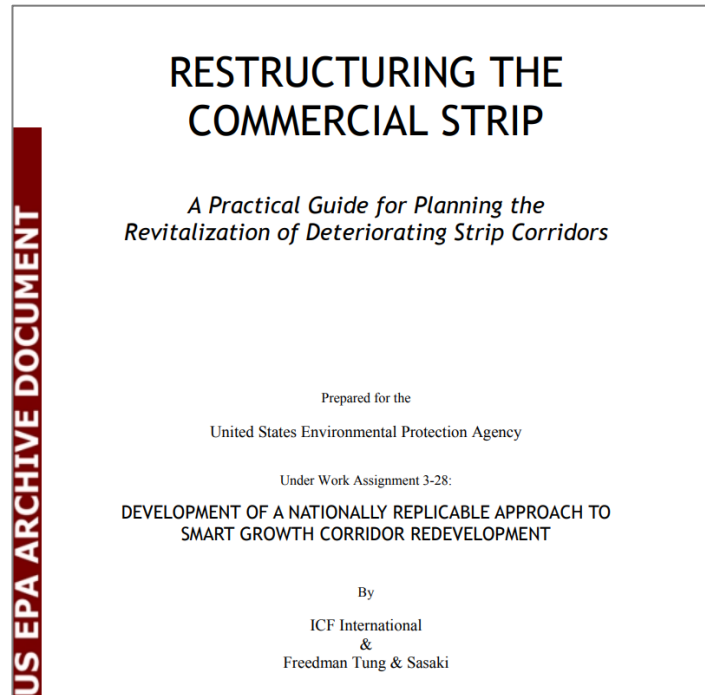
2002



Central City Commercial Corridors

**Commercial Corridors Strategy,
City of Fort Worth**

2010



2021



January 2023

Magnitude of the Problem



TEXAS DEPARTMENT OF TRANSPORTATION

Data Source: YE2020 Certified Files

Annual Report - Highway Status Open To Traffic Only

Transportation Planning and Programming Division

Mileage

by Highway System by Functional System by Outside / Inside a City (On-System Only)

Highway System	Functional System	Centerline Miles			Lane Miles		
		Outside a City	Inside a City	Total	Outside a City	Inside a City	Total
Interstate							
	Interstate	1,993.846	1,468.705	3,462.551	8,300.766	8,398.533	16,699.299
	Other Freeway - Expressway	0.000	0.000	0.000	0.000	0.000	0.000
	Other Principal Arterial	0.000	0.029	0.029	0.000	0.116	0.116
	Minor Arterial	0.000	33.182	33.182	0.000	85.231	85.231
	Major Collector	2,589.368	2,351.223	4,940.591	5,217.426	4,995.379	10,212.805
	Minor Collector	0.000	0.409	0.409	0.000	0.818	0.818
	Local	18.394	15.399	33.793	36.788	29.581	66.369
	Subtotal	4,601.608	3,868.947	8,470.555	13,554.980	13,509.658	27,064.638
US Highways							
	Other Freeway - Expressway	100.251	418.550	518.801	433.610	2,093.159	2,526.769
	Other Principal Arterial	6,010.821	1,526.192	7,537.013	18,830.762	5,865.406	24,696.168
	Minor Arterial	3,008.686	282.854	3,291.540	6,539.735	767.435	7,307.170
	Major Collector	798.609	934.665	1,733.274	1,654.544	1,968.753	3,623.297
	Minor Collector	0.000	0.000	0.000	0.000	0.000	0.000
	Local	65.150	33.680	98.830	129.651	66.183	195.834
	Subtotal	9,983.517	3,195.941	13,179.458	27,588.302	10,760.936	38,349.238
State Highways, Spurs, Loops and Business Routes							
	Other Freeway - Expressway	200.386	516.810	717.196	883.092	2,653.669	3,536.761
	Other Principal Arterial	2,161.483	2,204.850	4,366.333	6,580.578	8,899.106	15,479.684
	Minor Arterial	5,685.281	1,206.486	6,891.767	12,390.466	3,336.385	15,726.851
	Major Collector	4,245.218	1,394.111	5,639.329	8,666.849	3,081.474	11,748.323
	Minor Collector	82.059	28.832	110.891	163.805	60.234	224.039
	Local	49.021	47.941	96.962	100.618	96.783	197.401
	Subtotal	12,423.448	5,399.030	17,822.478	28,785.408	18,127.651	46,913.059

Mileage by Highway System by Functional System by Outside / Inside a City

Page 1 of 2

January 2023



TEXAS DEPARTMENT OF TRANSPORTATION

Data Source: YE2020 Certified Files

Annual Report - Highway Status Open To Traffic Only

Transportation Planning and Programming Division

Mileage

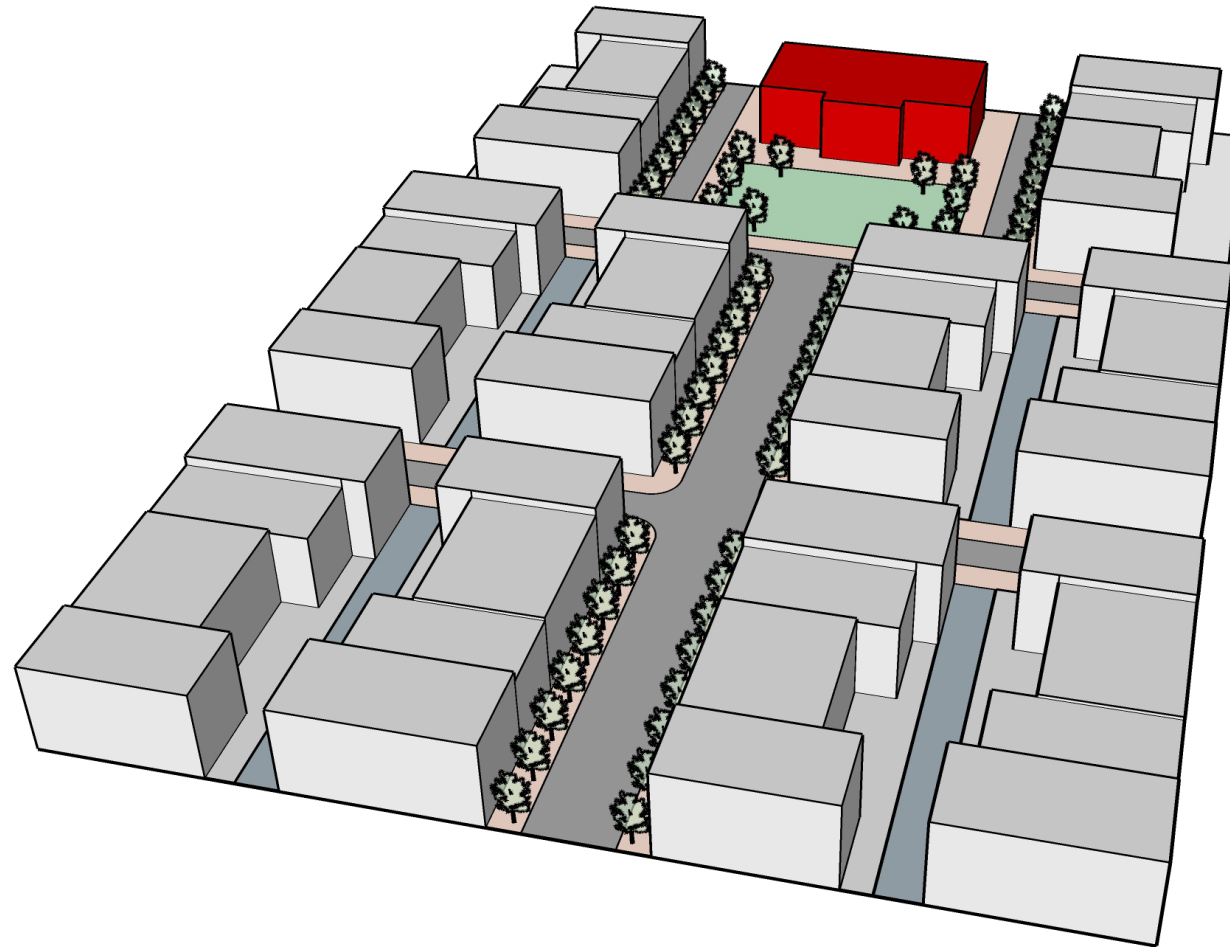
by Highway System by Functional System by Outside / Inside a City (On-System Only)

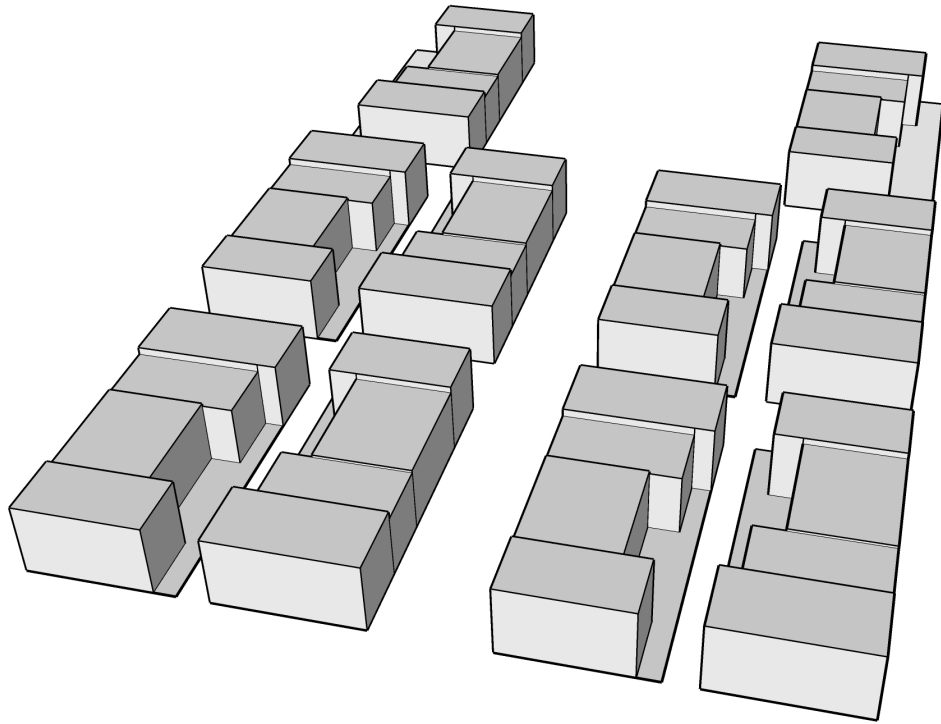
Highway System	Functional System	Centerline Miles			Lane Miles		
		Outside a City	Inside a City	Total	Outside a City	Inside a City	Total
Farm or Ranch to Market Roads, Ranch Roads, and Spurs							
Other Freeway - Expressway		0.000	6.538	6.538	0.000	26.152	26.152
Other Principal Arterial		240.293	753.621	993.914	802.178	3,248.363	4,050.541
Minor Arterial		1,598.963	1,104.374	2,703.337	3,479.156	3,034.253	6,513.409
Major Collector		25,289.242	1,787.985	27,077.227	50,729.212	3,792.179	54,521.391
Minor Collector		9,761.863	255.848	10,017.711	19,525.445	513.582	20,039.027
Local		83.111	9.600	92.711	167.256	20.252	187.508
Subtotal		36,973.472	3,917.966	40,891.438	74,703.247	10,634.781	85,338.028
Pass, Park and Recreation Roads							
Other Freeway - Expressway		0.000	4.577	4.577	0.000	18.308	18.308
Other Principal Arterial		1.034	26.565	27.599	4.136	133.615	137.751
Minor Arterial		0.000	0.779	0.779	0.000	4.674	4.674
Major Collector		167.747	12.842	180.589	335.916	24.848	360.764
Minor Collector		112.669	9.258	121.927	225.090	18.516	243.606
Local		18.687	1.808	20.495	37.374	3.616	40.990
Subtotal		300.137	55.829	355.966	602.516	203.577	806.093
State Grand Total		64,282.182	16,437.713	80,719.895	145,234.453	53,236.603	198,471.056

Approx. 14,000 mi.
of arterial and
lower classification
TXDOT streets
WITHIN CITIES!!

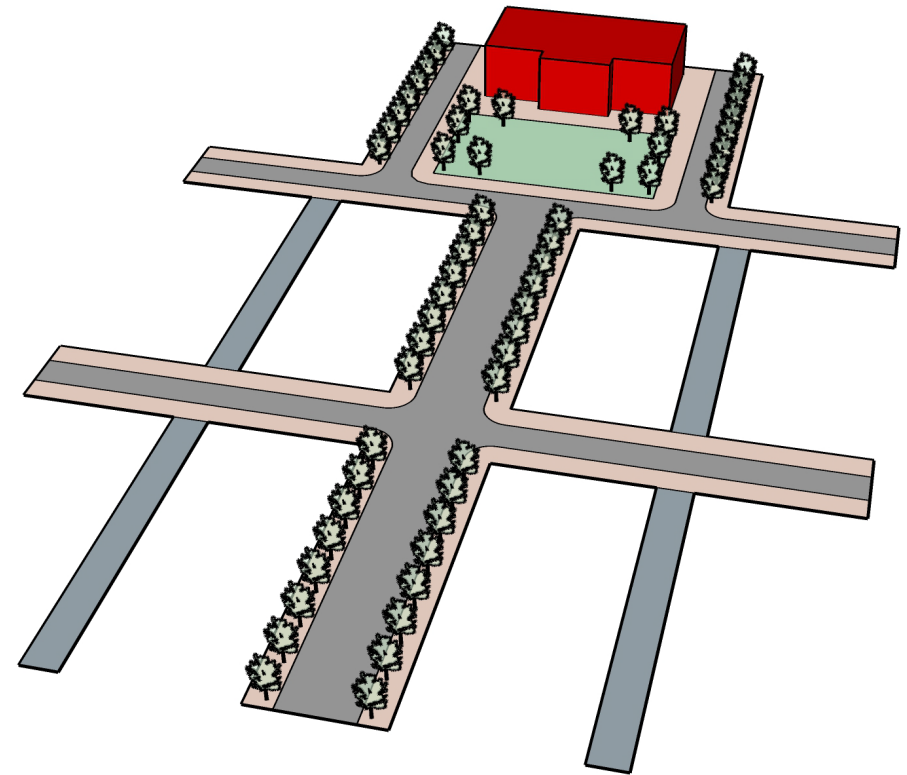
THE TALE OF TWO REALMS





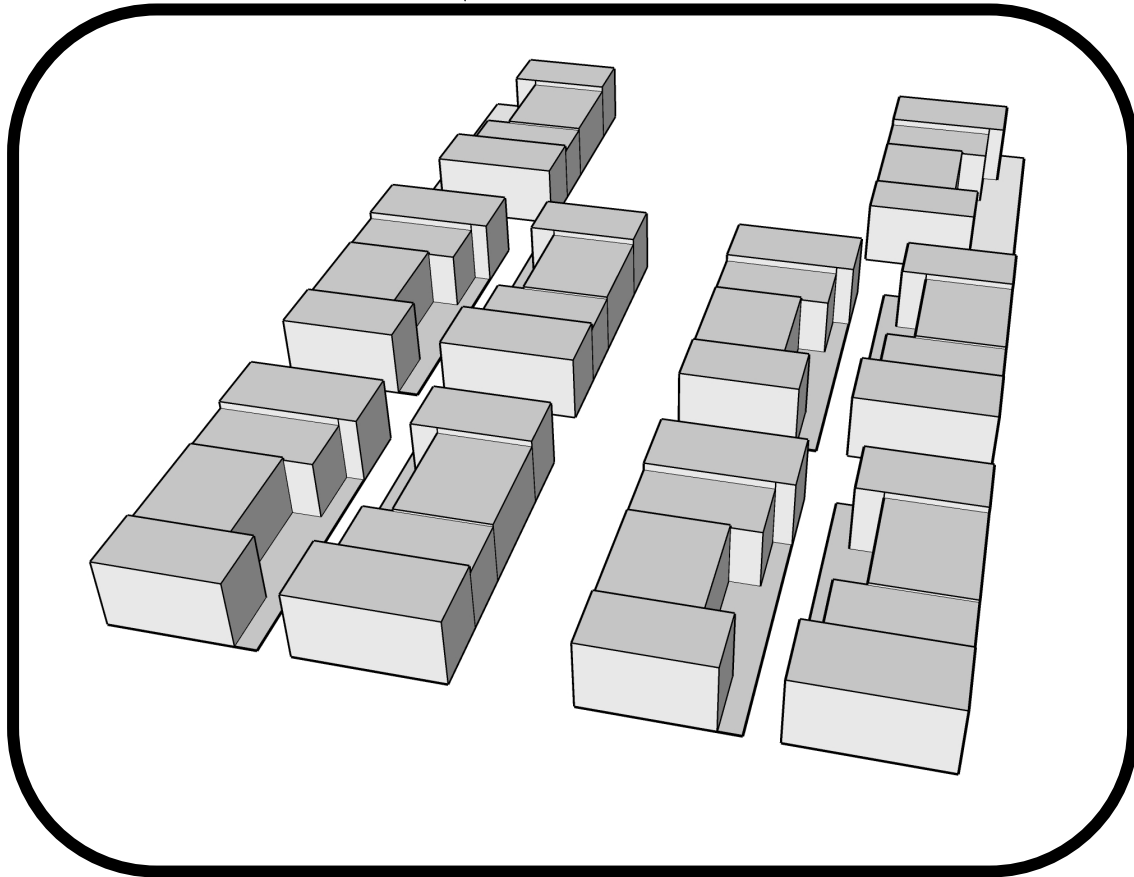


PRIVATE REALM



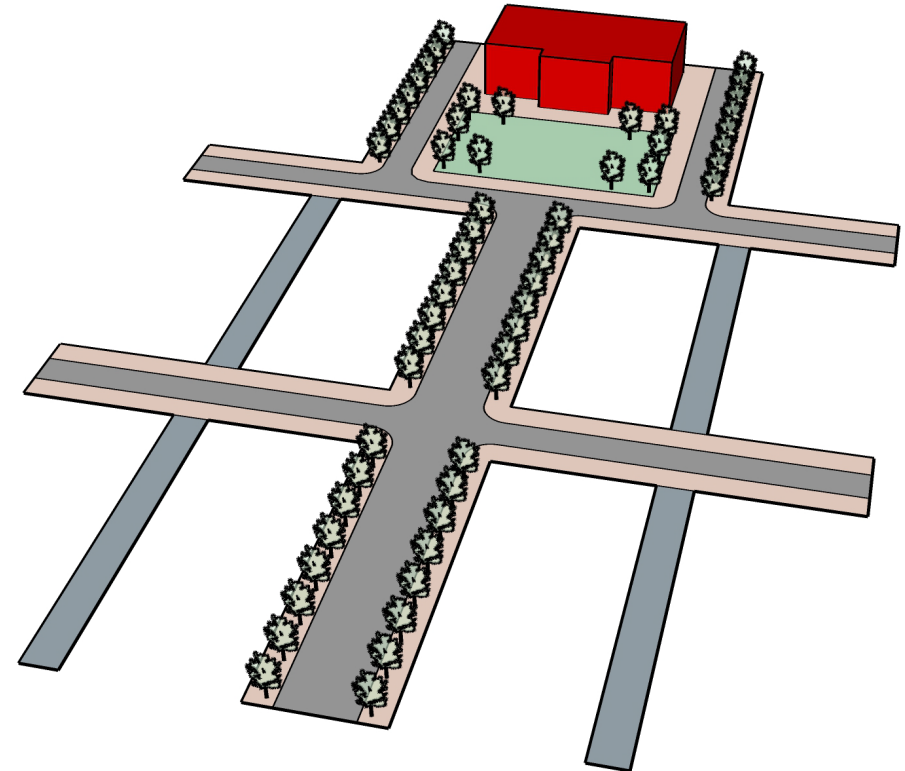
PUBLIC REALM

A **FBC** *mainly* addresses
the private realm



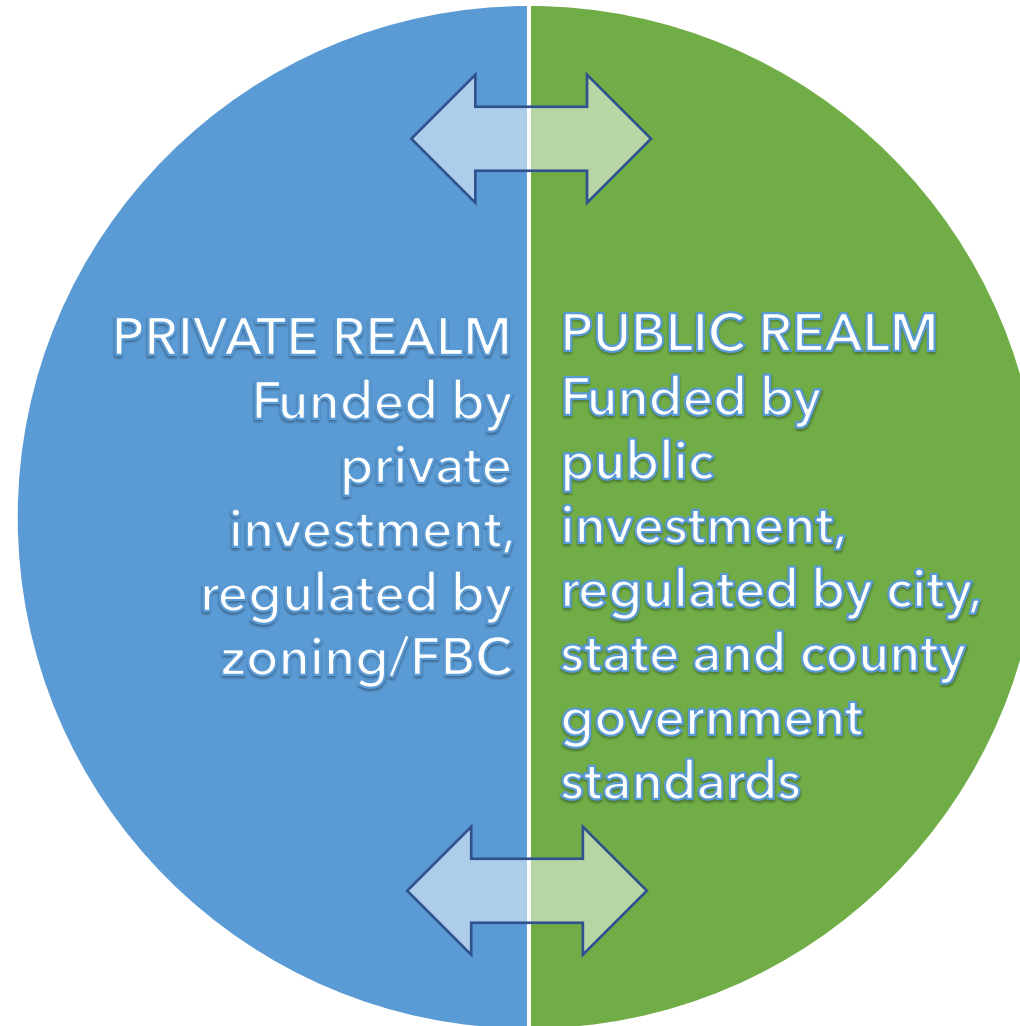
PRIVATE REALM

+



PUBLIC REALM

Walkability = Matching the Two Realms



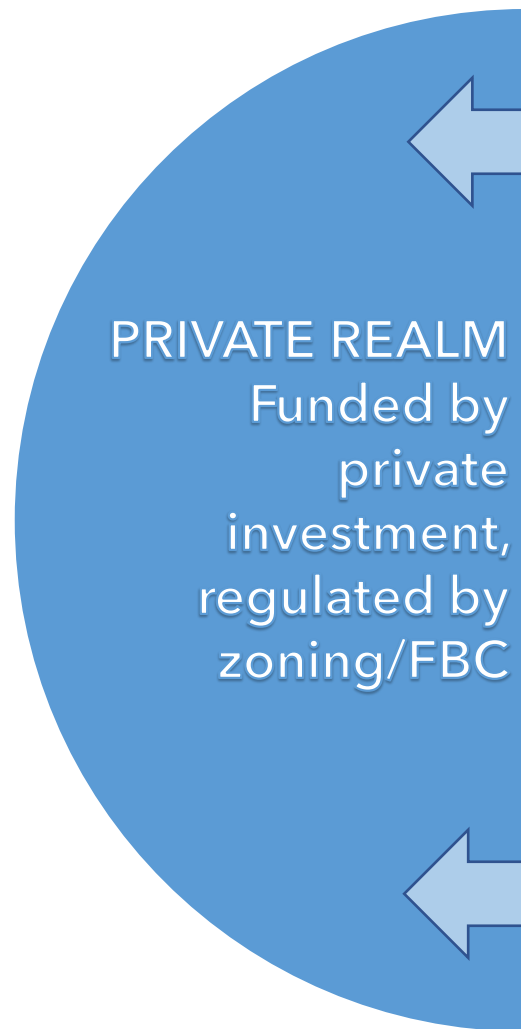


Quality of the PUBLIC and
PRIVATE realm MATCH

January 2023

When only the zoning is addressed through a FBC, half the equation is missing.

Walkability = Matching the Two Realms



In this example, there is a mismatch between the private realm and public realms. The street does not support a walkable environment.





PRIVATE REALM

PUBLIC REALM

Quality of the PUBLIC and
PRIVATE realm DO NOT MATCH

ZONING MYTH BUSTED!

MYTH: Just implement the right ZONING and VOILA! You have a walkable place!

- We see with many cities the simplistic understanding that the right zoning is a silver bullet to transform a corridor (or an entire city) from a car-dependent one, into a walkable, mixed use environment.
- The right zoning is only half the equation. **Cities need to invest in a walkable/bikeable public realm if they want to see real transformation**
- The best zoning will not result in a walkable environment if there is a mismatch between the public and private realms

THREE STAGES OF CORRIDOR TRANSFORMATION



THE FOUR STAGES
OF CORRIDOR
TRANSFORMATION
*(calibrated to the
public and private
realms)*

STAGE 0

EXISTING / BASELINE



STAGE 1

INITIATION (SAFETY FIRST)



STAGE 2

TRANSITIONAL



STAGE 3

TRANSFORMED

STAGE 0	PUBLIC REALM	PRIVATE REALM
EXISTING / BASELINE	<ul style="list-style-type: none"> • Arterial dominated by traffic movement • Sub-standard (or non-existent) sidewalks and bike infrastructure • Crossing is difficult and potentially dangerous • Roadway is often overbuilt 	<ul style="list-style-type: none"> • Conventional zoning in place with large setbacks, separated uses, and parking minimums. • Obsolete building forms • Visual clutter (signage and code violations)



STAGE 1	PUBLIC REALM	PRIVATE REALM
INITIATION (SAFETY FIRST!)	<ul style="list-style-type: none"> • Focus on safe pedestrian and bike environment with continuous and wide sidewalks and protected bike lanes or shared paths • Improve cross walks • Improve corridor aesthetics 	<ul style="list-style-type: none"> • Loosen zoning to relax setbacks, allow mixed use by right (horizontal or vertical) • simplify parking standard (blended rates and shared parking reductions). • Landscaping is important to mitigate the impact of parking lot paving. • A full-fledged FBC may not be warranted yet.



STAGE 2	PUBLIC REALM	PRIVATE REALM
TRANSITION	<ul style="list-style-type: none"> • Add more elements to improve pedestrian comfort - reduce crossing distances (no more than 3 lanes at a time). • Add shade, seating, and connectivity. • Provide/improve transit access and facilities • Possibly add on-street parking 	<ul style="list-style-type: none"> • Consider FBC-LITE • Cover the basics like screening parking from the ROW. • Street trees on private property are critical to creating an inviting pedestrian environment. • Do not overextend on frontage requirements (50% or less). • Use building design standards to provide cohesion.



STAGE 3

PUBLIC REALM

PRIVATE REALM

TRANSFORMED

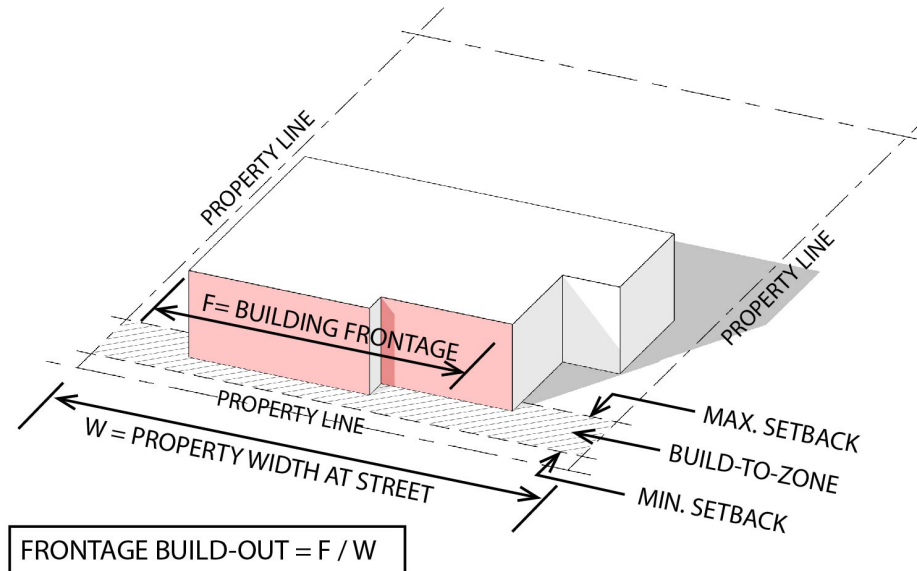
- Traffic has been “tamed”, speed reduced
- Possibly via a lane reduction (ideally, no more than 4 lanes with a center median at crossings)
- Addition of buffered on-street bike facilities
- Sidewalks are wide, shaded, and well-connected to existing neighborhoods.
- On-street parking

- A robust FBC may be warranted to maximize market opportunity.
- Frontage requirements may be increased above 50%.
- Most development will naturally locate along the sidewalk frontage.



STAGE	FORM-BASED CODE	FRONTAGE STANDARD
0 - EXISTING	N/A	N/A
1 - INITIATION	NO*	N/A
2 - TRANSITION	YES	< 50%
3 - TRANSFORMED	YES	> 50%

*Some enhanced standards are applicable at this stage, but they would not constitute a high-level form-based code.



CASE STUDY: SANSOM PARK, TX

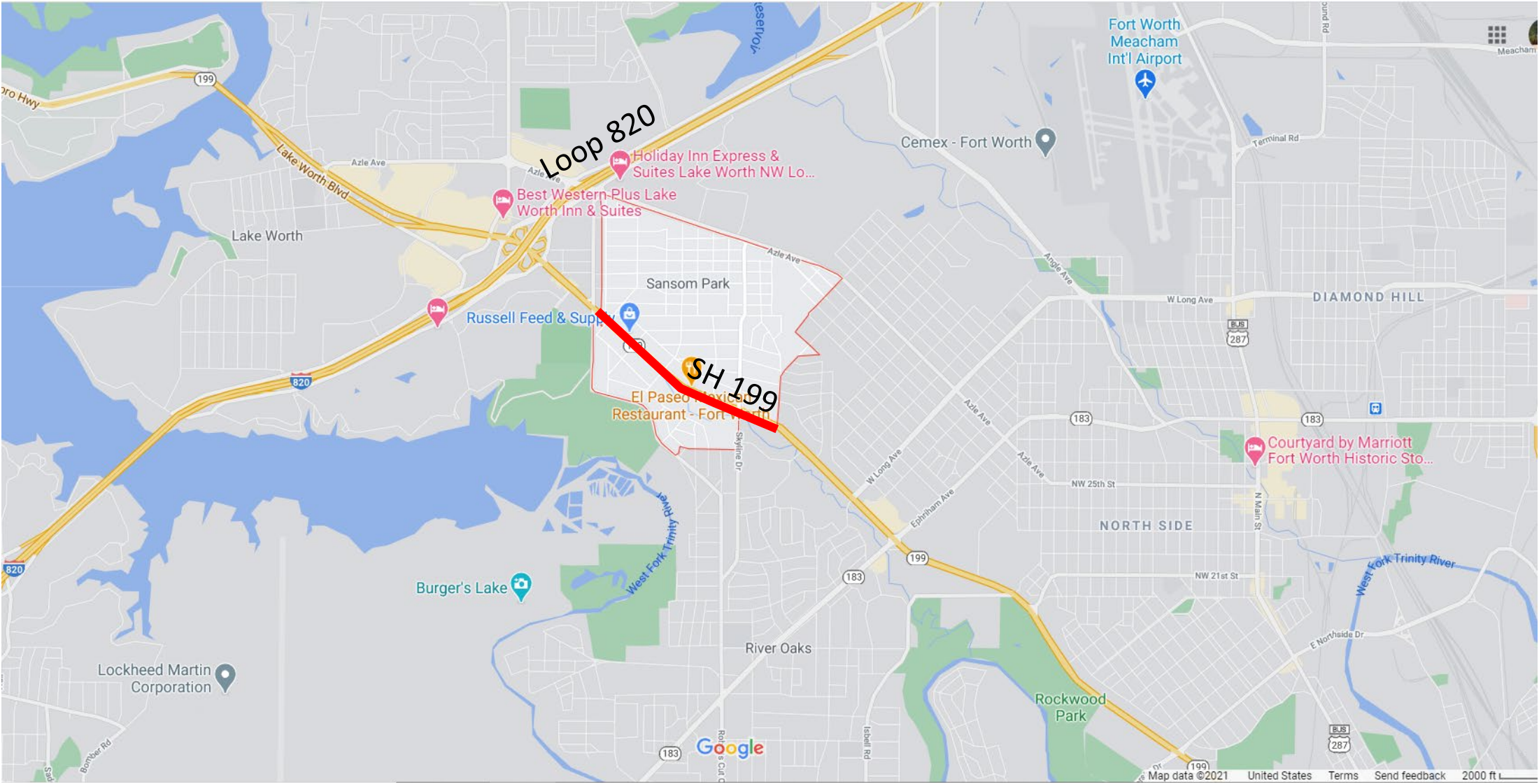




SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK



Regional Location



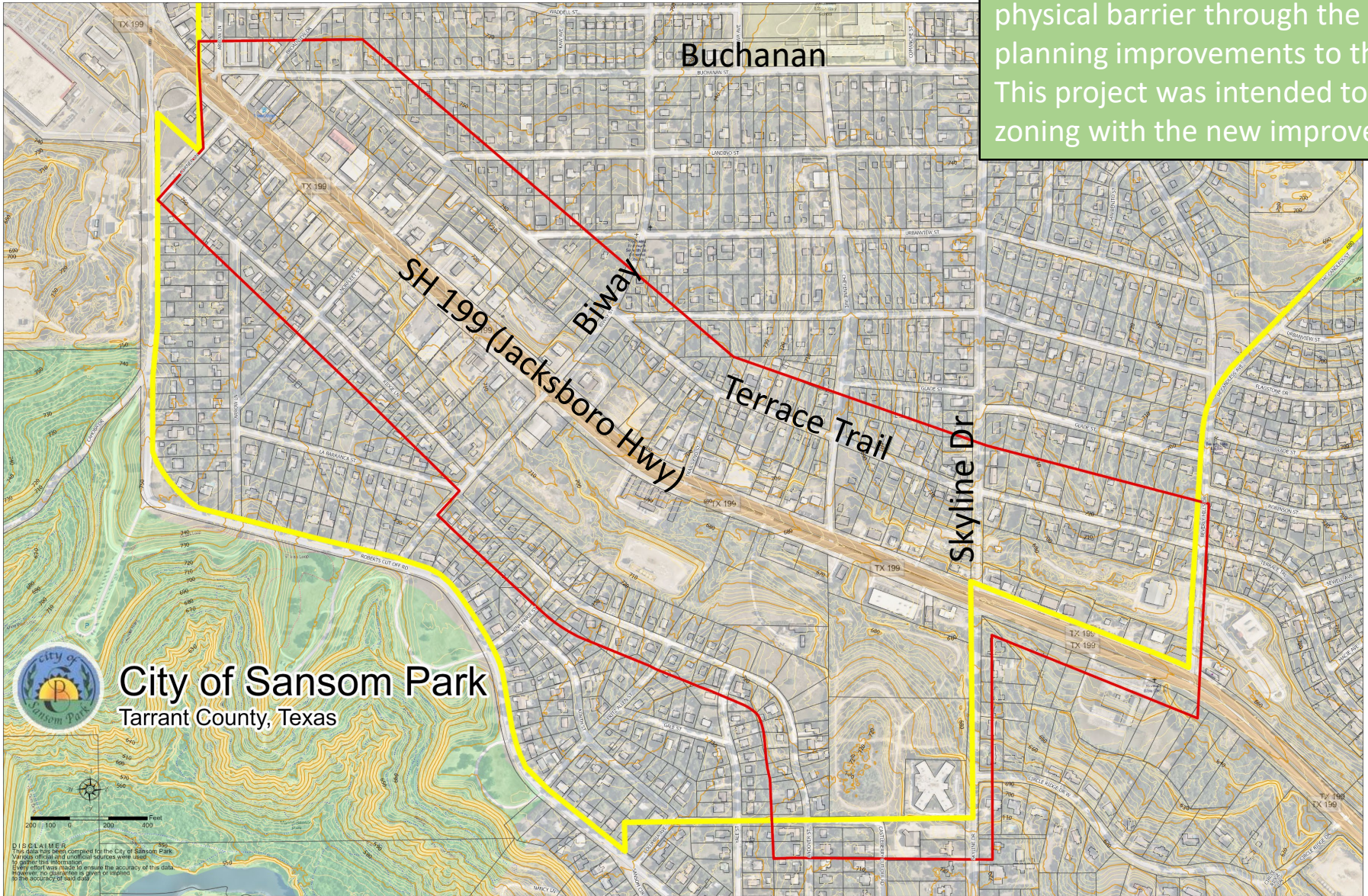


SH 199 CORRIDOR PLAN CITY OF SANSOM PARK



Corridor Context

The city of Sansom Park is bisected by Jacksboro Highway which acts as a physical barrier through the city. TXDOT is planning improvements to the corridor. This project was intended to align the zoning with the new improvements.



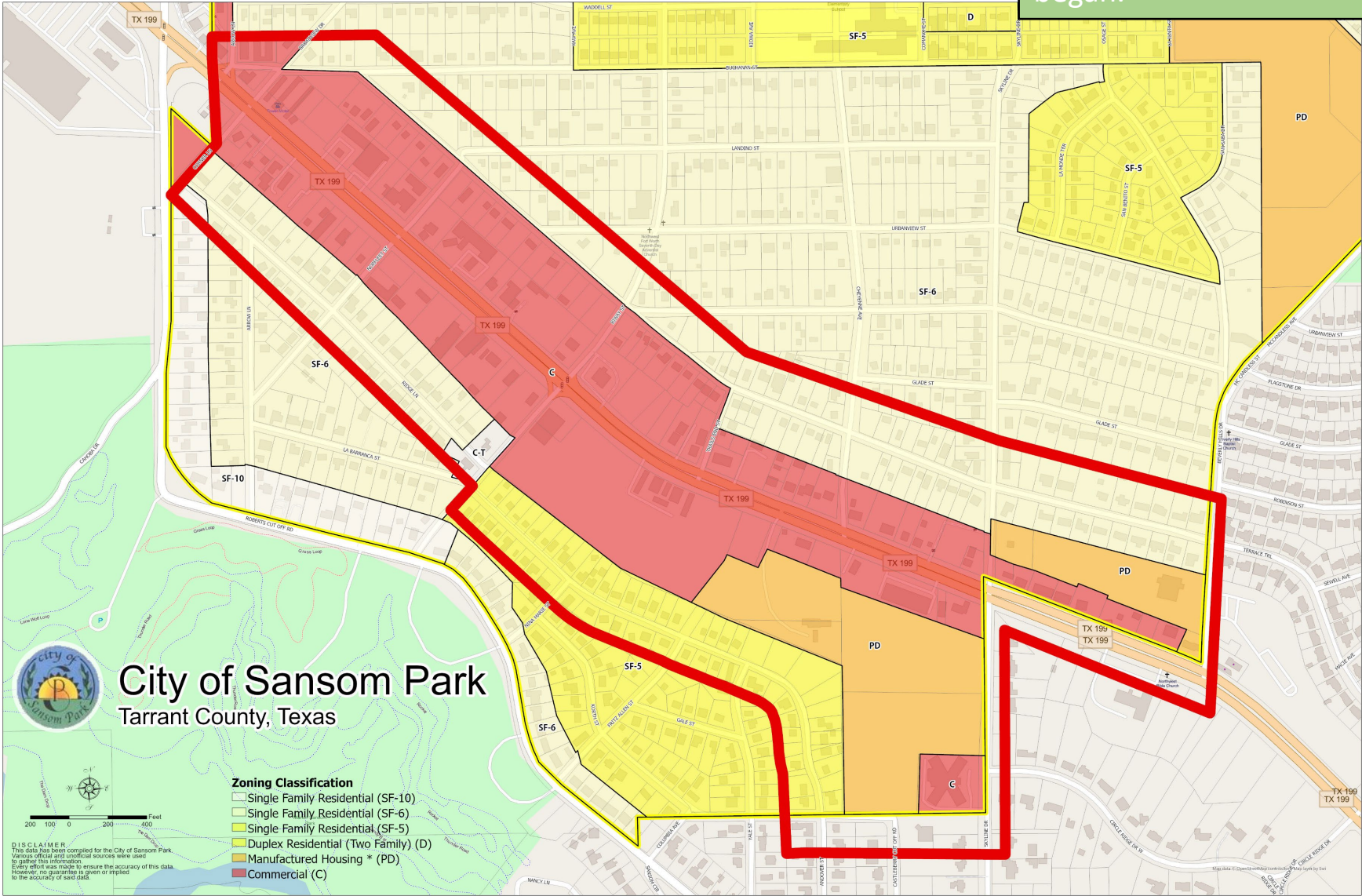


SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK



Previous Corridor Zoning

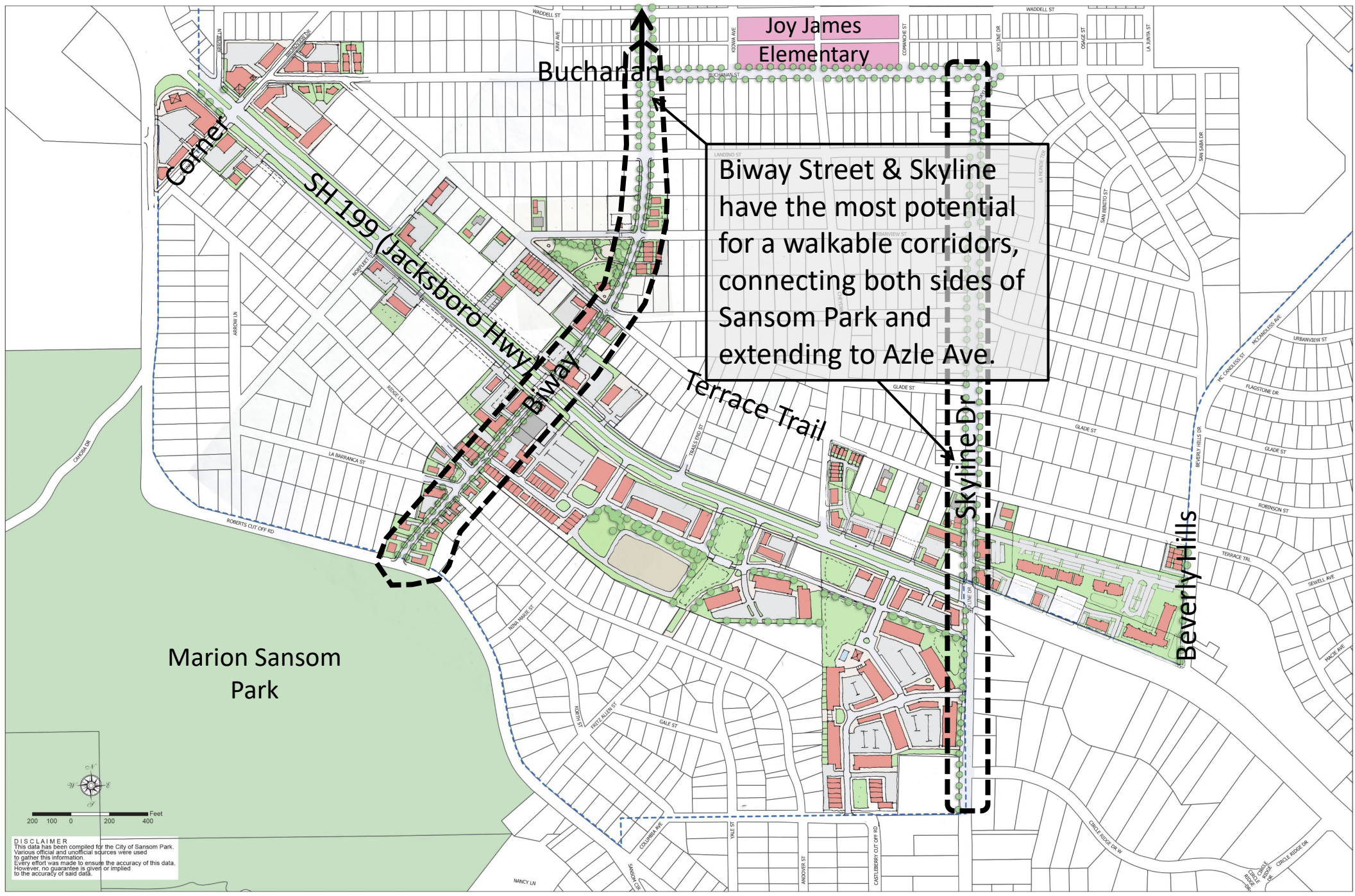
Existing zoning at the time the project began.

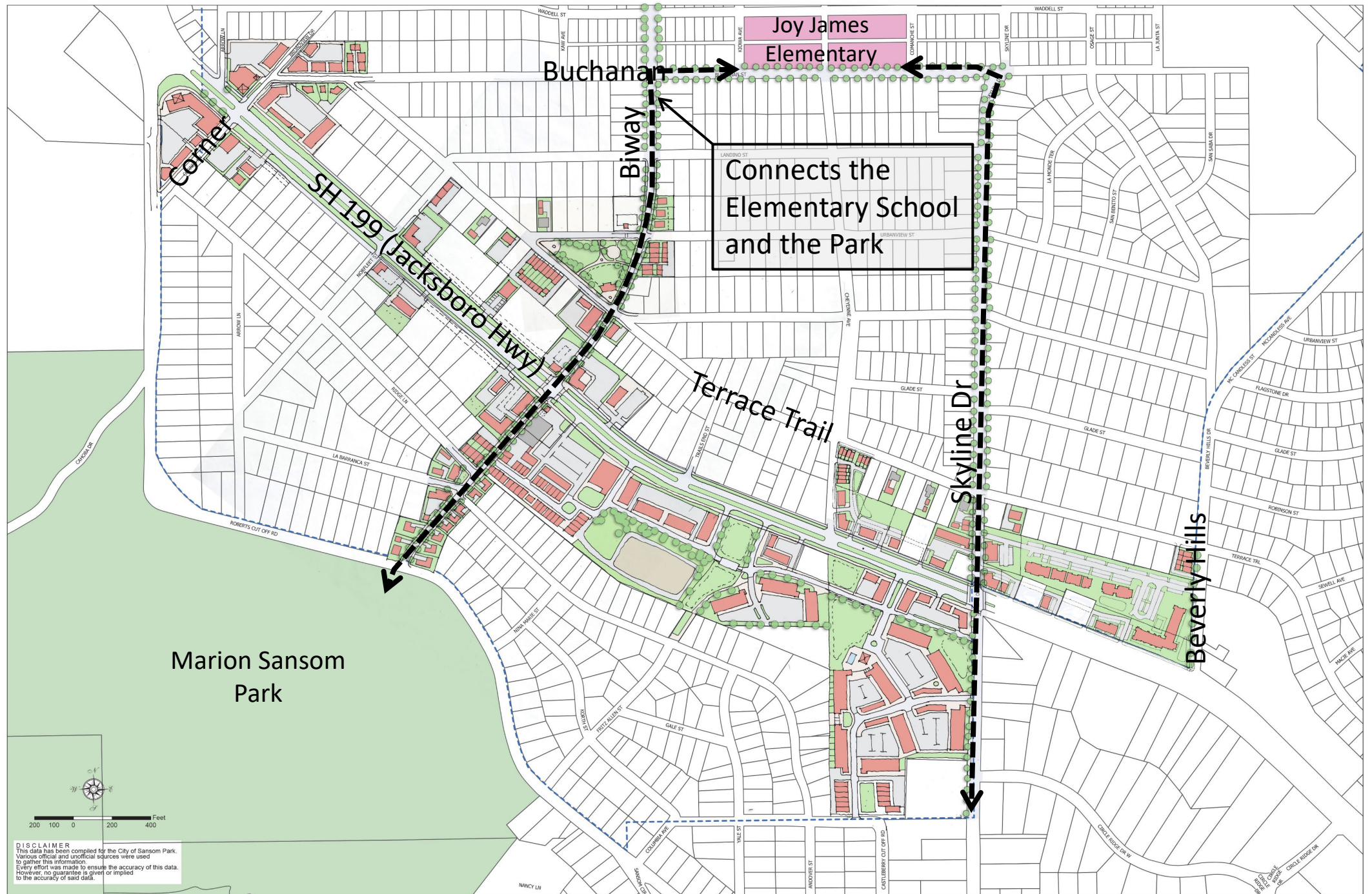


Issues to be Considered

- Older, commercial, auto-related uses that do not meet any of the existing zoning standards
- Smaller lots and buildings (mostly small, independent business owners) with limited block depths
- Limited locations along the corridor for property assembly and larger scale redevelopment
- Existing commercial zoning on the corridor with limited market for redevelopment due to low rents

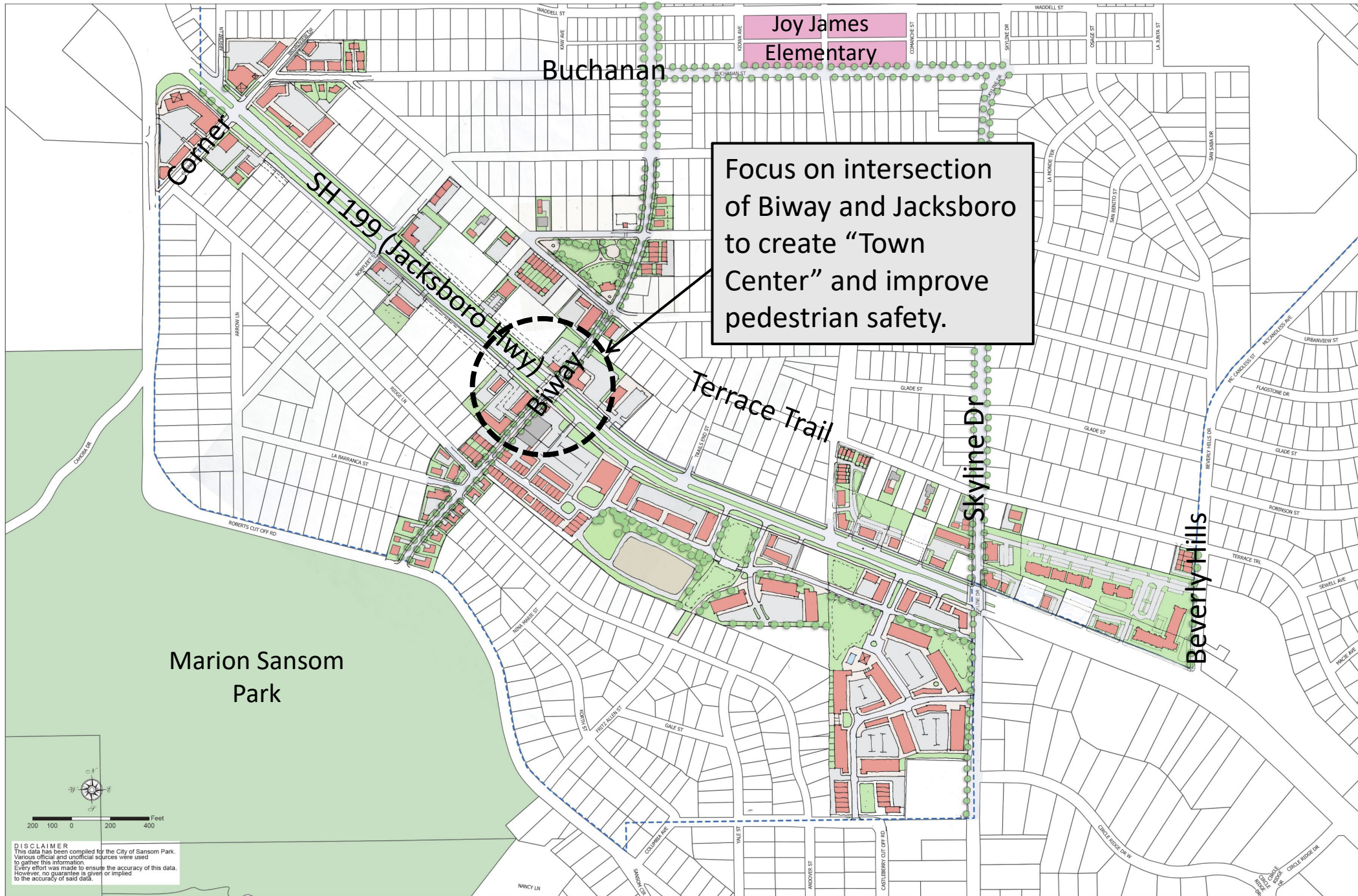




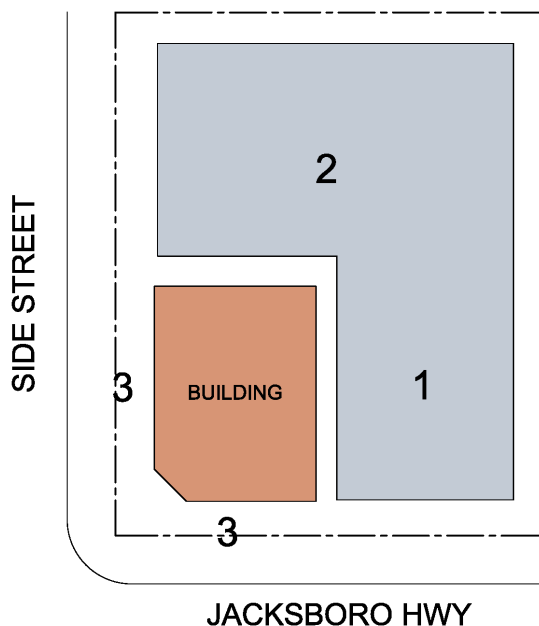




SH 199 CORRIDOR PLAN CITY OF SANSOM PARK

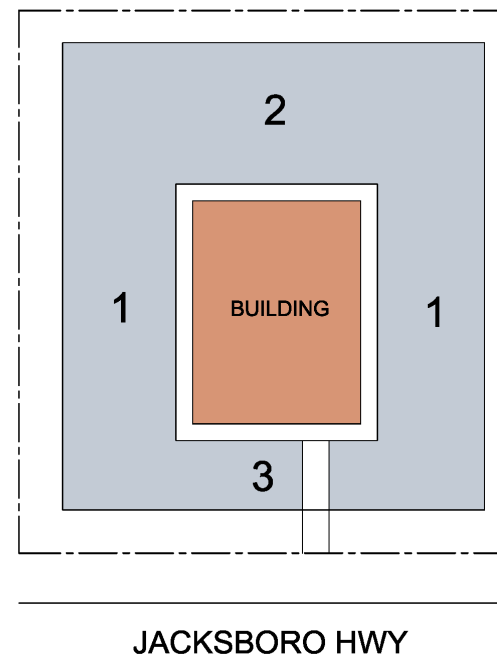


Jacksboro Hwy: Small Parcel Redevelopment Options



CORNER LOT

1. Parking permitted on side opposite of side street
2. Parking permitted behind building
3. No parking between building and street. Provide pedestrian connection to public sidewalk/shared path



INTERIOR LOT

1. Parking permitted on both sides of building
2. Parking permitted behind building
3. A single two-way lane is permitted between the building and street - no parking directly in front of building. Provide pedestrian sidewalk connection to public sidewalk/shared path

The site standards along Jacksboro highway were somewhat lenient giving the auto-centric context. Emphasis was given to placement of buildings on corner sites.

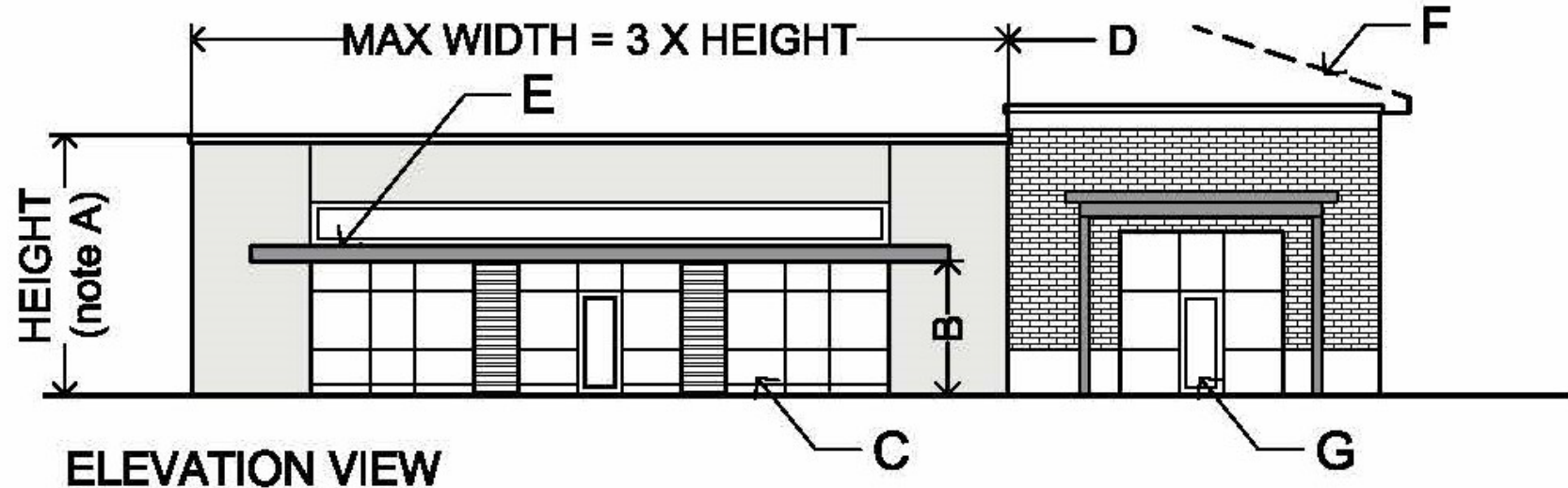


SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK



Basic building design standards were put in place to enhance architectural character.

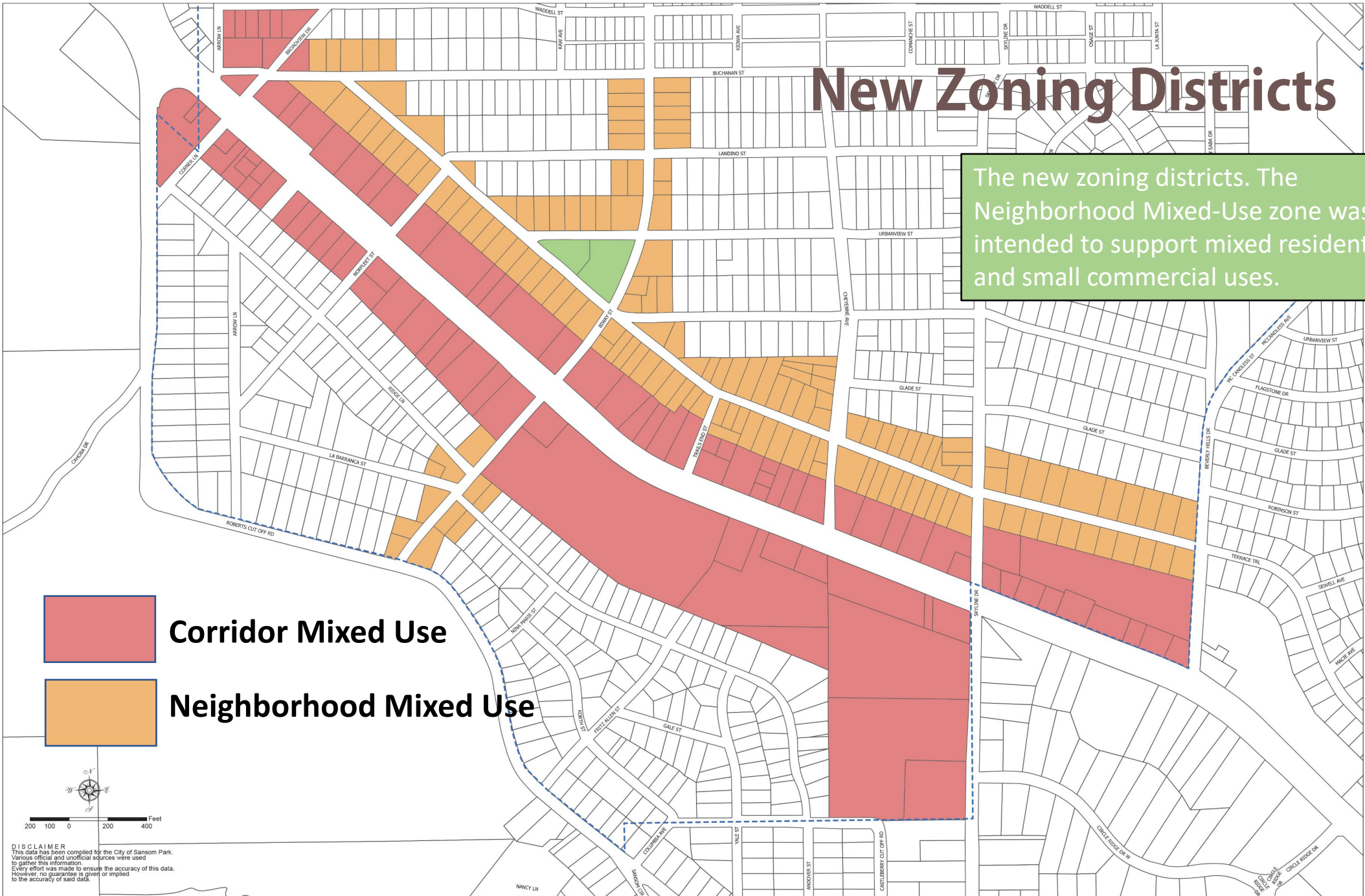
PLAN VIEW



ELEVATION VIEW



SH 199 CORRIDOR PLAN CITY OF SANSON PARK





Zoning Standards for Corridor Mixed Use



- Allow multi-family and “missing middle” residential uses by right
- Reduce parking
- Reduce front setbacks along Jacksboro Hwy to 10’ (with a minimum distance from curb to building)
- Auto-service uses to go through SUP
- Commercial building design standards
- Enhancements to the pedestrian realm



SH 199 CORRIDOR PLAN CITY OF SANSOM PARK



Sansom Park: Key Takeaways

- Focus on a “lean code” approach for redevelopment of the commercial corridor
- Plan for the corridor within a city-wide framework
- Phased/modest implementation to meet the capacity needs of the city

Jacksboro and Biway - Proposed

Questions & Contact Info

- Jayashree Narayana

Email: jay@livableplans.com

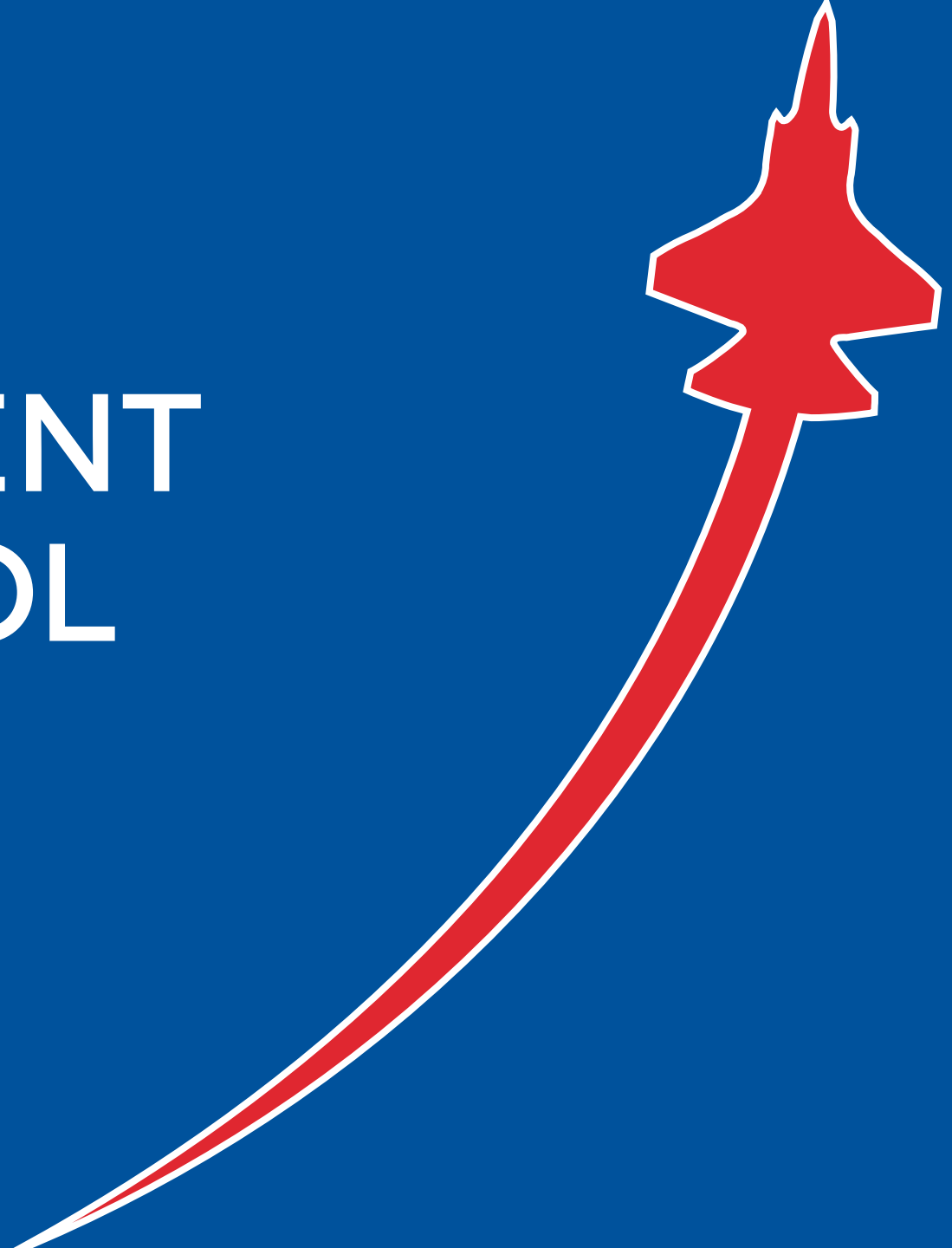
Phone: 817.937.7186



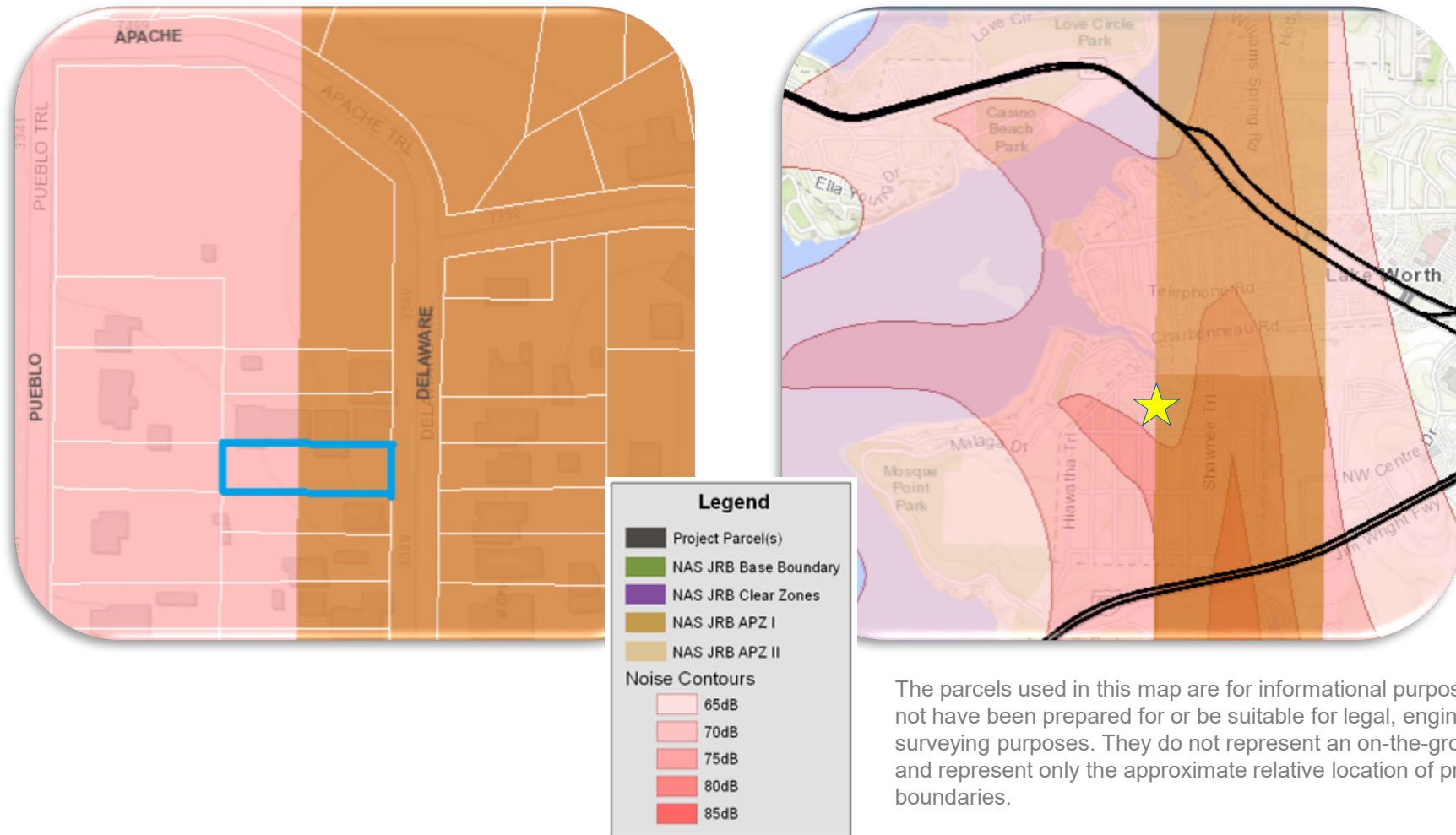
ITEM 9:
NAS JRB FORT WORTH
UPDATE



ITEM 10: DEVELOPMENT REVIEW TOOL PROJECTS



PROJECT 161—LAKE WORTH

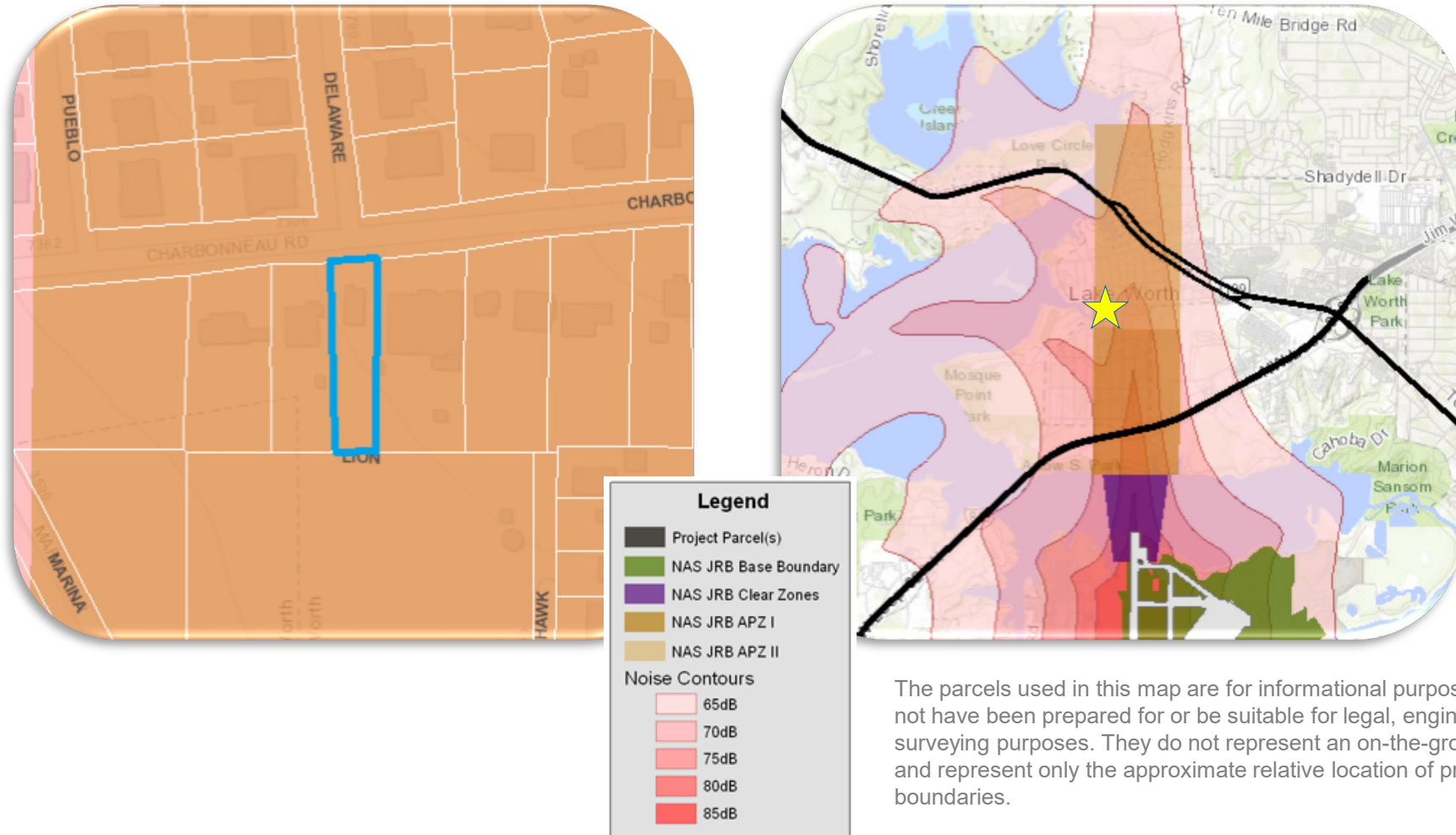


The parcels used in this map are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries.

PROJECT 161—LAKE WORTH

NAME	ENTITY	DATE	COMMENT
Mike Coleman	City of Westworth Village	12/8/2022	This would reduce the number of properties within the APZ by one. Since these are existing properties and there is benefit to the consolidation, I have no issue.
Doug Howard	City of Benbrook	12/8/2022	No objections.
Gordon Smith	City of River Oaks	12/8/2022	No objections.
Jack Adkison	City of River Oaks	12/9/2022	I have no problem with this.
Brian Libbey	City of Westworth Village	12/10/2022	No objections.
Ed Spurlin	CPLO at NAS JRB Fort Worth	12/12/2022	NAS JRB finds no problem. Concur with RCC chair comments.

PROJECT 162—LAKE WORTH

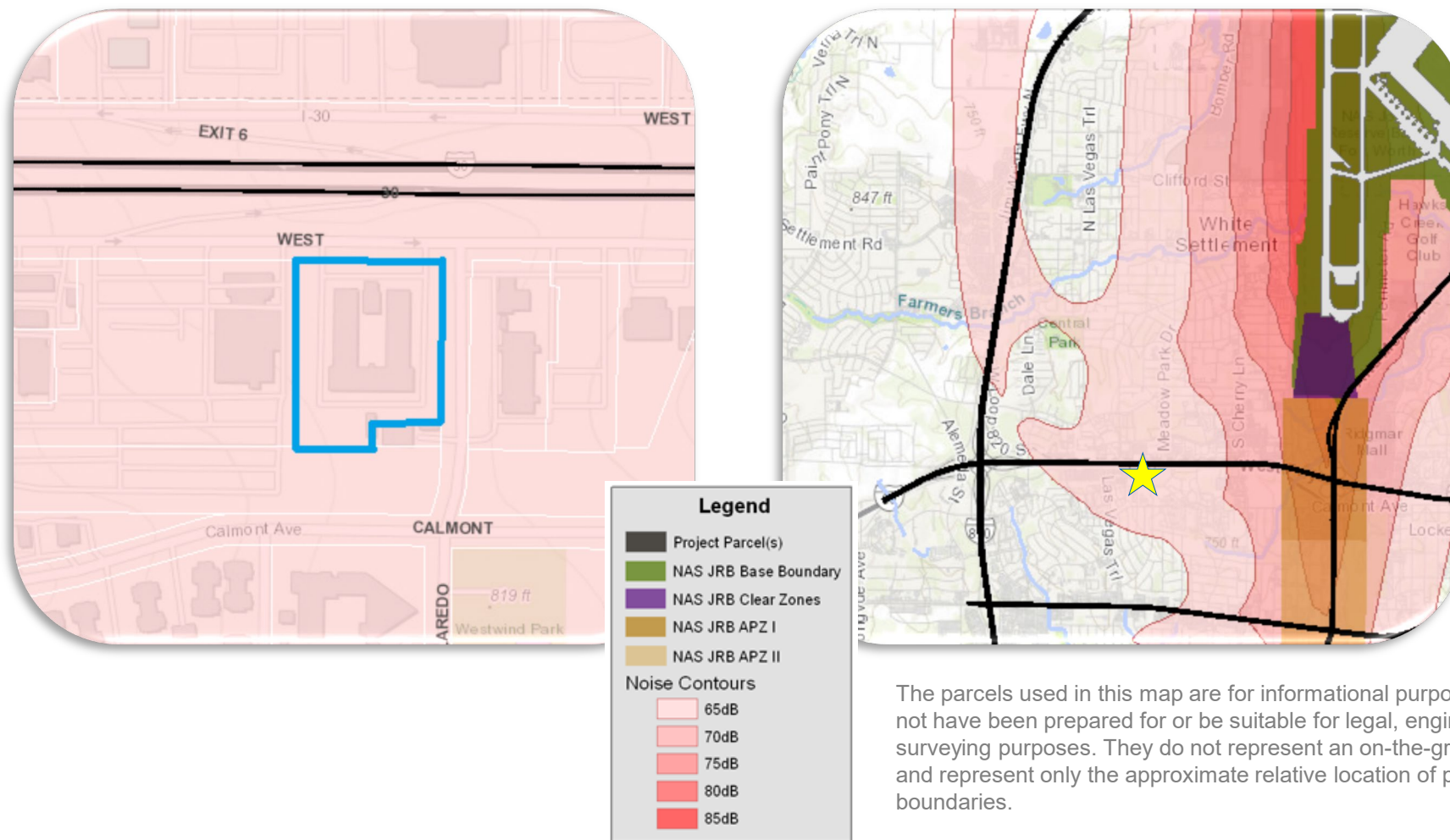


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PROJECT 162—LAKE WORTH

NAME	ENTITY	DATE	COMMENT
Mike Coleman	City of Westworth Village	12/8/2022	With an existing primary structure on it, I see no issue in platting it.
Gordon Smith	City of River Oaks	12/8/2022	No objections.
Jack Adkison	City of River Oaks	12/9/2022	They may want to install extra insulation, other than that, I have no problem with this.
Brian Libbey	City of Westworth Village	12/10/2022	No objections.
Doug Howard	City of Benbrook	12/12/2022	No objections.

PROJECT 164—FORT WORTH



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PROJECT 164—FORT WORTH

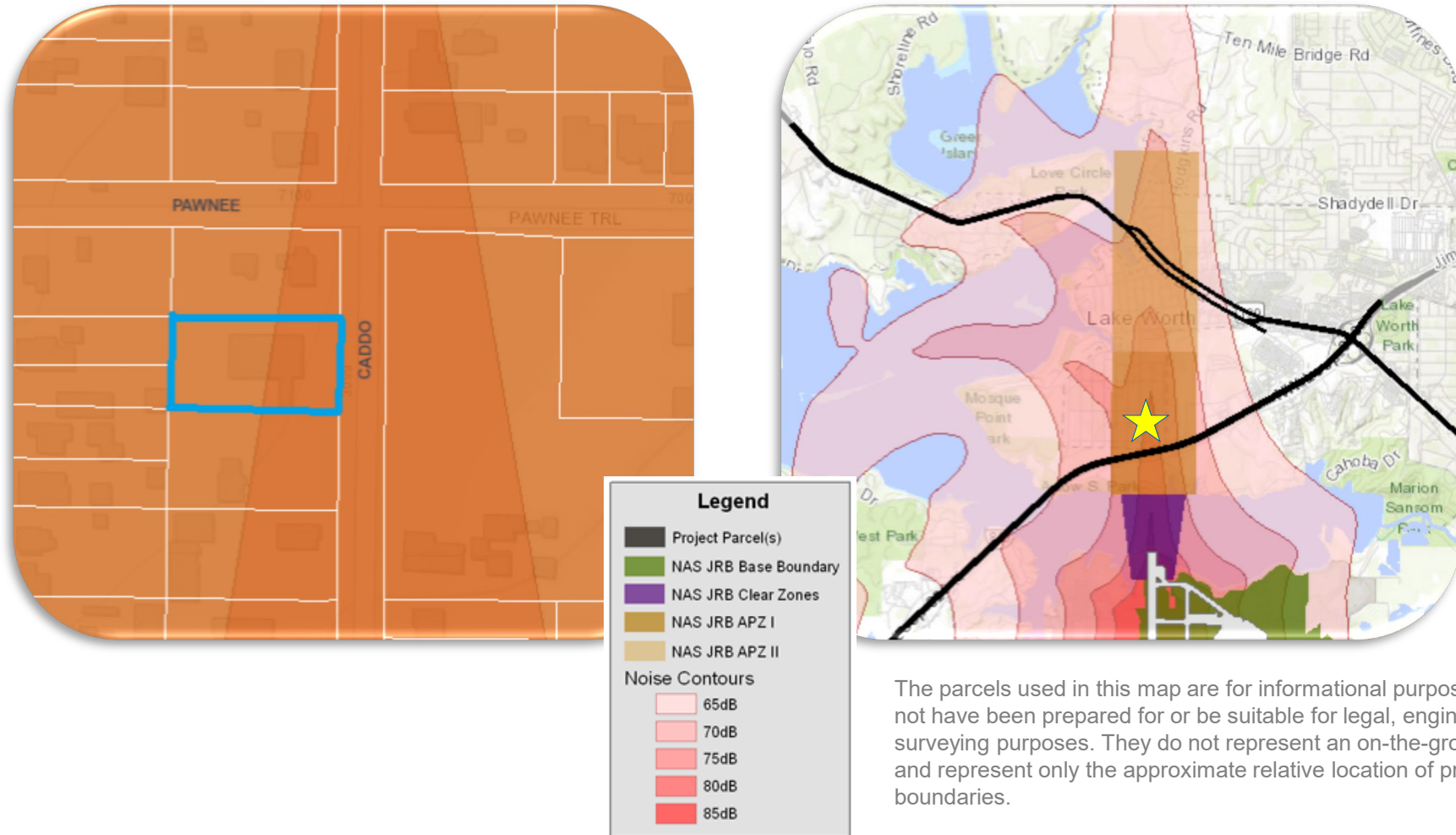
NAME	ENTITY	DATE	COMMENT
Mike Coleman	City of Westworth Village	12/9/2022	No issue as long as it complies with the FW overlay requirements.
Michael Crain	City of Fort Worth	12/9/2022	I am supportive. This is in Fort Worth District 3 (my district) and is a Fort Worth Housing Solutions project. Shoddy motel will be acquired and reimaged as a permanent supportive housing center for families (something we desperately need in our communities.
Jack Adkison	City of River Oaks	12/10/2022	I have no problem with this with the issue of extra insulation included.
Brian Libbey	City of Westworth Village	12/10/2022	I support this. A good use in this neighborhood by upgrading the existing structure.
Doug Howard	City of Benbrook	12/12/2022	No objections.

PROJECT 164—FORT WORTH

NAME	ENTITY	DATE	COMMENT
Ed Spurlin	CPLO at NAS JRB Fort Worth	12/12/2022	Department of Defense Air Installation Compatible Use Zone (AICUZ) compatible use recommendations within the airport noise environment are: "Multi-family use is discouraged, with the following guidance: Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in day/night noise level (DNL) 65-70 decibels (dB) and strongly discouraged above DNL 70 dB. The absence of viable alternative development options should be determined, and an evaluation should be conducted locally prior to local approvals. Evaluations should demonstrate that the community's need for additional residential property could not be met if development were prohibited in these zones and that the expense of additional noise attenuation will not undermine affordable housing goals. Where the community determines that these uses must be allowed, measures to achieve outdoor to indoor noise level reduction of at least 25 decibels (dB) in DNL 65-70 and 30 dB in DNL 70-75 should be incorporated into building codes and be considered in individual approvals; for transient housing, a noise reduction level (NLR) of at least 35 dB should be incorporated in DNL 75-80." - NAS JRB FW finds no objection. - The installation concurs with city recommendations to incorporate sound mitigation measures of redesign and construction.

1.23.2023

PROJECT 165—LAKE WORTH

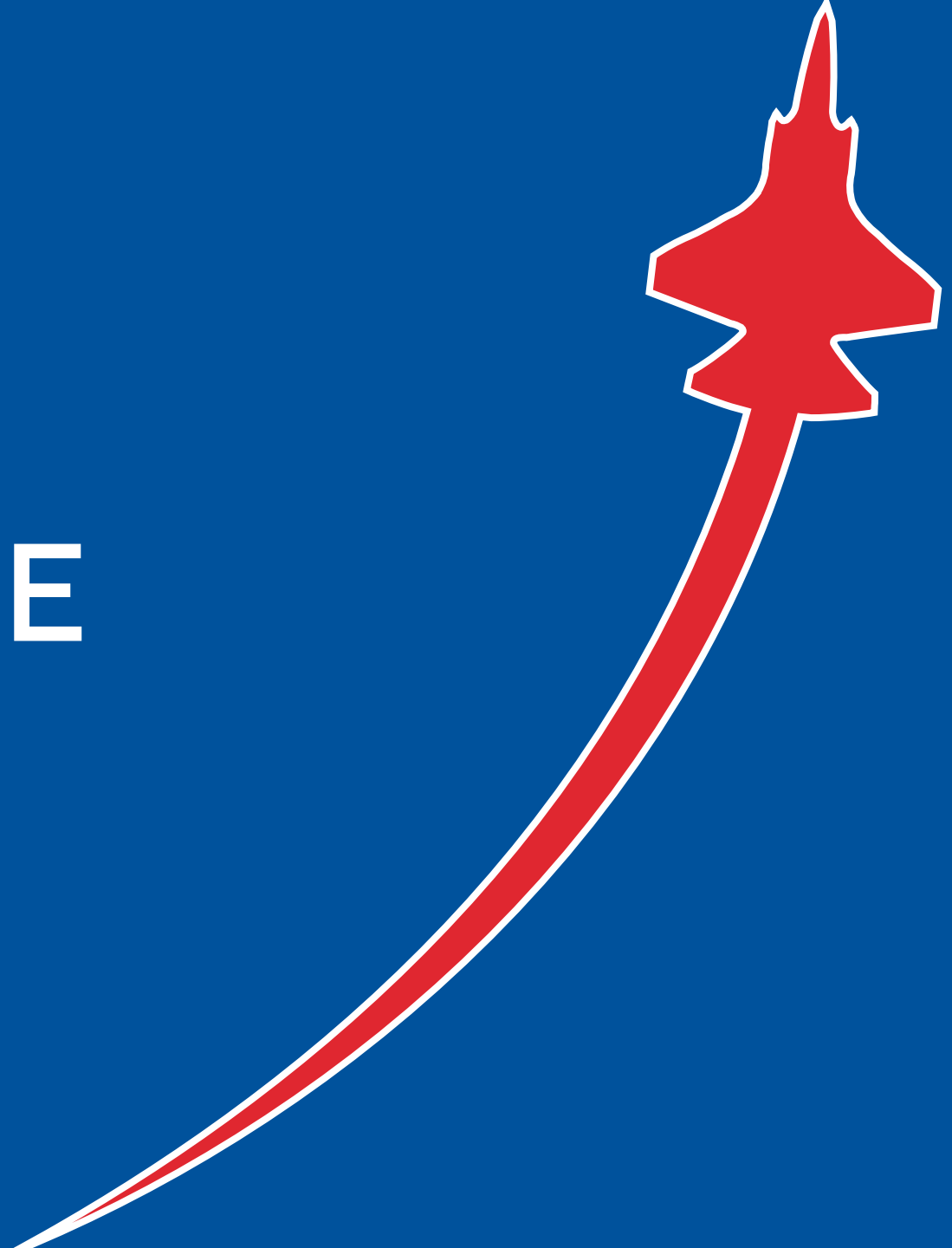


The parcels used in this map are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries.

PROJECT 165—LAKE WORTH

NAME	ENTITY	DATE	COMMENT
Doug Howard	City of Benbrook	12/12/2022	No objections.
Mike Coleman	City of Westworth Village	12/12/2022	No issues with the zoning change as site usage remains the same.
Ed Spurlin	CPLO at NAS JRB Fort Worth	12/12/2022	NAS JRB finds no objection with zoning update.
Brian Libbey	City of Westworth Village	12/13/2022	No objections.
Jack Adkison	City of River Oaks	12/13/2022	I have no problem with this.

ITEM 11: JLUS UPDATE



LAND USE ANALYSIS UPDATE

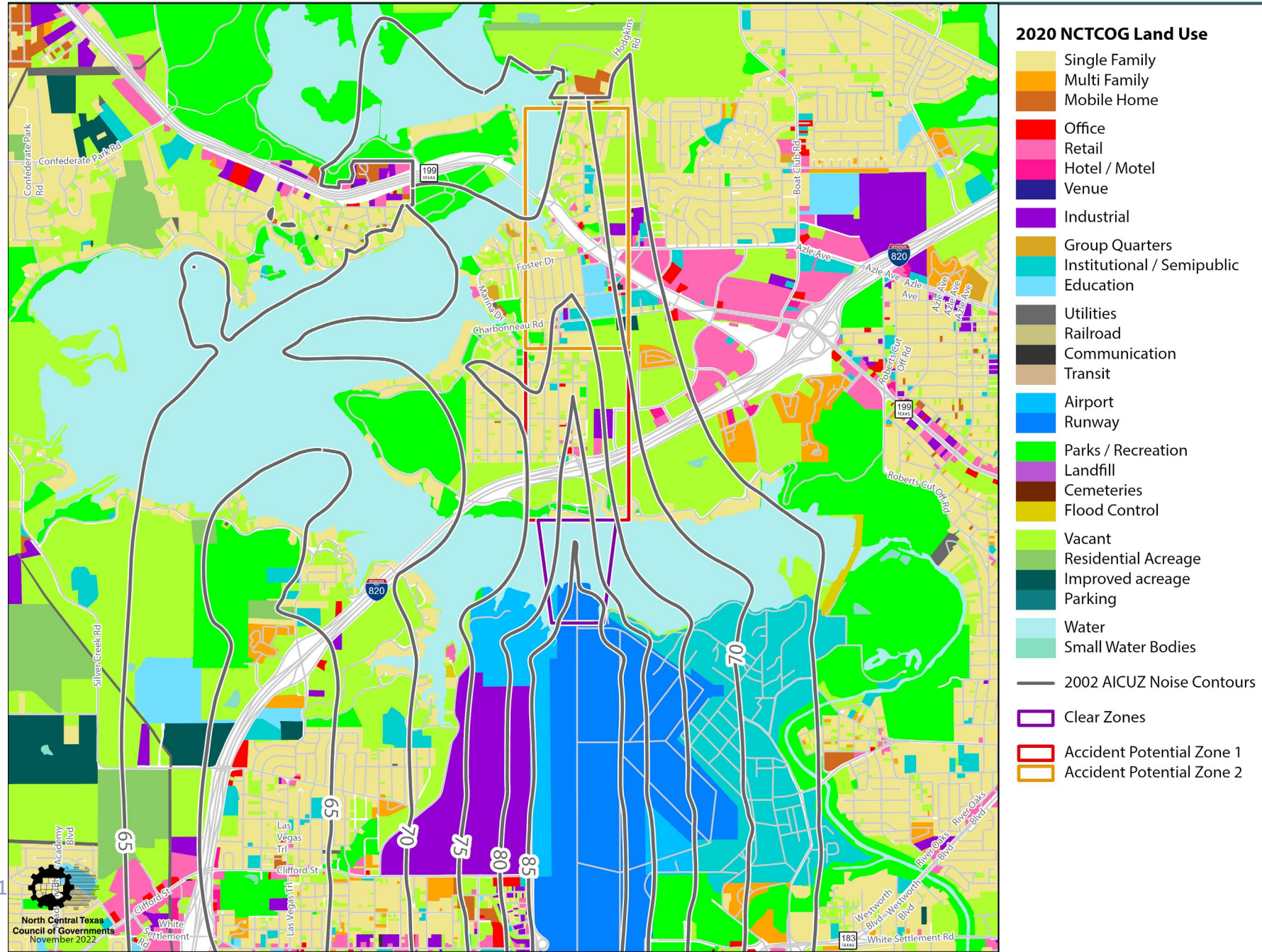
- JLUS report in 2018 contained a land use analysis – comparison of land uses and compatibility before and after initial JLUS and creation of the RCC in 2008
- Demonstrated great progress in more development/redevelopment being compatible as effort was placed on this topic in communities
- DOD appreciated this work because it demonstrated a positive impact to the military value of the investment in our region's JLUS work and funding
- Current implementation grant is updating the information to add the 2016-2020 timeframe to the initial 2005-2015 timeframe

LAND USE ANALYSIS UPDATE

- Work is still preliminary and undergoing a review process with the RCC Technical Subcommittee
- Maps and analysis to be produced
 - Development by decade
 - 2020 land use
 - Highlighting parcels developed/redeveloped by 5-year period
 - Land use of newly developed parcels
 - Compatibility of newly developed parcels – specific in-depth focus on parcels that are less compatible, rate of development and compatibility change over time (*not completed*)

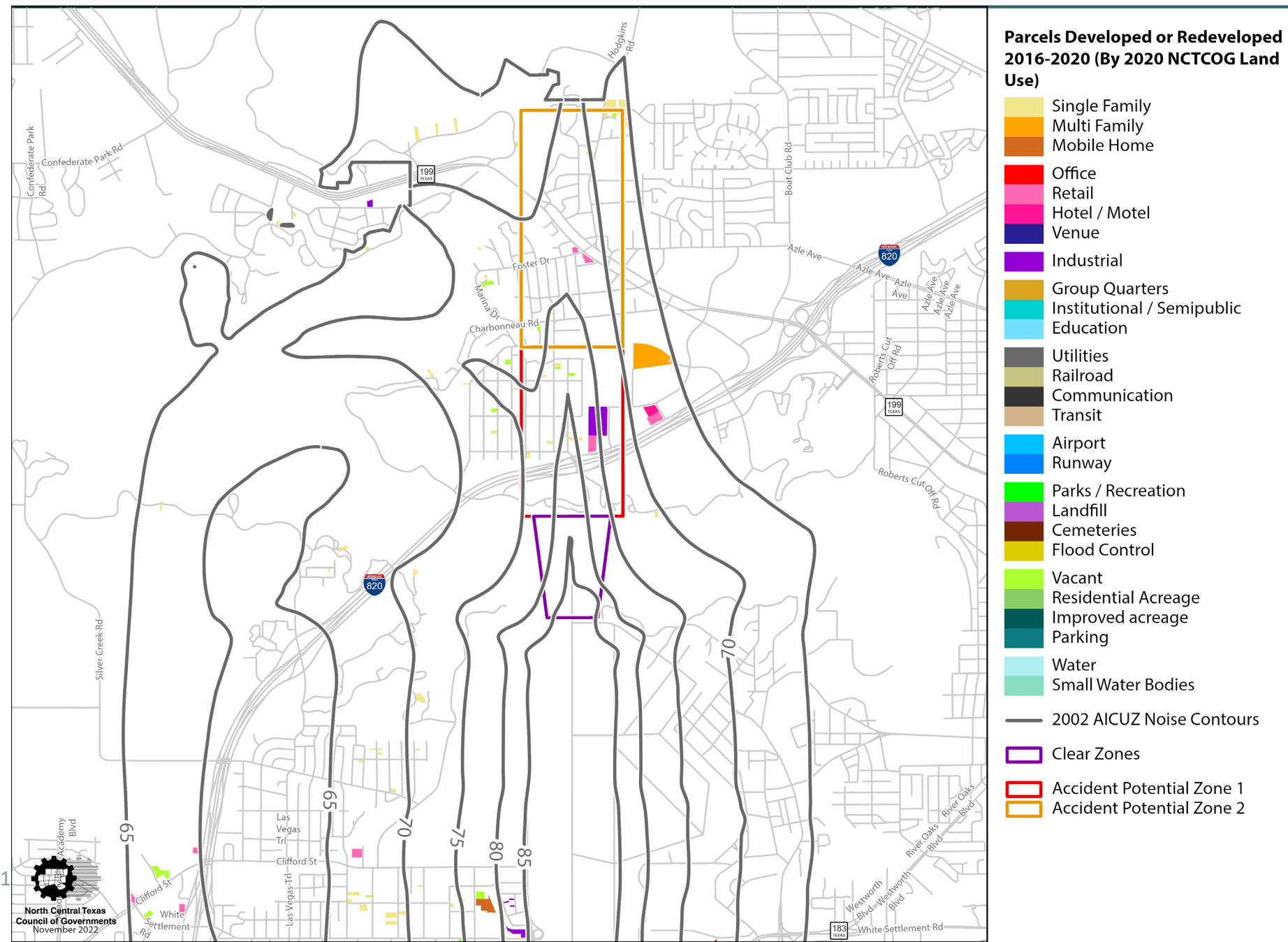


2020 Land Use (North)

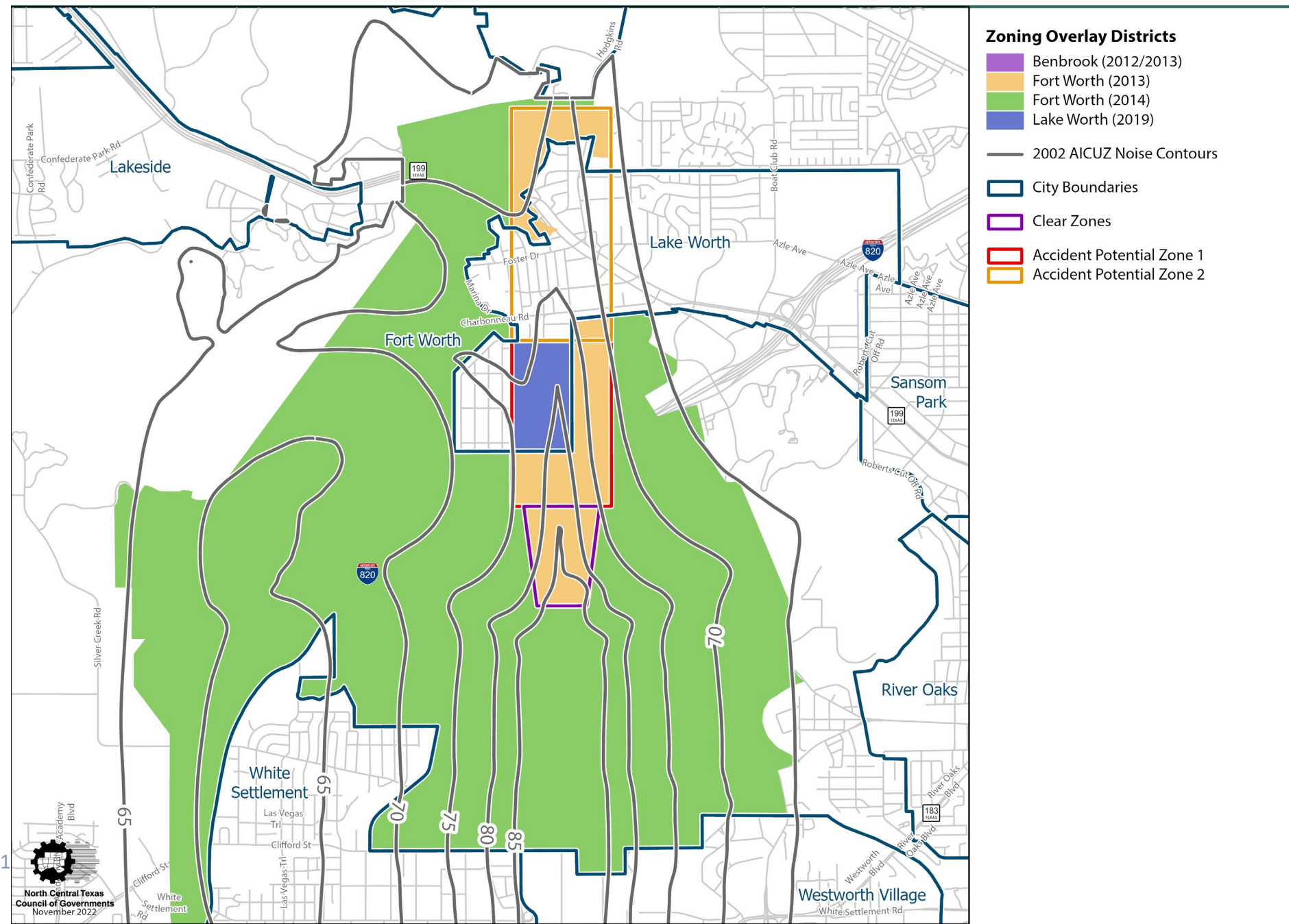




Changed Parcels by Current Land Use (North)



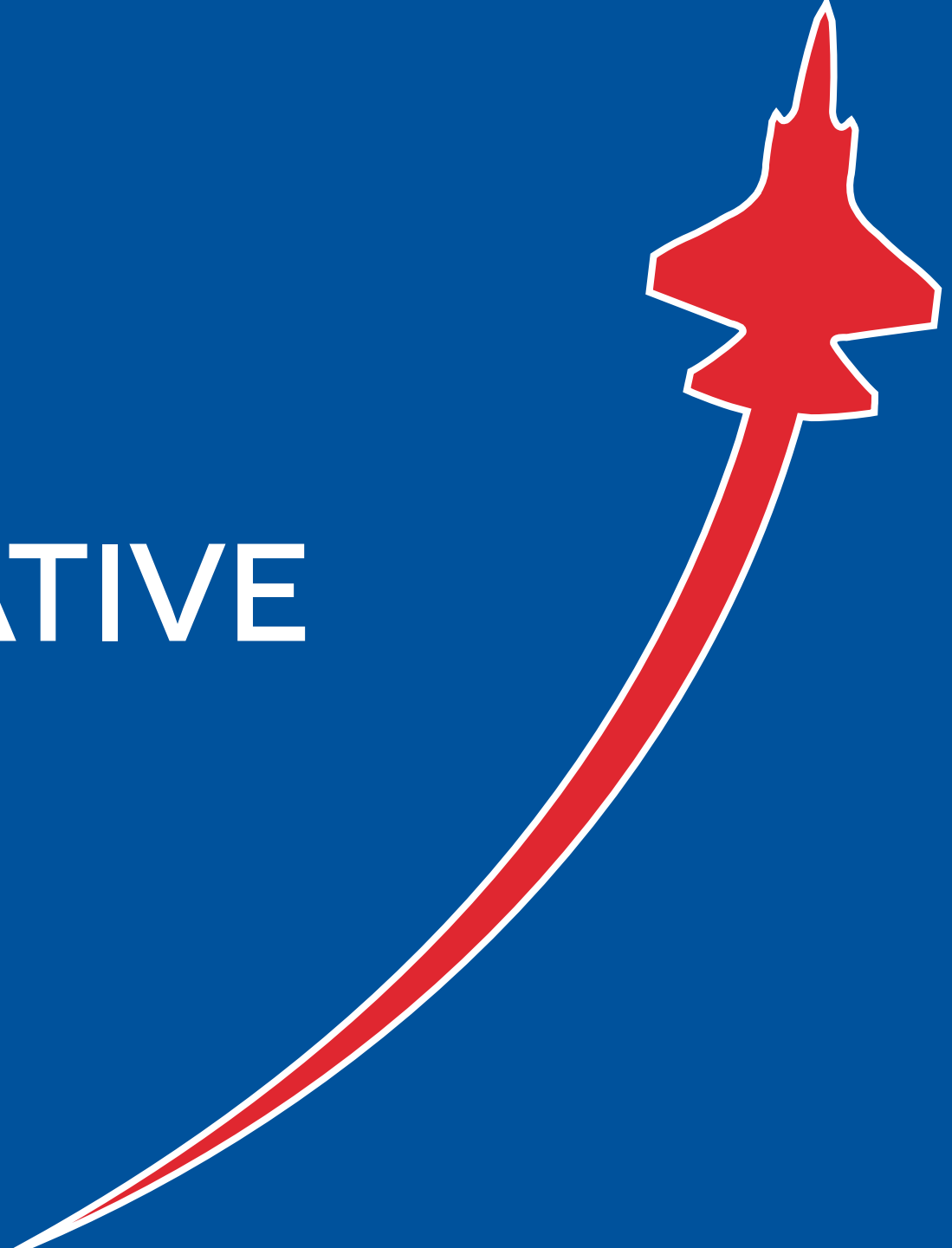
Zoning Overlay Districts (North)



REVIEW OF ZONING ORDINANCES

- Taken a deep dive into city zoning ordinances
- DOD guidance on what is/is not considered compatible is based on very old land use codes – also separate compatibility for noise contours and APZ/CZ, but we have many parcels that overlap both
- Simplified the DOD guidance into a single compatibility recommendation in a combined area of noise/safety
- Reviewed zoning districts, allowed uses, and compatibility within each city and provided specific recommendations
- Cities will review and determine whether further action is necessary or feasible

ITEM 12: ADMINISTRATIVE UPDATES



RCC SCHEDULING UPDATE

DATE	EVENT	LOCATION
April 17, 2023	RCC Meeting	Fort Worth
July 17, 2023	RCC Meeting	River Oaks
October 16, 2023	RCC Meeting	Tarrant County
January 22, 2024	RCC Meeting	Westworth Village

**Additional 2023 or 2024 committee meetings may be scheduled
as needed at the discretion of the Chair**

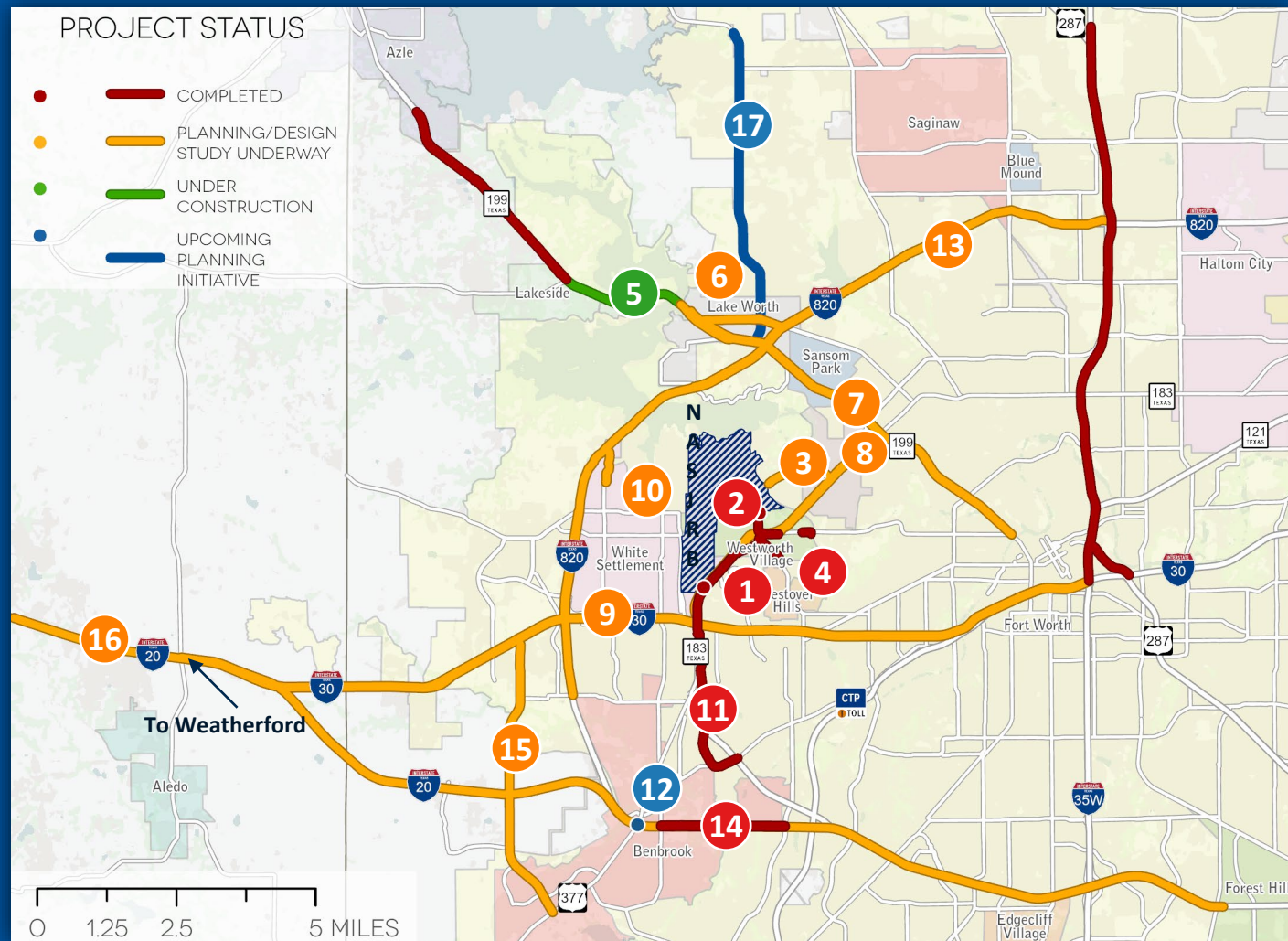
CURRENT & FUTURE TRANSPORTATION IMPROVEMENTS

Base Access Improvements

1. Commercial Vehicle Gate Construction
2. NASJRB Main Gate Construction
3. Meandering Road Design \$

Area Road Improvements

4. Westworth Village Bike Trail
5. SH 199 TxDOT Corridor Project \$
6. FM 1220 (Azle Ave) Corridor Plan
7. SH 199 TxDOT Corridor Plan \$
8. SH 183 TxDOT Corridor Plan \$
9. IH 30 TxDOT Corridor Plan \$
10. Las Vegas Trail Design \$
11. Bomber Spur Bike Trail Plan
12. IH 20/CTP Connections
13. IH 820 TxDOT Corridor Plan
14. IH 20 Auxiliary Lanes \$
15. RM 2871 TxDOT Corridor Plan
16. IH 20 Statewide Corridor Plan
17. Boat Club Road



\$ Indicates Transportation Project All or Partially Funded for Construction

OTHER BUSINESS

- Media Alerts
- Correspondence
- Attendance Report
- Public Comments

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