NAS JRB FORT WORTH REGIONAL COORDINATION COMMITTEE MEETING

4.18.2022 | Tarrant County Sheriff’s Department North Patrol Division
ITEM 1: PLEDGE OF ALLEGIANCE AND 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:
TENANT COMMAND SERIES—PUBLIC WORKS
Public Works Department (PWD) Overview

Presented by:

Lieutenant Commander Ryan T. Doyle,
Public Works Officer
Installation Overview

PRV: Aprox. $0.8 Billion Navy
$0.2 Billion AF/ANG

2,342 Acres (3.66 Sq Miles)
2,900,000 SF of facility space
194 Navy/Marine occupied buildings
72 Air Force occupied buildings
20 Texas Air National Guard owned/occupied buildings

Bottom Line: We provide facilities support for 6,000 Reserve, 2,500 Active Duty, and 2,000 Civilians and Contractors
Utilities Overview - Electrical

- (2) 138 kV Oncor feeders into single substation
- 12.47 kV base distribution system
- 110,000 LF overhead/66,000 LF of underground
- 30 MW peak load and 7 MW average load
- De-regulated electric provider ~ 6 cents/kWh
- DLA holds electric company contract
- Monthly bill ranges between $150K-$500K
Utilities Overview – Potable Water

• City of Fort Worth is the provider
• 134,000 LF of distribution pipe
• Avg 6 million gallons a month usage
• Monthly bill ranges between $20K-$35K
• 300,000 Gal water storage tank
Utilities Overview – Waste Water

- City of Fort Worth is the provider
- 114,000 LF of collection pipe
- Not metered, City assumes equal to water
- Monthly bill ranges between $20K-$35K
- Mostly gravity fed lines
- 14 lift stations
Utilities Overview – Natural Gas

- Atmos Energy is the provider
- 84,000 LF of distribution pipe
- 25,000 MMBTU peak monthly consumption and 7,800 MMBTU average
- Monthly bill ranges between $8K-$95K
Typical PWD Organizational Chart
What We Do

• The PWD is the cornerstone of the Navy’s shore-based operations.

• PWD organizations vary in size, requirements, and capabilities based on the type and amount of work to be done, the amount of real property to be maintained, the number of utilities to be provided, and the transportation services to be provided.
What We Do (cont.)

• Delivers Products and Services (P&S) in-house and by reach back support through business lines to Naval Facilities Engineering Systems Command Southeast:
  – (AM) Asset Management – Facility Planning
  – (RL) Real Estate – Real Estate
  – (EV) Environmental – Environmental Quality and Planning, Environmental restoration
  – (PW) Public Works – Facility Management & Sustainment, Base Support Vehicles & Sustainment, Facility Services, FSC Management, Utility Services
Who We Support

Navy:
• Navy Operational Support Center
• Naval Reserve Intelligence Command
• Fleet Logistics Support Wing
• Fleet Readiness Center West Fort Worth
• Fleet Logistics Support Squadron 59
• Commander Tactical Support Wing

USAF:
• 10th Air Force HQ
• 301st Fighter Wing

TxANG:
• 136th Airlift Wing, Texas Air National Guard

USAR:
• Army Reserve 370th Chemical Unit
• 158th Army Aviation Regiment

USMC:
• Marine Aircraft Group 41
• VMFA 112
• VMGR 234
• 14th Marine Regiment
• 8th Marine Corps District

Other DoD:
• Lockheed Martin
• Federal Medical Center Carswell
• AAFES/DECA

(Plus 28 other subordinate military & civilian tenants on base)
How Work is Performed

• In-house workforce (Shops)
• Contracted
# In-House Work Categories

<table>
<thead>
<tr>
<th>WORK CATEGORY</th>
<th>DEFINITION</th>
<th>MEASURE</th>
</tr>
</thead>
</table>
| Emergency Service                 | Situations which require immediate action to prevent loss or damage to government property, restore essential services that have been disrupted, eliminate hazards to personnel, or restore essential mission operational capability. | – Time (hrs) to respond to Emergency Service  
– Time (hrs) to mitigate Emergency Service                                                      |
| Urgent Service                    | Any deficiency that does not immediately endanger personnel or property, but in which the extended delays of repairs could result in damage to government property or soon affect the security, health, or well-being of personnel or the continued operation of a service system. | – Time (working days) to resolve Urgent Service                                                |
| Routine Service                   | Any deficiency that does not qualify as Emergency or Urgent, but is needed to maintain the agreed upon facility condition.                                                                                     | – Time (working days) to complete Routine Service                                             |
| Recurring/Planned Maintenance     | Scheduled work of repetitive nature with completed estimates, e.g., HVAC, control systems, power plant watch standing, etc. This work is to sustain existing facilities.                                         | – Man-hours to complete PM  
– Time (days) to complete PM                                                                       |
| Project                           | Work that is scheduled and may require one or more of the following: planning, some engineering, coordination, and multitasks. Shop projects cannot require plans and specifications and are only Category III and IV projects (not Category V/II). | – Man-hours to complete project  
– Time (days) to complete project                                                                |
Project (contracted) Execution Process
Traditional Tools

- Available Procurement Types:
  - 8a Sole Source
  - DB RFP
  - Non Pre-Priced Task Order
  - Pre-Priced Task Order
  - Multiple Award Construction Contract Task Order
  - Job Order Contract
Projects Recently Completed

• Water Main Replacement
• Construct Child Development Center Storm Shelter
• HVAC Repairs – Multiple Buildings
• Hangar Door Replacement – Multiple Buildings
• Boiler Replacement – Multiple Buildings
• Airfield Striping and Spall /Joint Sealant Repair
• Roof Repairs – Multiple Buildings
Contracted Services

- Grounds Maintenance
- Janitorial
- Recycling
- Refuse
- Grease Traps
- Lead Filters
- Pest Control
# Non-Traditional Tools

<table>
<thead>
<tr>
<th>PARTNERSHIP TOOL</th>
<th>AUTHORITY / GUIDANCE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intergovernmental Support Agreements (IGSA)</td>
<td>10 USC 2679</td>
<td>Public-to-public partnership used to receive, provide, or share an installation-support service with a State or local government, where State or local government currently provides the service for its own residents. IGSAs allow for a transfer of funds to purchase services from the community partner</td>
</tr>
<tr>
<td>Defense Community Infrastructure Program (DCIP)</td>
<td>Public Law 115-232 Section 2861</td>
<td>Program designed to address deficiencies in community infrastructure, supportive of a military installation, in order to enhance military value, installation resilience, and military family quality of life. Funding is provided to the local community via a grant issued by the Secretary of Defense</td>
</tr>
<tr>
<td>Enhanced Use Lease</td>
<td>10 USC 2667</td>
<td>EULs allow the DoN to lease non-excess underutilized property to a developer for best use and value. The lessee commits to providing an in-kind consideration of equal or greater value than the land's fair market rental value. EULs for periods greater than five years require SECNAV's approval. Most DoN EULs are 20-30-year terms</td>
</tr>
<tr>
<td>Gifting</td>
<td>SENAVINST 4001.2K</td>
<td>Gifting allows the DoN to obtain real property, or an improvement to real property funded through State, local, or private fund sources. ASN Ei&amp;E approves gifts of real property less than $2M, gifts over $2M are approved by UNSECNAV</td>
</tr>
</tbody>
</table>
IGSA Categories

• Operations And Support
• First Responders
• Personnel
• Personnel Amenities / Services
• Environmental
• Collaboration
## IGSA Examples

<table>
<thead>
<tr>
<th>Installation</th>
<th>Partner</th>
<th>Project Title</th>
<th>CWE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAS Corpus Christi</td>
<td>Nueces County</td>
<td>Road and Waterline Repair</td>
<td>$1M</td>
</tr>
<tr>
<td>NAS Kingsville</td>
<td>Nueces County</td>
<td>Road and Waterline Repair</td>
<td>Unknown</td>
</tr>
<tr>
<td>NAS Jacksonville</td>
<td>City of Jacksonville</td>
<td>Street Light Repair</td>
<td>Unknown</td>
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<tr>
<td>NSB Kings Bay</td>
<td>Camden County</td>
<td>Road and Storm Water System Repairs</td>
<td>$2M</td>
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<tr>
<td>NAS Corpus Christi</td>
<td>TXDOT</td>
<td>Texas Department of Transportation Road Repairs</td>
<td>Unknown</td>
</tr>
<tr>
<td>NAS Corpus Christi</td>
<td>Nueces County</td>
<td>Natural Gas Line Maintenance</td>
<td>Unknown</td>
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<tr>
<td>CBC Gulfport</td>
<td>Harrison County</td>
<td>Mosquito Surveillance and Abatement</td>
<td>$0</td>
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</tbody>
</table>
ITEM 5: BOMBER SPUR STUDY
BOMBER SPUR TRAIL

Kevin Kokes
North Central Texas Council of Governments

NAS Fort Worth, JRB
Regional Coordination Committee
April 18, 2022
The Bomber Spur: The Little Track That Went to War

https://hometownbyhandlebar.com/?p=34136

Only five miles long, it was abandoned and forgotten in its final years and became so obscured by vegetation and the encroachment of residential development that you’d never know it was there.

But beginning in 1941 it helped to win a war.

In 1940 America looked east as it saw war in Europe. America looked west as it saw war in Asia. Meanwhile relations between Japan and the United States were deteriorating. Realizing the serious threats on both horizons, the Fort Worth chamber of commerce began lobbying the federal government and Consolidated Aircraft Corporation to select Fort Worth as the site of a Consolidated military aircraft factory.

After six months of lobbying, on January 4, 1941 the Star-Telegram announced that the U.S. government would build a bomber plant on the shore of Lake Worth.

Unless rainy weather persists, construction of the five-mile spur railway track to serve the Lake Worth bomber plant is expected to be completed next week, army engineers said Friday.
The Bomber Spur: The Little Track That Went to War

https://hometownbyhandlebar.com/?p=34136
Regional Veloweb Trail Connecting Western Tarrant County

21-mile Regional Trail loop will cross major highways and connect:

- Downtown Fort Worth
- West Fork Trinity Trail
- Clear Fork Trinity Trail
- North Z-Boaz Park
- Ridgmar Mall
- Neighborhoods and Commercial Areas
- Future connection to Lockheed Martin through White Settlement via Lockheed Blvd/TX 341 Spur
Bomber Spur Trail Preliminary Engineering (South of IH 30)

**Project Limits:** SH 183/W Vickery Blvd. intersection to Calmont Ave. (3.1 miles)

**Scope of Preliminary Design (30% schematics):**
- 12-ft. wide hard surface shared use path
- 16-ft. wide trail bridges (H10 loading)
- Roadway crossings and safety measures
- Potential trailhead locations

*Planned or Proposed Trail Grade Separations (IH 30, US 377/Camp Bowie and SH 183/SW Blvd)*
SH 183 (Southwest Blvd) Trail Bridge (proposed)

- Prefabricated bridge
- 16-ft. wide (12-ft. clear)
- Approaches and retaining walls
- Est. $6.7 Million (2025 $$$)
- Possible aesthetic enhancements
US 377 (Camp Bowie Blvd) Trail Bridge

Funded by Regional Transportation Council (Apr 2021)

- 16-ft. wide prefabricated bridge (base design)
- Approaches and retaining walls
- Trail connections down to Camp Bowie Blvd
- Rest areas/signage
- Possible aesthetic enhancements (not funded)
SS 580/ Camp Bowie West Crossing (at-grade)
Funded by Regional Transportation Council (Apr 2021)

- Coordination with Applied Learning Academy for access to the trail

- Location of an at-grade trail crossing of Camp Bowie being coordinated with TxDOT

- The Trail approach to the crossing to be strategically curved to slow bikes and avoid trees
Trail Alignment Through North Z Boaz Park

Funded by Regional Transportation Council (Apr 2021)

Coordinated with the park master plan (trail alignment on the west side of park)
Calmont Ave Crossing (at-grade)

Funded by Regional Transportation Council (Apr 2021)

- Drainage channel
- Calmont Ave. Crossing with Rectangular Rapid Flashing Beacon (RRFB)
- Extended along Calmont Ave to Alta Mere (SH 183)
# Preliminary Opinion of Probable Construction Cost Summary

## Bomber Spur Costing Summary

<table>
<thead>
<tr>
<th>Preliminary Opinion of Probable Construction Cost (15% Schematic Set)</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
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<tbody>
<tr>
<td><strong>All 2020 Base Bid Total Include a 25% Contingency</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Base Bid I - Crossing at Calmont Ave Project Total</td>
<td>$88,496</td>
<td>$91,348</td>
<td>$94,315</td>
<td>$97,400</td>
<td>$100,609</td>
<td>$103,946</td>
<td>$107,416</td>
<td>$111,026</td>
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<tr>
<td>Base Bid II - Trail Section from Calmont Ave to SS 580 / Camp Bowie West Blvd Project Total</td>
<td>$1,316,536</td>
<td>$1,358,990</td>
<td>$1,403,142</td>
<td>$1,449,060</td>
<td>$1,496,815</td>
<td>$1,546,480</td>
<td>$1,598,132</td>
<td>$1,651,849</td>
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<tr>
<td>Base Bid III - Crossing at SS 580 / Camp Bowie West Blvd Project Total</td>
<td>$147,190</td>
<td>$151,944</td>
<td>$156,879</td>
<td>$162,012</td>
<td>$167,350</td>
<td>$172,902</td>
<td>$178,676</td>
<td>$184,681</td>
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<tr>
<td>Base Bid IV - Trail Section from SS 580 / Camp Bowie West Blvd to US 377 / Camp Bowie Blvd Project Total</td>
<td>$995,142</td>
<td>$1,027,232</td>
<td>$1,060,607</td>
<td>$1,095,316</td>
<td>$1,131,414</td>
<td>$1,168,955</td>
<td>$1,207,999</td>
<td>$1,246,604</td>
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<td>Base Bid V - Pedestrian Bridge Crossing at US 377 / Camp Bowie Blvd Project Total</td>
<td>$1,977,796</td>
<td>$2,041,575</td>
<td>$2,107,905</td>
<td>$2,176,888</td>
<td>$2,248,630</td>
<td>$2,323,242</td>
<td>$2,400,839</td>
<td>$2,481,540</td>
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<tr>
<td>Base Bid VI (A) - Trail Section from US 377 / Camp Bowie Blvd to Pedestrian Bridge Approach</td>
<td>$663,242</td>
<td>$684,626</td>
<td>$706,867</td>
<td>$729,996</td>
<td>$754,051</td>
<td>$779,068</td>
<td>$805,086</td>
<td>$832,145</td>
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<tr>
<td>Base Bid VI (B) - Trail Section from Pedestrian Bridge Approach to SH183 / Southwest Blvd</td>
<td>$890,633</td>
<td>$926,285</td>
<td>$963,308</td>
<td>$1,001,841</td>
<td>$1,041,914</td>
<td>$1,083,591</td>
<td>$1,126,934</td>
<td>$1,172,012</td>
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<tr>
<td>Base Bid VII - Crossing at SH183 / Southwest Blvd Project Total</td>
<td>$543,042</td>
<td>$560,533</td>
<td>$578,764</td>
<td>$597,704</td>
<td>$617,402</td>
<td>$637,887</td>
<td>$658,191</td>
<td>$681,348</td>
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<tr>
<td>Base Bid VIII - Trail Section from SH183 / Southwest Blvd to Vickery Blvd Project Total</td>
<td>$1,212,704</td>
<td>$1,251,808</td>
<td>$1,292,476</td>
<td>$1,334,771</td>
<td>$1,378,757</td>
<td>$1,420,504</td>
<td>$1,472,080</td>
<td>$1,521,559</td>
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<tr>
<td><strong>BASE BID</strong></td>
<td>$7,834,788</td>
<td>$8,094,334</td>
<td>$8,364,263</td>
<td>$8,644,988</td>
<td>$8,936,943</td>
<td>$9,246,575</td>
<td>$9,556,353</td>
<td>$9,884,763</td>
</tr>
</tbody>
</table>

### Approx. $15M

### Approx. $20M
Existing IH 30/SH 183 Interchange
Future Trail Grade Separation (Proposed)

Existing Rail Bridge view north at Interstate 30
Future Reconstructed IH 30/SH 183 Interchange with Trail Grade Separation (Proposed)

- Virtual Public Hearing (March 22 to April 25, 2022)
- Various IH30 mainlane concepts, interchange alternatives, Bomber Spur Trail crossing alternatives are under consideration
- Various trail crossing alternatives that pass over and/or under IH30

Bomber Spur Trail
SH 183 Corridor
(North of IH 30)

Project Limits:
Ridgmar Mall to Sherry Ln

Scope of Preliminary Design Underway (30% schematics):
14-ft. wide hard surface shared use path
50-ft. setback from the highway
SH 183 Proposed Preliminary Typical Sections

10-ft wide sidepath

14-ft wide trail
Pumphrey Drive Sidepath

- Connects existing Trail sections at Roaring Springs Rd and the Airfield Falls Trailhead
- Options currently being developed for crossing of SH 183 intersection
- Construction anticipated to begin in 2027
Bomber Spur Trail
Contact Information

Kevin Kokes
Program Manager
Sustainable Development
North Central Texas Council of Governments

kkokes@nctcog.org
817-695-9275
ITEM 6: NAS JRB FORT WORTH UPDATE
ITEM 7:
DEVELOPMENT REVIEW
TOOL PROJECTS
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.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ENTITY</th>
<th>DATE</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ed Spurlin</td>
<td>CPLO at NAS JRB, Fort Worth</td>
<td>3/21/2022</td>
<td>285 ROARING SPRINGS RD. The subject property is not impacted by the accident potential zone overlay; however, the location is within the 65-70 dB noise contour. The DoD land use compatibility land use, no noise mitigation requirements. NAS JRB finds no objections to zoning change request.</td>
</tr>
<tr>
<td>Jack Adkison</td>
<td>City of River Oaks</td>
<td>3/22/2022</td>
<td>I have no problem with this but suggest extra insulation when any plans are submitted.</td>
</tr>
<tr>
<td>Mike Coleman</td>
<td>City of Westworth Village</td>
<td>3/22/2022</td>
<td>I have no issue with the zoning change from RESIDENTIAL to OFFICE. It makes better sense for the lot.</td>
</tr>
</tbody>
</table>
ITEM 8: JLUS UPDATE
JLUS IMPLEMENTATION PROGRESS

• Received one year extension of grant through February 2023

• RCC Technical Subcommittee
  • Held individual meetings with each city to discuss economic development, comprehensive plans, zoning ordinances and transportation improvements
  • Mapping efforts to look at
    • Compatibility in each city’s noise contour and/or safety zone areas
    • Preparation for Noise Mitigation Program to understand the magnitude of eligible properties
    • Update to the land use analysis from the 2018 JLUS report
  • RCC Development Review Tool: working to update the system used for commenting on developments to be easier to use, working on a separate self-service mapping tool that can be used by developers early in the process to determine what is compatible on a given parcel

• Strategic Parcel Acquisition and Reuse Program has been initiated
STRATEGIC PARCEL ACQUISITION AND RE-USE PROGRAM

DAN KESSLER

“We must be force multipliers”
-Patrick O’Brien, Director, Office of Local Defense Community Cooperation, US Department of Defense
AVOIDING ANOTHER BRAC MUST BE A REGIONAL PRIORITY

• In 1993 Carswell Airforce Base was closed as result of Congressional Base Realignment and Closure (BRAC). North Texas congressional leadership and regional support for the base resulted in the base reopening in 1994, restructured as the first US Joint Reserve Military Base.

• Benbrook, Fort Worth, Lake Worth, River Oaks, Sansom Park, Westworth Village, White Settlement and Tarrant County work together as the Regional Coordination Committee (RCC) to reduce encroachment near the base and encourage development that is compatible with military operations.

• The Regional Transportation Council is funding Regional Mobility and Transportation Accessibility Projects that directly serve NAS JRB Fort Worth/Lockheed Martin and the surrounding cities.

• NCTCOG staff conducts planning activities in support of NAS JRB Fort Worth and the Texas Military Department through funding provided by the US DOD Office of Local Defense Community Cooperation (OLDCC).
NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH

• Home to over 10,000 personnel in 45 tenant commands within:
  • Navy Reserve
  • Marine Corps Reserve
  • Air Force Reserve
  • Army Reserve
  • Texas Air National Guard

• In December 2020, the US Navy and US Air Force signed an EIS Joint Record of Decision initiating Operation Beddown – allowing for the establishment of the first DOD F-35 Reserve Squadron as part of the 301st Air Force Reserve, headquartered at NAS JRB Fort Worth and expected to arrive in early 2024.

• Lockheed Martin operates under an agreement with NAS JRB Fort Worth allowing for all new F-35s to be flight tested from NAS JRB Fort Worth prior to entering military operations with either the US defense forces or our allies.
DEFENSE SECTOR ECONOMIC IMPACTS

$83B
2020 US Department of Defense spending in the State of Texas

$57B
80% of DOD spending in Texas in 2020 went to defense contractors located in Collin, Dallas, Hunt and Tarrant Counties

$9.7B
Annual economic impact in Texas associated with Lockheed Martin’s production of the F-35 Joint Strike Fighter

52,000
Number of Texas jobs supported at Lockheed Martin and 91 suppliers as part of F-35 production
NASJRB FORT WORTH
NOISE CONTOURS AND SAFETY ZONES
2008

NCTCOG’s Joint Land Use Study “Defending the Sound of Freedom” utilized Department of Defense Guidelines for Accident Potential and Noise Zones to document that Retail Trade (including eating, drinking and food delivery establishments) are **not considered compatible with military flight operations within Accident Potential Zone I**.

The 2008 JLUS further identified the use of property acquisition and relocation as a strategy to assist local governments in mitigating noise and safety impacts.

2017

NCTCOG’s second Joint Land Use Study “Joining Forces” further called for voluntary acquisition of land parcels in Accident Potential Zones where feasible to mitigate safety and noise impacts.
NCTCOG is currently under contract with the Department of Defense to work with RCC and local governments to implement strategies identified in the 2017 JLUS. Emphasis is on reducing encroachment and improving compatible land use, by addressing safety, and noise abatement strategies including a initiation of a Strategic Parcel Acquisition and Re-use Program.

Photo provided by Getty Images
STRATEGIC OPPORTUNITY NOW

• Several incompatible commercial parcels are located at the south end of NAS JRB Fort Worth and are directly in line with the runway

• The parcels are adjacent to the south Clear Zone and included in south Accident Potential Zone I, they are also in both the 80-84 dB and 75-79 dB DNL Noise Contours

• These parcels have long been identified as incompatible and a high priority for acquisition

• Active initiatives have been ongoing over the last 5 years to change the land use and zoning for these parcels

• An opportunity now exists to acquire these parcels in partnership with the City of White Settlement

• Once acquired, the City of White Settlement would be able rezone these parcels to industrial land use based on the City’s 2040 Comprehensive Plan
These parcels are in both the 80-84 dB and 75-79 dB DNL Noise Contours.
These parcels are adjacent to or inside the south Clear Zone and included in south Accident Potential Zone I.
PARCELS OF INTEREST

Property data obtained from Tarrant County Appraisal District, 2021 appraised values

Land Banking for Critical Regional Infrastructure
PARCEL OVERVIEW

Parcels 1 and 2: Cowtown BBQ/Ridgmar Farmers Market

5.15 Acres (2 Parcels)
Zoned Commercial
13,130 SF Steel/Wood Building
2020 Independent Appraised Value $1,900,000
2021 Tarrant County Tax Appraisal Value $1,389,000
2022 Asking Price $2,250,000 (Real Estate Flyer)
2022 Independent Appraisal $2,300,000

Parcel 3: Adjacent Property

2 Acres (1 Parcel)
Zoned Commercial
2021 Tarrant County Tax Appraisal Value $234,000

Land Banking for Critical Regional Infrastructure
INTERLOCAL AGREEMENT: MAJOR DEAL POINTS

• Public Sector Acquisition of Specific Parcels with Incompatible Use with NAS JRB Fort Worth
• RTC/NCTCOG Provides Funding
• White Settlement to Own and Maintain Property
• Permitted Uses
  • Requires NCTCOG approval (for Leases)
  • NAS JRB Fort Worth compatible
  • Public Sector/Private Sector Lease
  • Potential for TxDOT Construction Staging
• Revenues Back to RTC
  • Negotiated Split for Any Leasing Revenues
  • Pursue Grant Opportunities for Potential RTC Reimbursement
  • Revenues Returned Dedicated to RTC Land Banking Program
ONGOING STEPS

NCTCOG Regional Transportation Council Provided Funding to Initiate the Strategic Parcel Acquisition and Re-Use Program

City of White Settlement Agreed to Acquire, Re-zone and Maintain Property

City of White Settlement and NCTCOG Agreed to Major Deal Points

NCTCOG Executive Board and White Settlement City Council Authorized and Executed Interlocal Agreements

City of White Settlement Entered into Negotiations to Purchase 5.15 Acres

White Settlement Closes on Property and Takes Ownership

NCTCOG Advances or Reimburses White Settlement for All Incurred Costs

Initiate Effort to Acquire Next Property

White Settlement Re-Zones Properties to Industrial Land Use
QUESTIONS ?
ITEM 9: ADMINISTRATIVE UPDATES
## RCC Scheduling Update

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>LOCATION</th>
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<tbody>
<tr>
<td>July 18, 2022</td>
<td>RCC Meeting</td>
<td>White Settlement</td>
</tr>
<tr>
<td>October 17, 2022</td>
<td>RCC Meeting</td>
<td>TBD</td>
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<tr>
<td>January 23, 2023</td>
<td>RCC Meeting</td>
<td>TBD</td>
</tr>
<tr>
<td>April 17, 2023</td>
<td>RCC Meeting</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Additional 2022 or 2023 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. NASIRB 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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