



# 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







# TEXAS PLEDGE

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

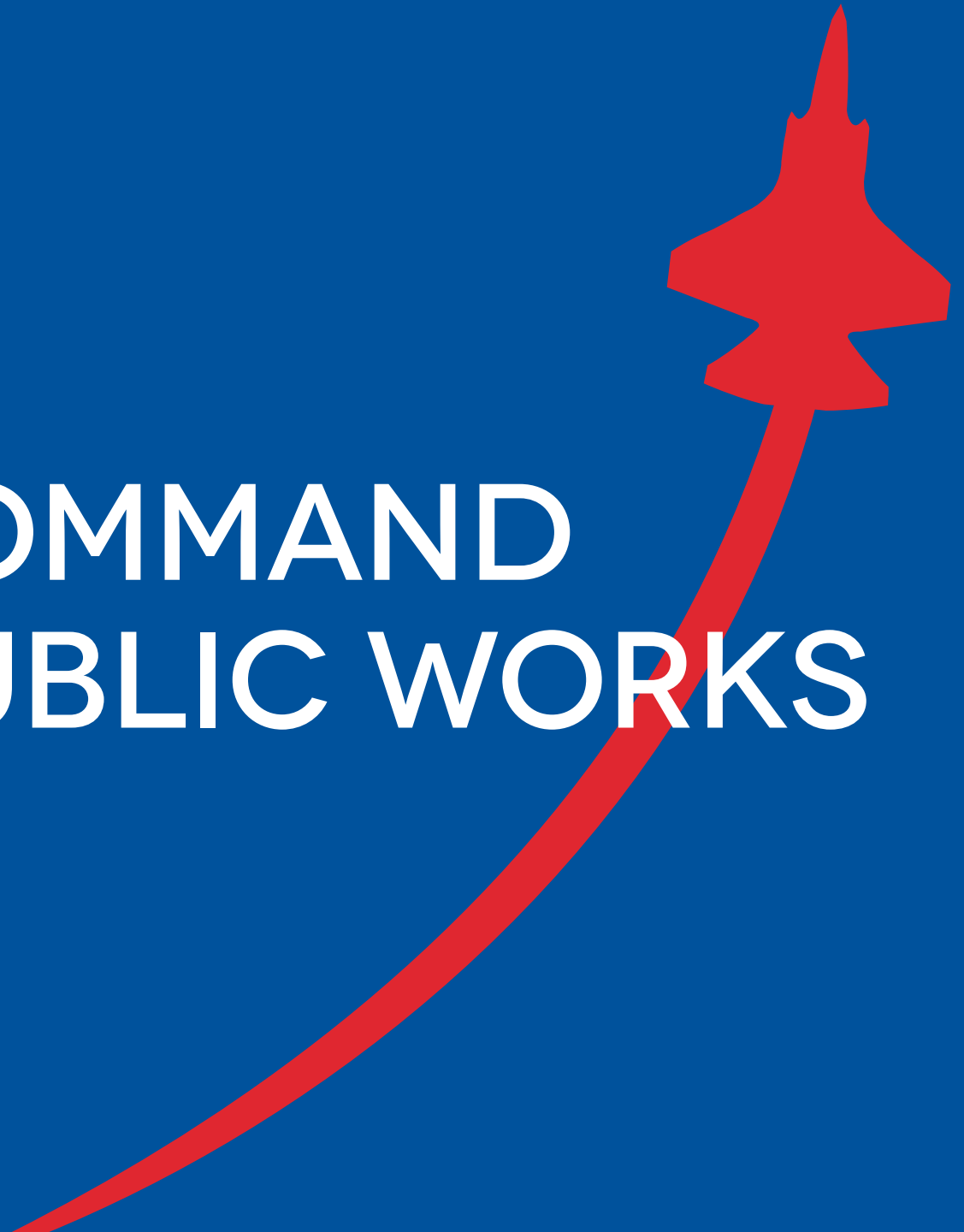
ITEM 2:  
WELCOME  
AND INTRODUCTIONS

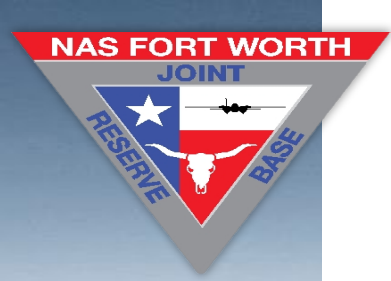


ITEM 3:  
APPROVAL OF MEETING  
SUMMARY (ACTION)



ITEM 4:  
TENANT COMMAND  
SERIES—PUBLIC WORKS



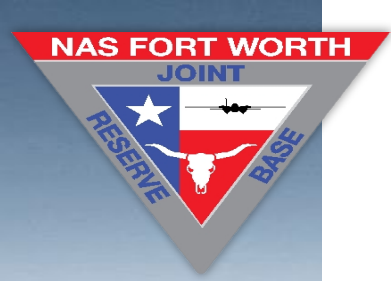


# Public Works Department (PWD) Overview

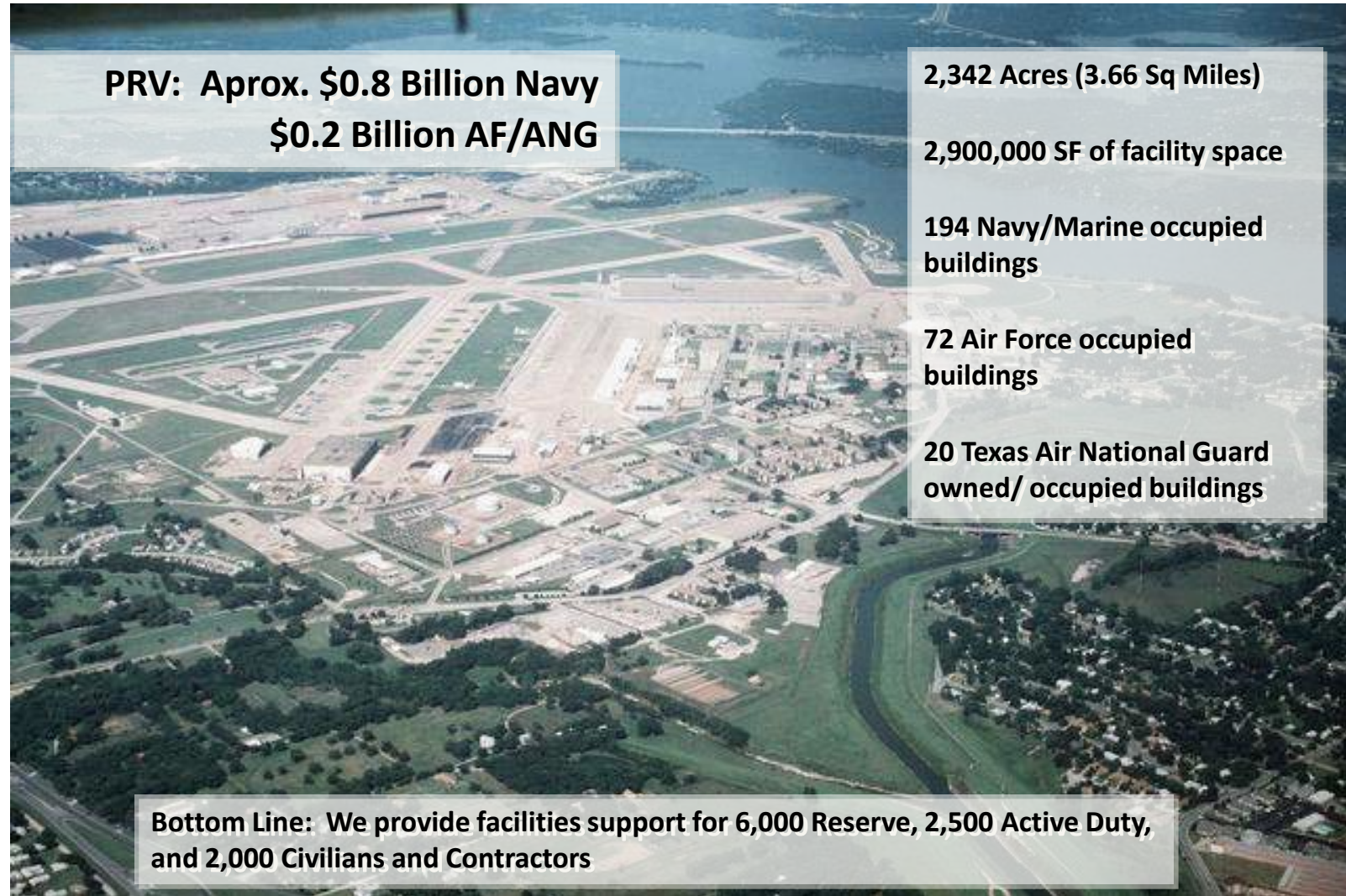
Presented by:

Lieutenant Commander Ryan T. Doyle,  
Public Works Officer





# Installation Overview



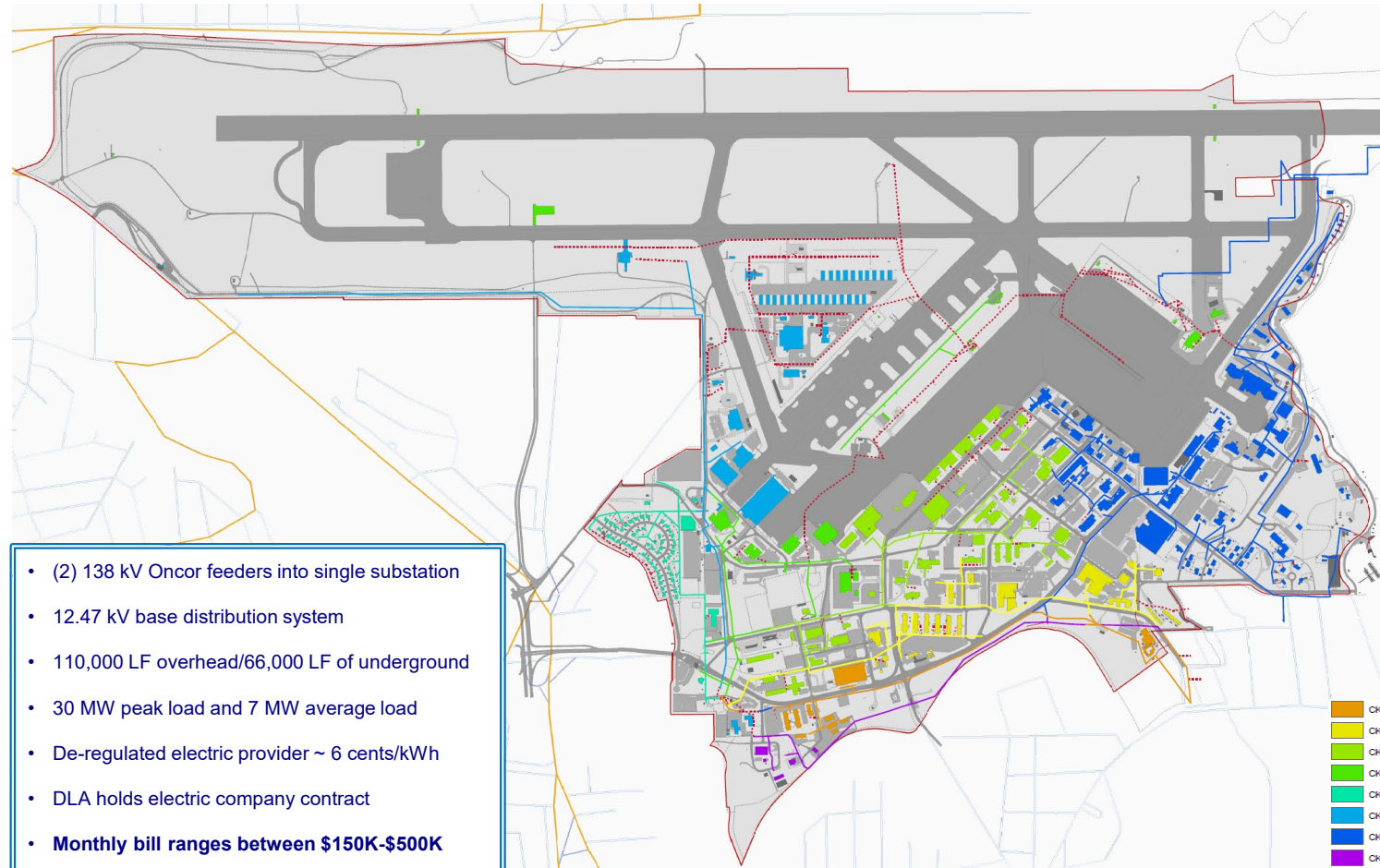
**PRV: Aprox. \$0.8 Billion Navy  
\$0.2 Billion AF/ANG**

- 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**



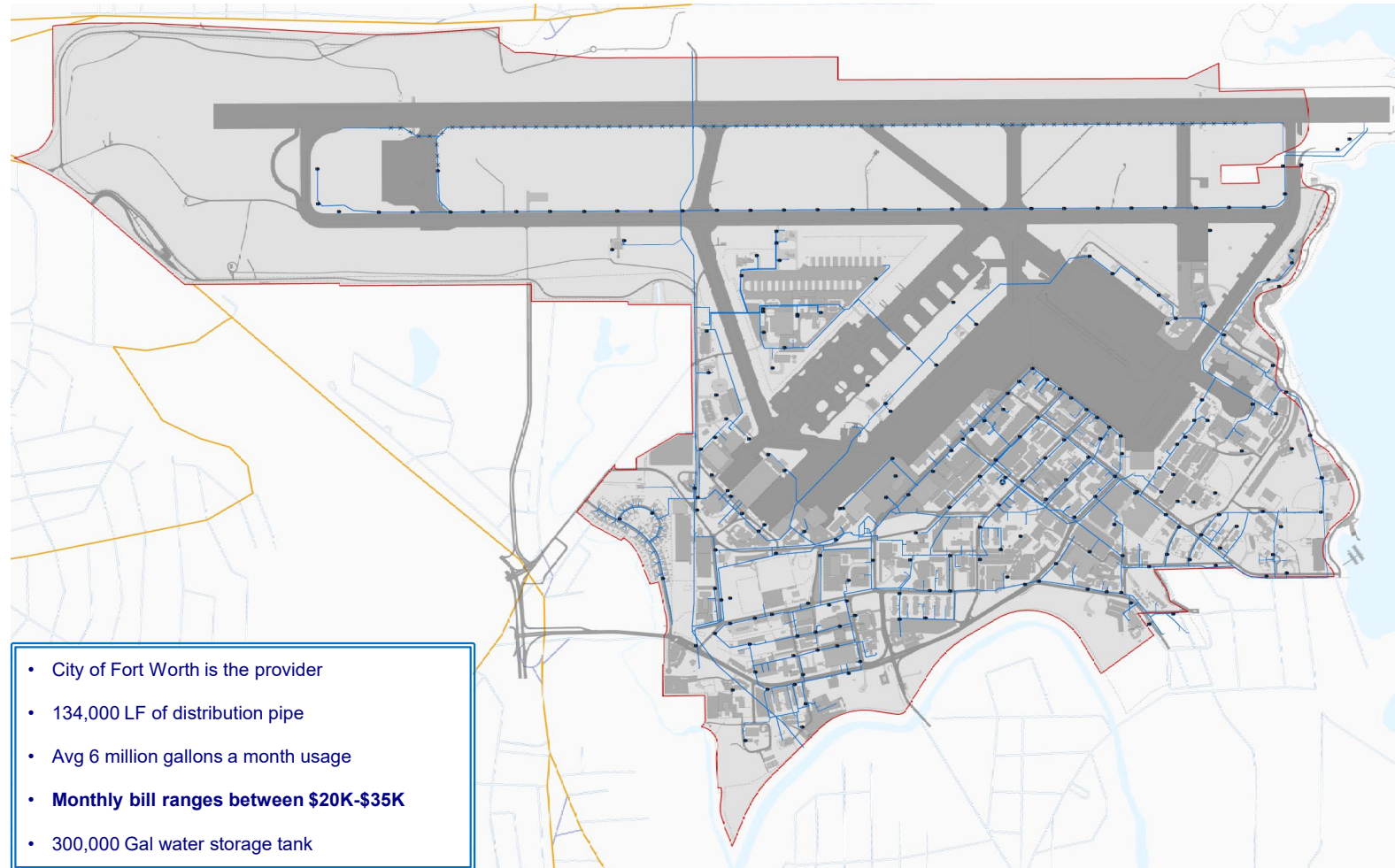
# Utilities Overview - Electrical



- (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**



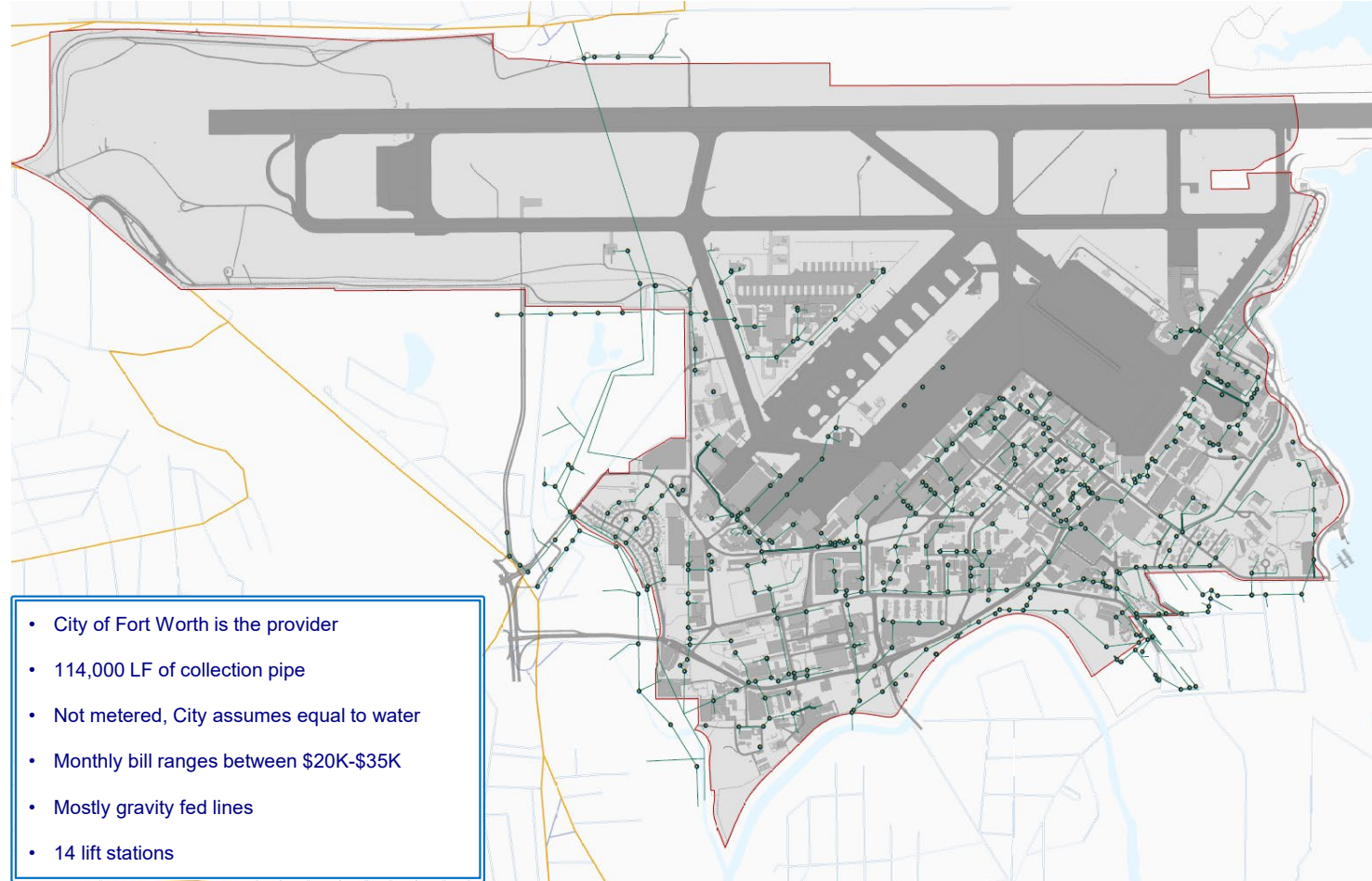
# Utilities Overview – Potable Water



- 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



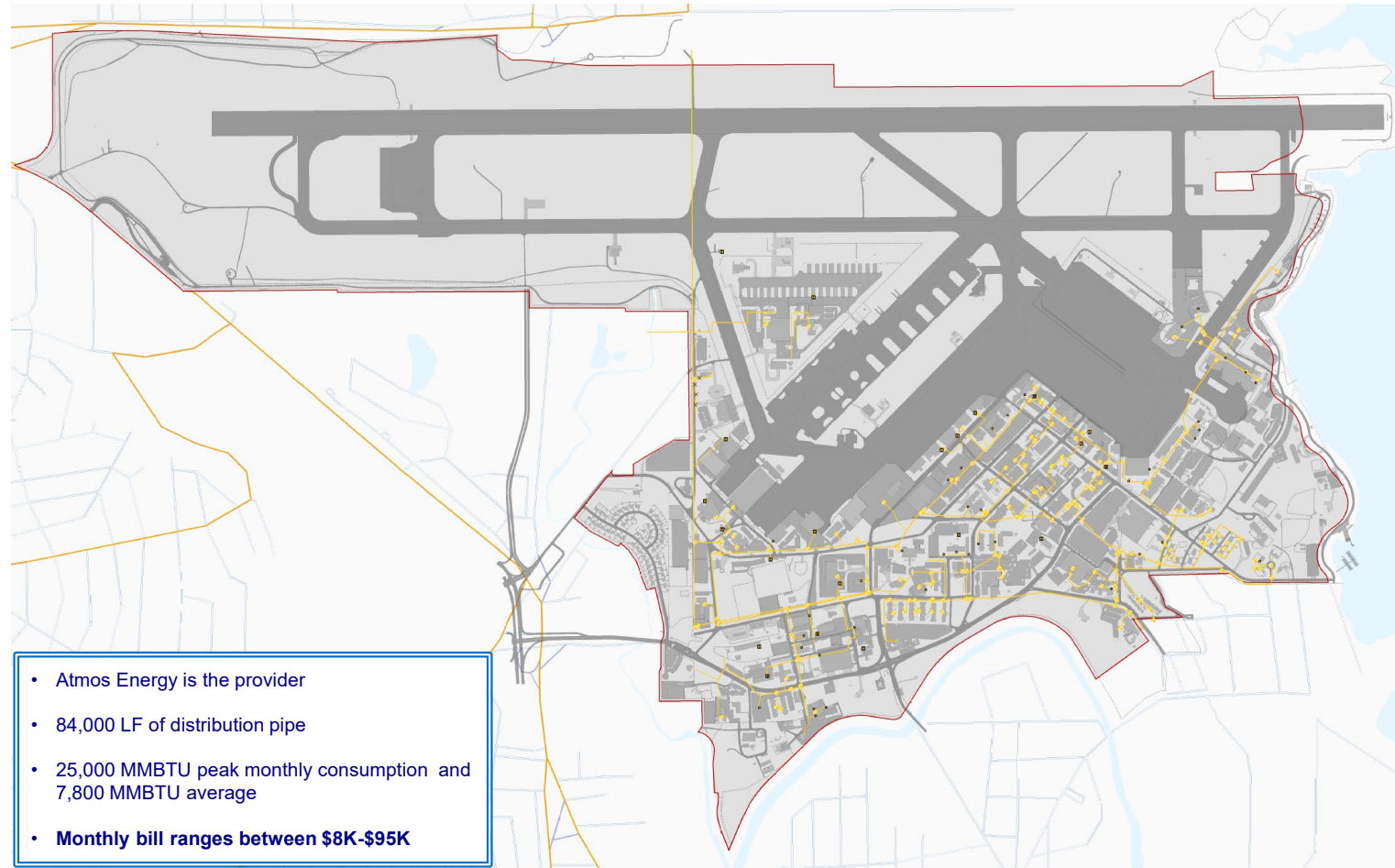
# Utilities Overview – Waste Water



- 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





# Typical PWD Organizational Chart

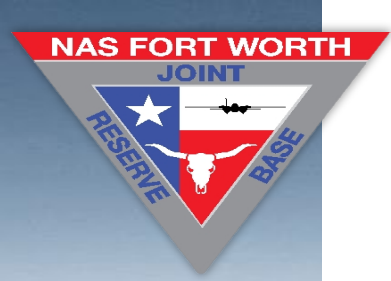




# What We Do

- 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.



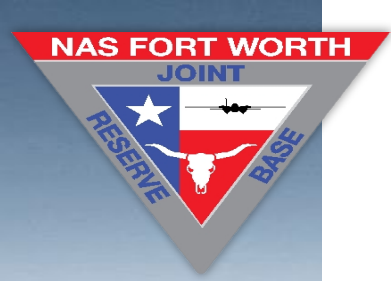


# What We Do (cont.)

- 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
  - (DC) Design and Construction – Design, Construction, Specialized Technical & Engineering Services, Ocean Engineering
  - (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

## USMC:

- Marine Aircraft Group 41
- VMFA 112
- VMGR 234
- 14th Marine Regiment
- 8th Marine Corps District

## 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

## 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





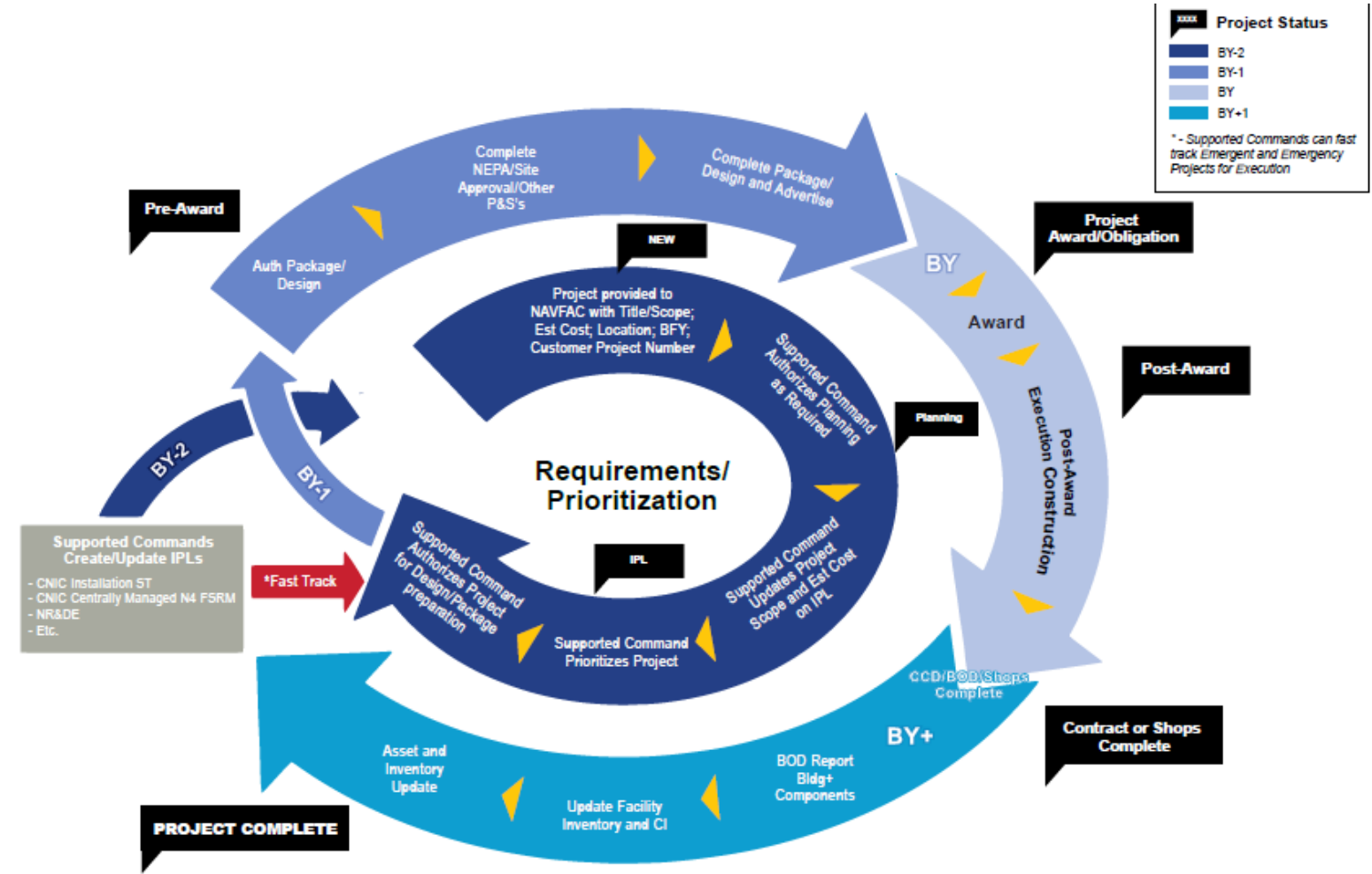
# In-House Work Categories



| WORK CATEGORY                                     | DEFINITION   | MEASURE  |
|---|--|--|
| <b>Emergency Service</b><br>(Unplanned)           | 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.  | <ul style="list-style-type: none"> <li>- Time (hrs) to respond to Emergency Service</li> <li>- Time (hrs) to mitigate Emergency Service</li> </ul> |
| <b>Urgent Service</b><br>(Unplanned)              | 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. | <ul style="list-style-type: none"> <li>- Time (working days) to resolve Urgent Service</li> </ul>  |
| <b>Routine Service</b><br>(Unplanned)             | Any deficiency that does not qualify as Emergency or Urgent, but is needed to maintain the agreed upon facility condition.   | <ul style="list-style-type: none"> <li>- Time (working days) to complete Routine Service</li> </ul>  |
| <b>Recurring/Planned Maintenance</b><br>(Planned) | 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.   | <ul style="list-style-type: none"> <li>- Man-hours to complete PM</li> <li>- Time (days) to complete PM</li> </ul>                                 |
| <b>Project</b><br>(Planned)                       | Work that is scheduled and may require one or more of the following: planning, some engineering, coordination, and multitrades. Shop projects cannot require plans and specifications and are only Category III and IV projects (not Category I/II).                               | <ul style="list-style-type: none"> <li>- Man-hours to complete project</li> <li>- Time (days) to complete project</li> </ul>                       |



# 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

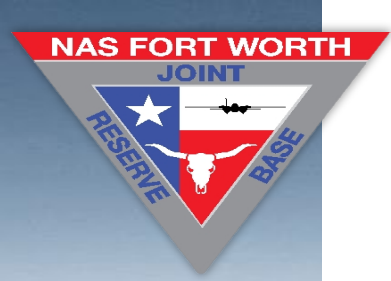




# Contracted Services

- Grounds Maintenance
- Janitorial
- Recycling
- Refuse
- Grease Traps
- Lead Filters
- Pest Control



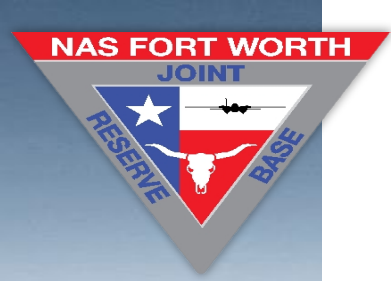


# Non-Traditional Tools

| PARTNERSHIP TOOL                                | AUTHORITY / GUIDANCE            | DESCRIPTION  |
|---|---------------------------------|--|
| Intergovernmental Support Agreements (IGSA)     | 10 USC 2679                     | 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. IGSA's allow for a transfer of funds to purchase services from the community partner                             |
| Defense Community Infrastructure Program (DCIP) | Public Law 115-232 Section 2861 | 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                                 |
| Enhanced Use Lease                              | 10 USC 2667                     | 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 |
| Gifts   | SENAVINST 4001.2K               | Gifts allow the DoN to obtain real property, or an improvement to real property funded through State, local, or private fund sources. ASN EI&E approves gifts of real property less than \$2M, gifts over \$2M are approved by UNSECNAV  |







# IGSA Categories

- Operations And Support
- First Responders
- Personnel
- Personnel Amenities / Services
- Environmental
- Collaboration





# IGSA Examples



| Installation       | Partner              | Project Title                                   | CWE     |
|--------------------|----------------------|---|---------|
| NAS Corpus Christi | Nueces County        | Road and Waterline Repair                       | \$1M    |
| NAS Kingsville     | Nueces County        | Road and Waterline Repair                       | Unknown |
| NAS Jacksonville   | City of Jacksonville | Street Light Repair                             | Unknown |
| NSB Kings Bay      | Camden County        | Road and Storm Water System Repairs             | \$2M    |
| NAS Corpus Christi | TXDOT                | Texas Department of Transportation Road Repairs | Unknown |
| NAS Corpus Christi | Nueces County        | Natural Gas Line Maintenance                    | Unknown |
| CBC Gulfport       | Harrison County      | Mosquito Surveillance and Abatement             | \$0     |

**ITEM 5:  
BOMBER SPUR STUDY**



# BOMBER SPUR TRAIL



North Central Texas  
Council of Governments

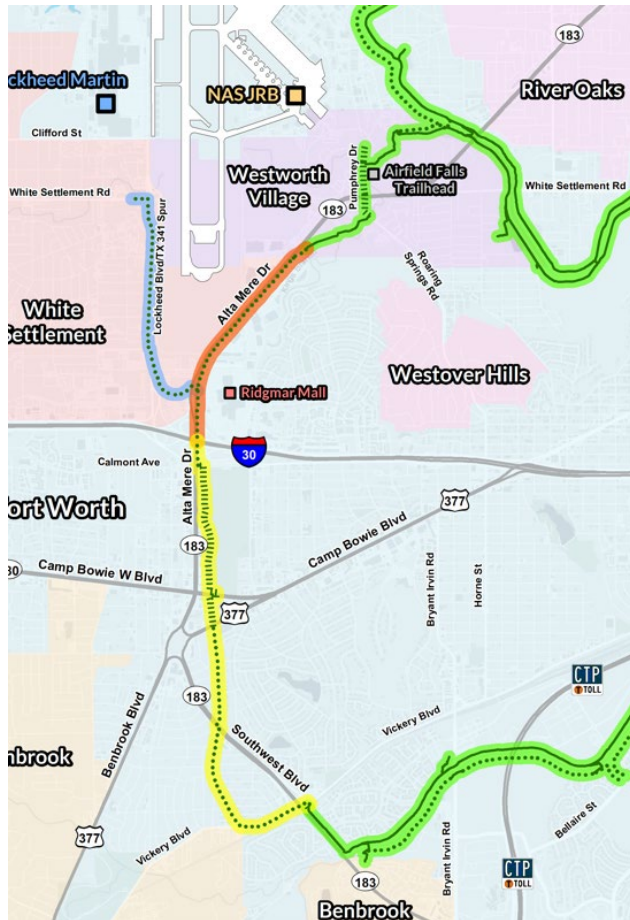


Photo Source: Jeff Rattikin

## 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>

## Hometown by Handlebar

Cowtown as seen from a very narrow bicycle seat



← The Last Rebel: Kansas, Quantrill, and the Not-So-Vacant Lot on Stella Street Joseph Roman Pelich: Into the Wild Blue(print) Yonder →

### The Bomber Spur: The Little Track That Went to War

Posted on January 25, 2022 by hometown

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.

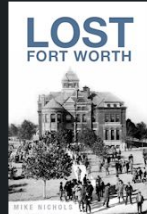
In 1940 as America looked east it saw war in Europe. As America looked west it saw war in Asia. Meanwhile relations between Japan and the United States were deteriorating. Reading the storm clouds on both horizons, the Fort Worth chamber of commerce began lobbying the federal government and Consolidated 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.

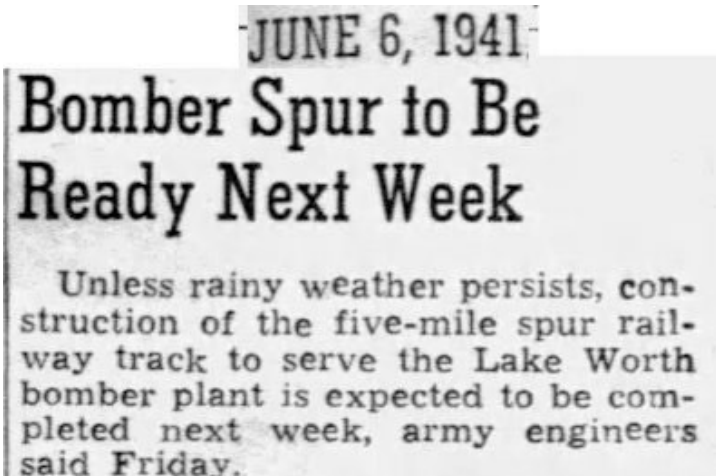
### Read All About It

Herein are 1.1 million words, 15,000 images, and 100 videos about Fort Worth.



Lost Fort Worth is available as a paperback and as an e-book at local Barnes & Noble bookstores, Sam's, and Costco or order from [History Press](#), [Amazon.com](#), [Barnes & Noble](#)

More information at [Lost Fort Worth](#).



# The Bomber Spur: The Little Track That Went to War

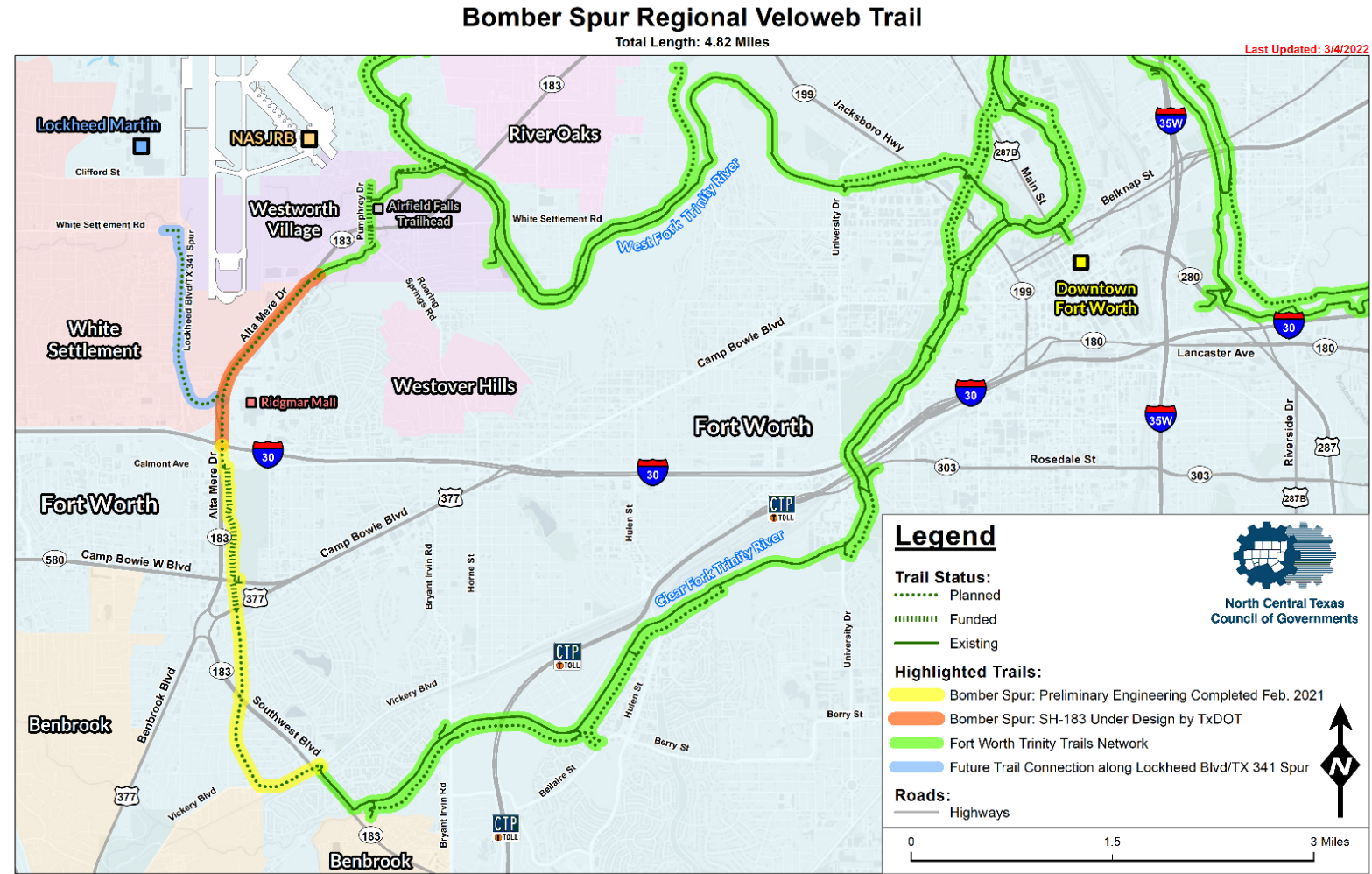
<https://hometownbyhandlebar.com/?p=34136>



# Regional Veloweb Trail Connecting Western Tarrant County

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

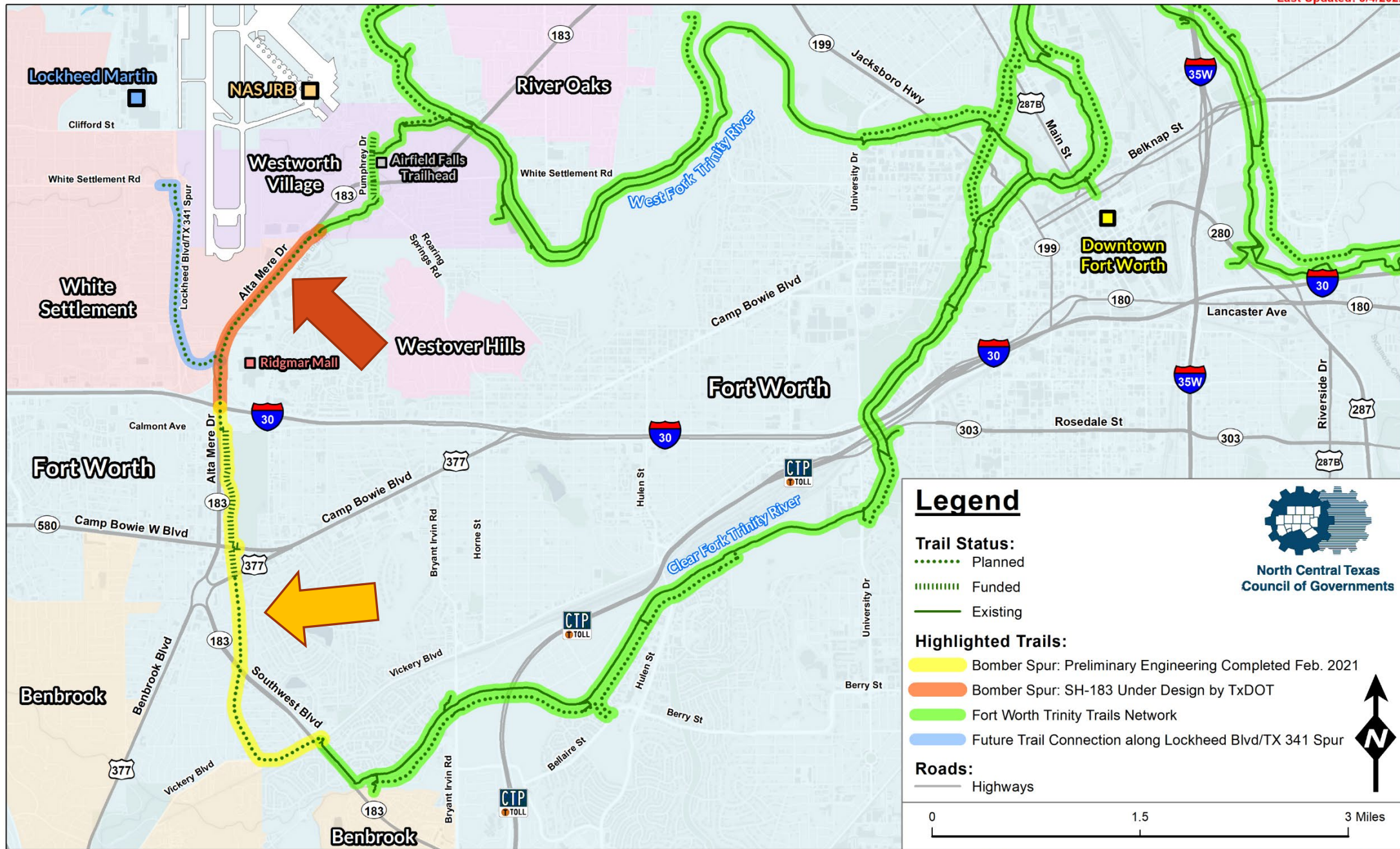
- Downtown Fort Worth
- West Fork Trinity Trail
- Clear Fork Trinity Trail
- North Z-Boaz Park
- Ridgmar Mall
- Neighborhoods and Commercial Areas
- Future connection to Lockheed Martin through White Settlement via Lockheed Blvd/TX 341 Spur



# Bomber Spur Regional Veloweb Trail

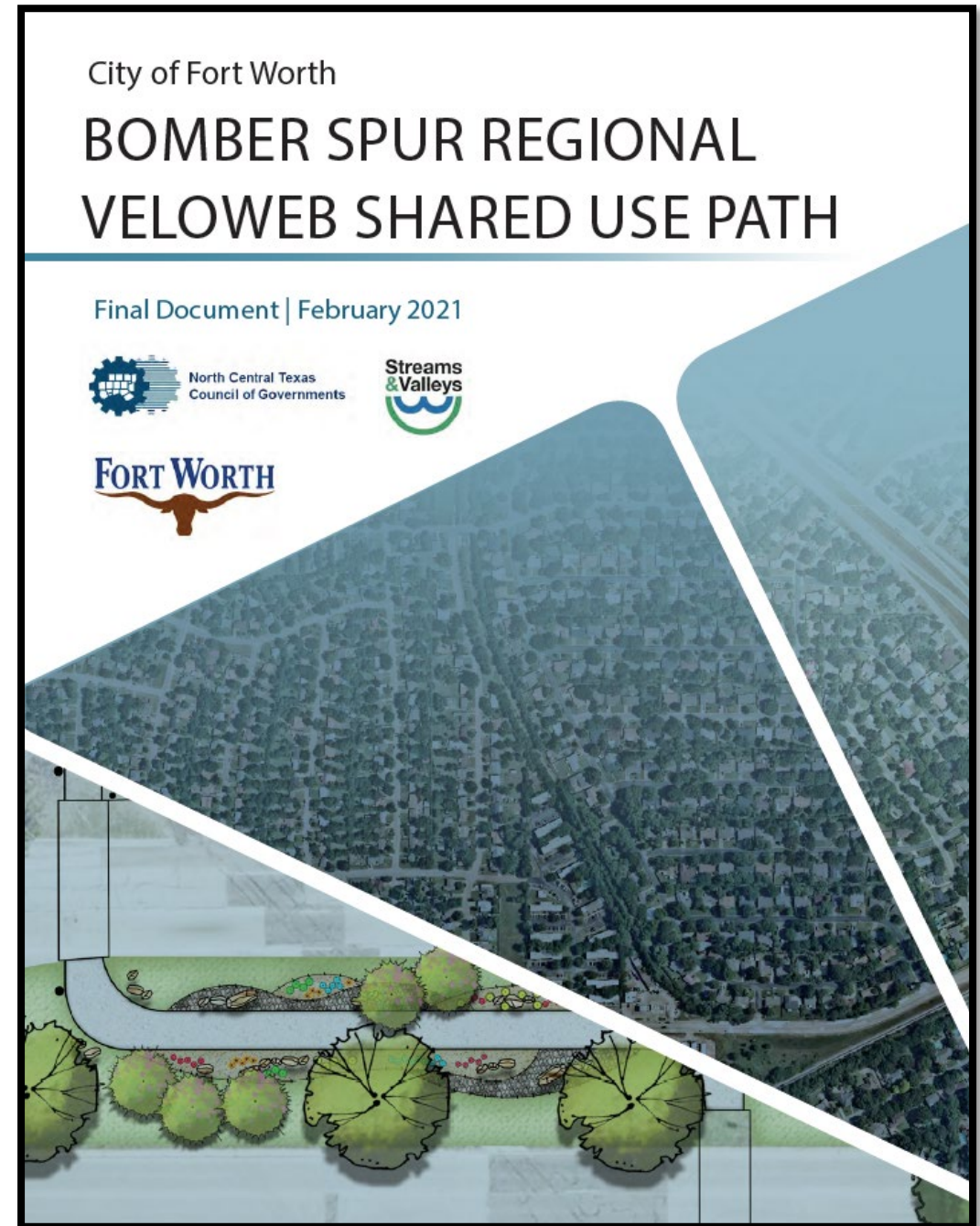
Total Length: 4.82 Miles

Last Updated: 3/4/2022





# BOMBER SPUR TRAIL PRELIMINARY ENGINEERING DESIGN (COMPLETED FEB 2021)




# Bomber Spur Trail Preliminary Engineering (South of IH 30)

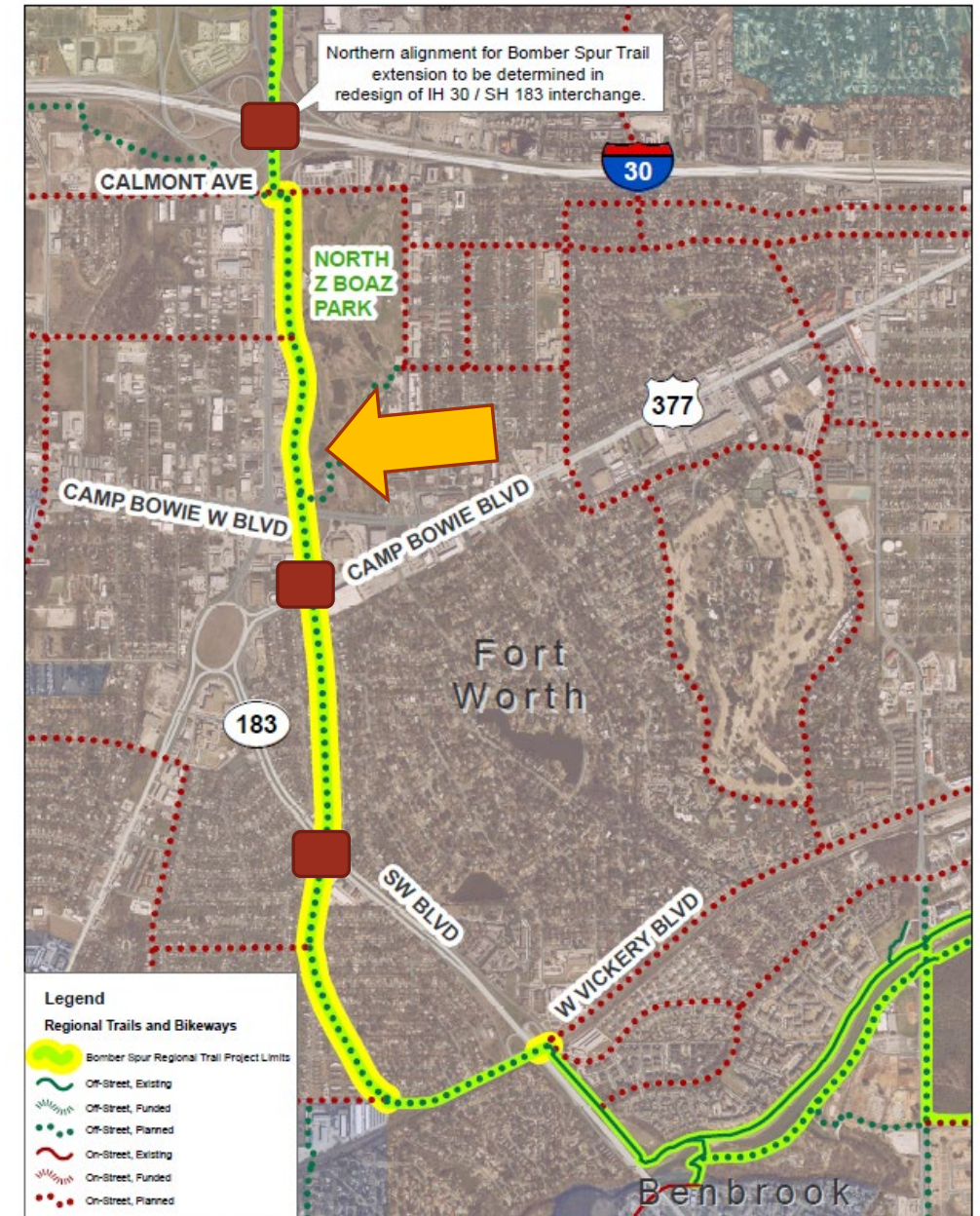
**Project Limits:** SH 183/W Vickery Blvd. intersection to Calmont Ave. (**3.1 miles**)

**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)

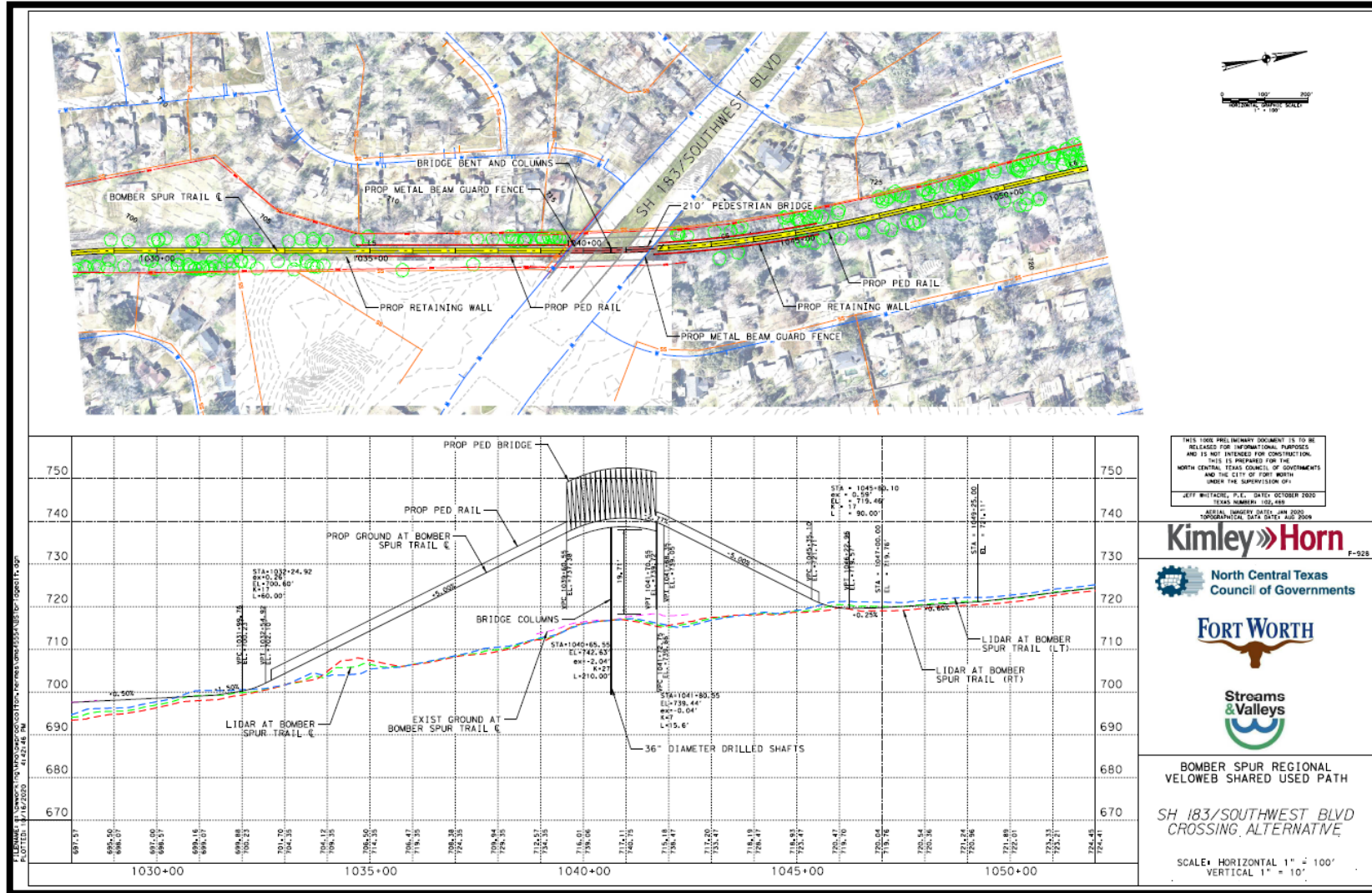
Location Map  
Bomber Spur Regional Veloweb Shared-Use Path



# SH 183 (Southwest Blvd) Trail Bridge

(proposed)

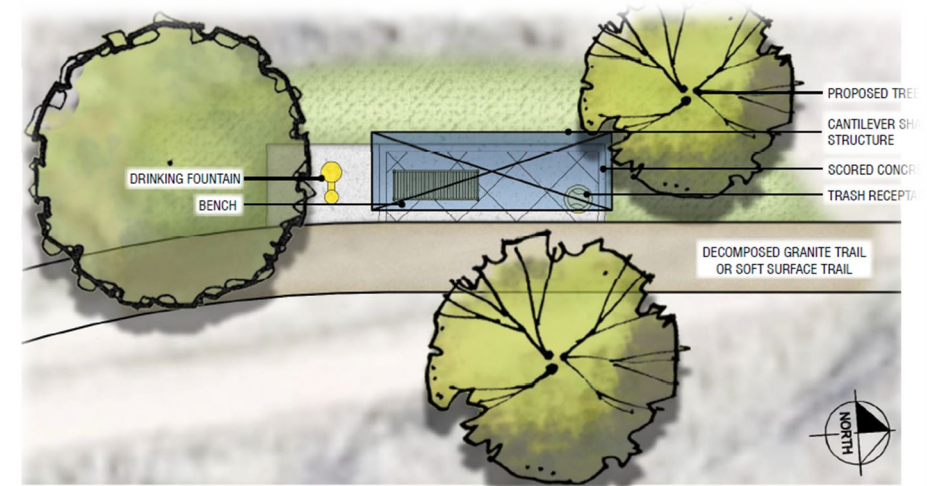
- Prefabricated bridge
- 16-ft. wide (12-ft. clear)
- Approaches and retaining walls
- **Est. \$6.7 Million (2025 \$\$\$)**
- Possible aesthetic enhancements



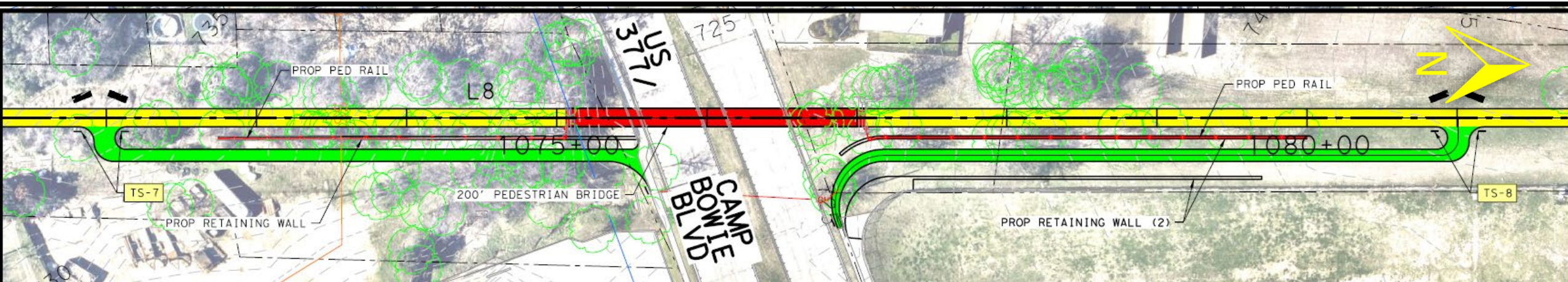
# US 377 (Camp Bowie Blvd) Trail Bridge

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)



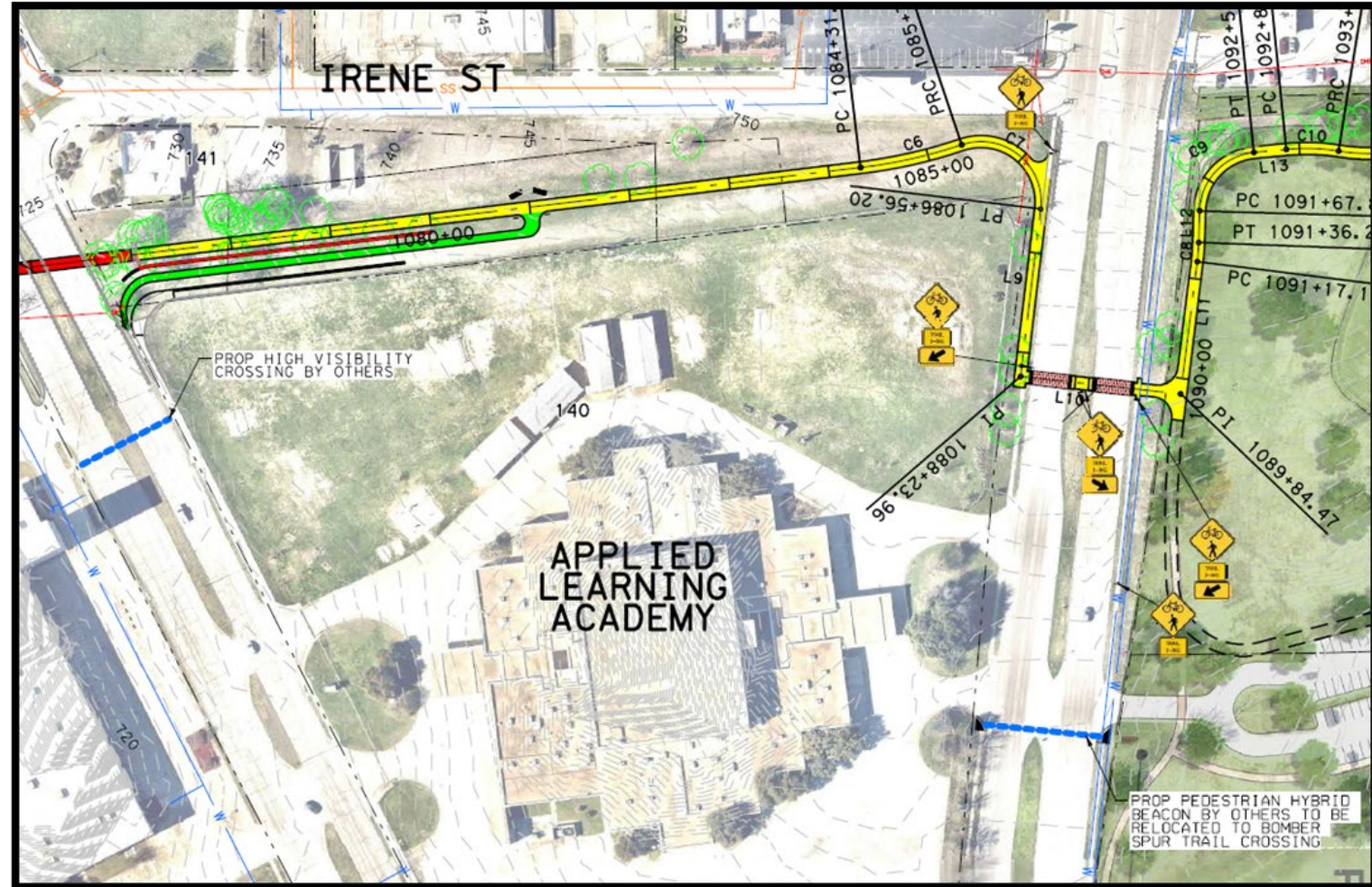
REST AREA



# SS 580/ Camp Bowie West Crossing (at-grade)

Funded by Regional Transportation Council (Apr 2021)

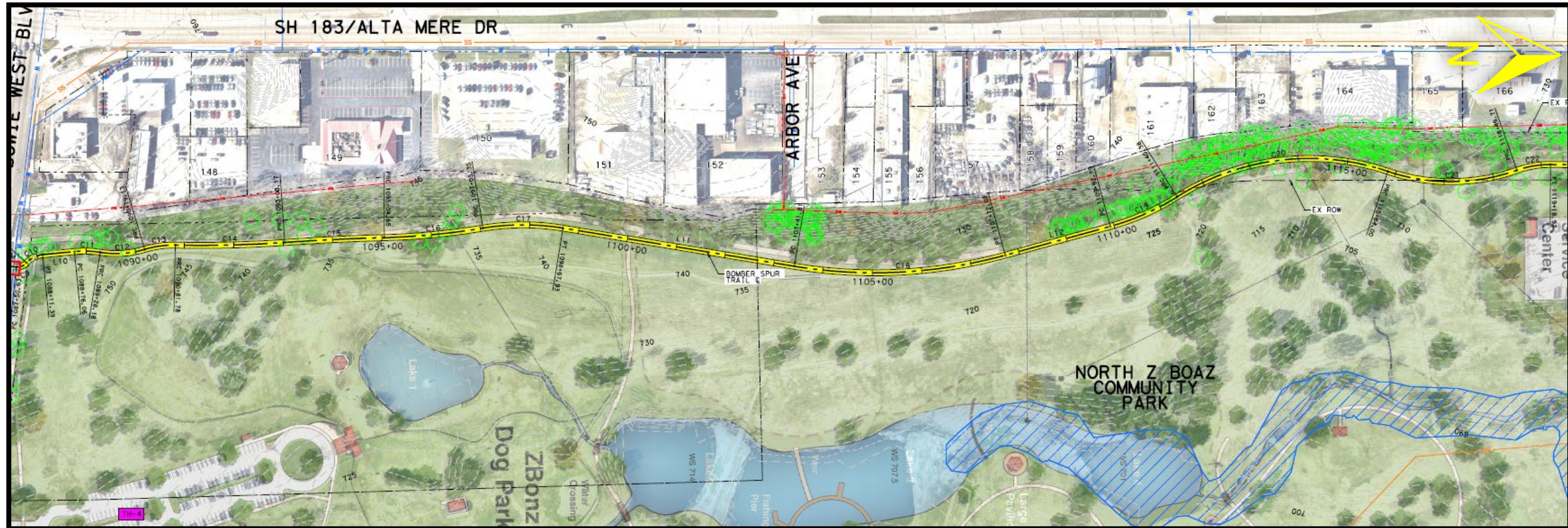
- Coordination with Applied Learning Academy for access to the trail
- Location of an at-grade trail crossing of Camp Bowie being coordinated with TxDOT
- The Trail approach to the crossing to be strategically curved to slow bikes and avoid trees



# Trail Alignment Through North Z Boaz Park

Funded by Regional Transportation Council (Apr 2021)

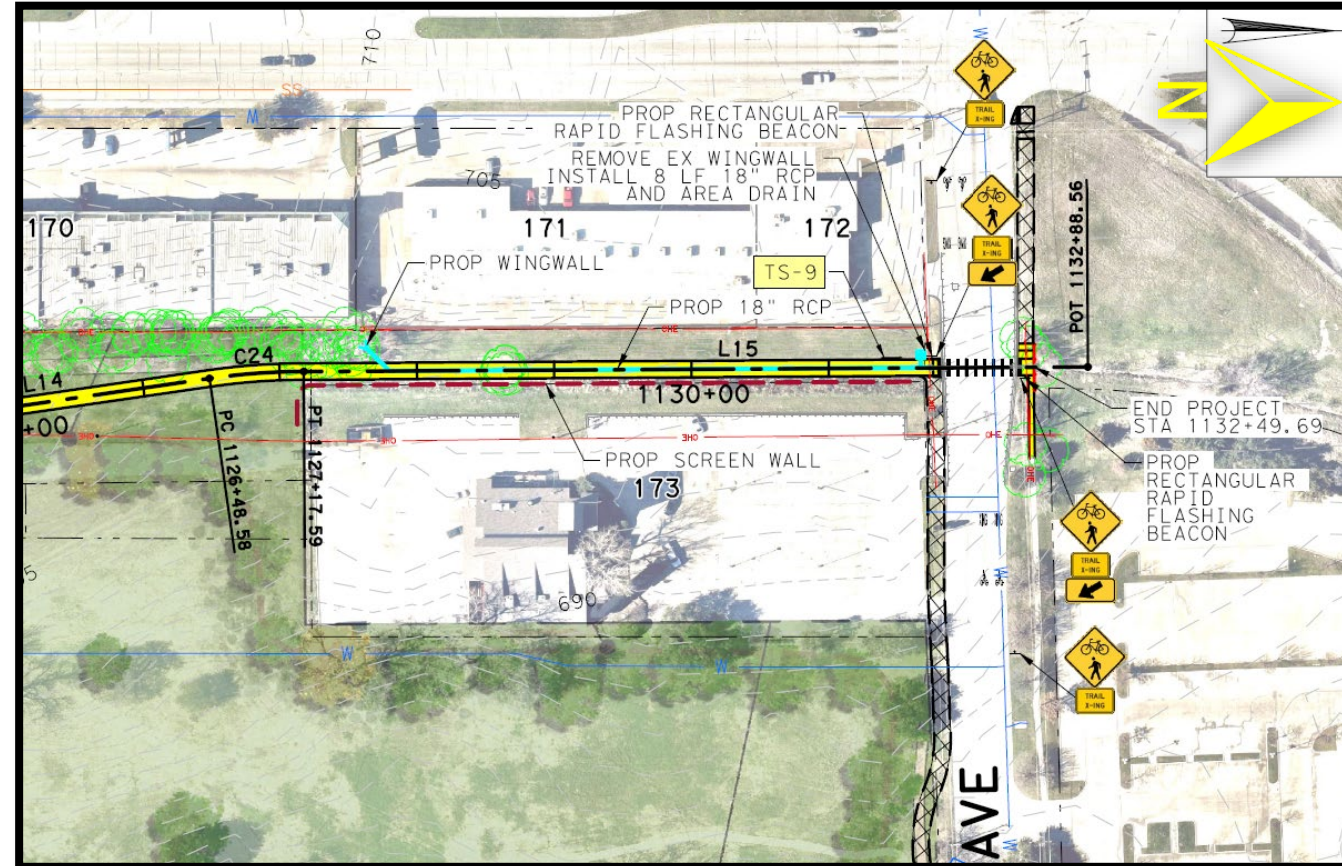
Coordinated with the park master plan (trail alignment on the west side of park)



# 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)



## 2021 – 2028 Preliminary Opinion of Probable Construction Cost Summary

| Bomber Spur Costing Summary  | 2021                | 2022                | 2023                | 2024                | 2025                | 2026                | 2027                | 2028                |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Preliminary Opinion of Probable Construction Cost (15% Schematic Set)                                    |                     |                     |                     |                     |                     |                     |                     |                     |
| **All 2020 Base Bid Total Include a 25% Contingency  |                     |                     |                     |                     |                     |                     |                     |                     |
| Base Bid I: Crossing at Calmost Ave Project Total  | \$ 88,496           | \$ 91,348           | \$ 94,315           | \$ 97,400           | \$ 100,609          | \$ 103,946          | \$ 107,416          | \$ 111,026          |
| Base Bid II - Trail Section from Calmont Ave to SS 580 / Camp Bowie West Blvd Project Total              | \$ 1,316,536        | \$ 1,358,990        | \$ 1,403,142        | \$ 1,449,060        | \$ 1,496,815        | \$ 1,546,480        | \$ 1,598,132        | \$ 1,651,849        |
| Base Bid III - Crossing at SS 580 / Camp Bowie West Blvd Project Total                                   | \$ 147,198          | \$ 151,944          | \$ 156,879          | \$ 162,012          | \$ 167,350          | \$ 172,902          | \$ 178,676          | \$ 184,681          |
| Base Bid IV - Trail Section from SS 580 / Camp Bowie West Blvd to US 377 / Camp Bowie Blvd Project Total | \$ 995,142          | \$ 1,027,232        | \$ 1,060,607        | \$ 1,095,316        | \$ 1,131,414        | \$ 1,168,955        | \$ 1,207,999        | \$ 1,248,604        |
| Base Bid V - Pedestrian Bridge Crossing at US 377 / Camp Bowie Blvd Project Total                        | \$ 1,977,796        | \$ 2,041,575        | \$ 2,107,905        | \$ 2,176,888        | \$ 2,248,630        | \$ 2,323,242        | \$ 2,400,839        | \$ 2,481,540        |
| Base Bid VI (A) - Trail Section from US 377 / Camp Bowie Blvd to Pedestrian Bridge Approach              | \$ 663,242          | \$ 684,626          | \$ 706,867          | \$ 729,996          | \$ 754,051          | \$ 779,068          | \$ 805,086          | \$ 832,145          |
| Base Bid VI (B) - Trail Section from Pedestrian Bridge Approach to SH183 / Southwest Blvd                | \$ 890,633          | \$ 926,258          | \$ 963,308          | \$ 1,001,841        | \$ 1,041,914        | \$ 1,083,591        | \$ 1,126,934        | \$ 1,172,012        |
| Base Bid VII - Crossing at SH183 / Southwest Blvd Project Total  | \$ 543,042          | \$ 560,553          | \$ 578,764          | \$ 597,704          | \$ 617,402          | \$ 637,887          | \$ 659,191          | \$ 681,348          |
| Base Bid VIII - Trail Section from SH183 / Southwest Blvd to Vickery Blvd Project Total                  | \$ 1,212,704        | \$ 1,251,808        | \$ 1,292,476        | \$ 1,334,771        | \$ 1,378,757        | \$ 1,424,504        | \$ 1,472,080        | \$ 1,521,559        |
| <b>BASE BID</b>  | <b>\$ 7,834,788</b> | <b>\$ 8,094,334</b> | <b>\$ 8,364,263</b> | <b>\$ 8,644,988</b> | <b>\$ 8,936,943</b> | <b>\$ 9,240,575</b> | <b>\$ 9,556,353</b> | <b>\$ 9,884,763</b> |
| Alternate I - SH 183/Southwest Blvd Pedestrian Bridge  | \$ 5,757,232        | \$ 5,987,521        | \$ 6,227,022        | \$ 6,476,103        | \$ 6,735,147        | \$ 7,004,553        | \$ 7,284,735        | \$ 7,576,125        |
| Alternate II - Pedestrian Bridge Aesthetics Sub Total  | \$ 416,000          | \$ 432,640          | \$ 449,946          | \$ 467,943          | \$ 486,661          | \$ 506,128          | \$ 526,373          | \$ 547,428          |
| Alternate III - Trail Amenities (Public Art) Sub Total   | \$ 65,520           | \$ 68,141           | \$ 70,866           | \$ 73,701           | \$ 76,649           | \$ 79,715           | \$ 82,904           | \$ 86,220           |
| Alternate IV - Vickery Extension (Rockmoor to Trinity Trails)  | \$ 881,291          | \$ 908,649          | \$ 937,101          | \$ 966,691          | \$ 997,465          | \$ 1,029,469        | \$ 1,062,754        | \$ 1,097,370        |

Approx.  
\$15M



Approx.  
\$20M



# Existing IH 30/SH 183 Interchange

## Future Trail Grade Separation (Proposed)



Existing Rail Bridge view north at Interstate 30

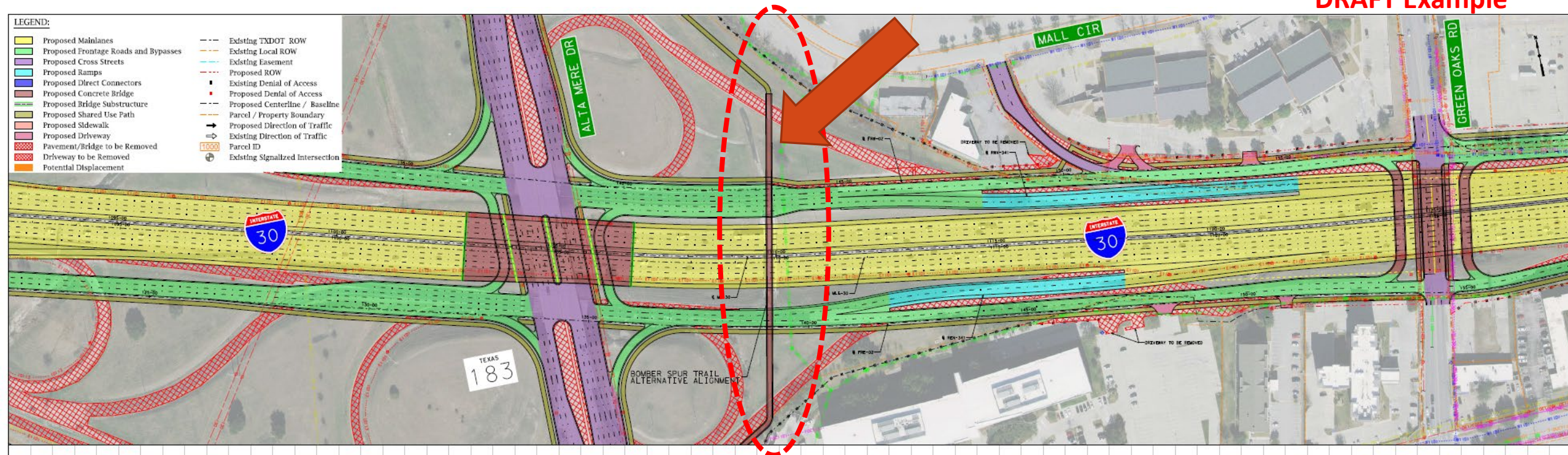


# Future Reconstructed IH 30/SH 183 Interchange with Trail Grade Separation (Proposed)

<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/032222.html>

- 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

**DRAFT Example**



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

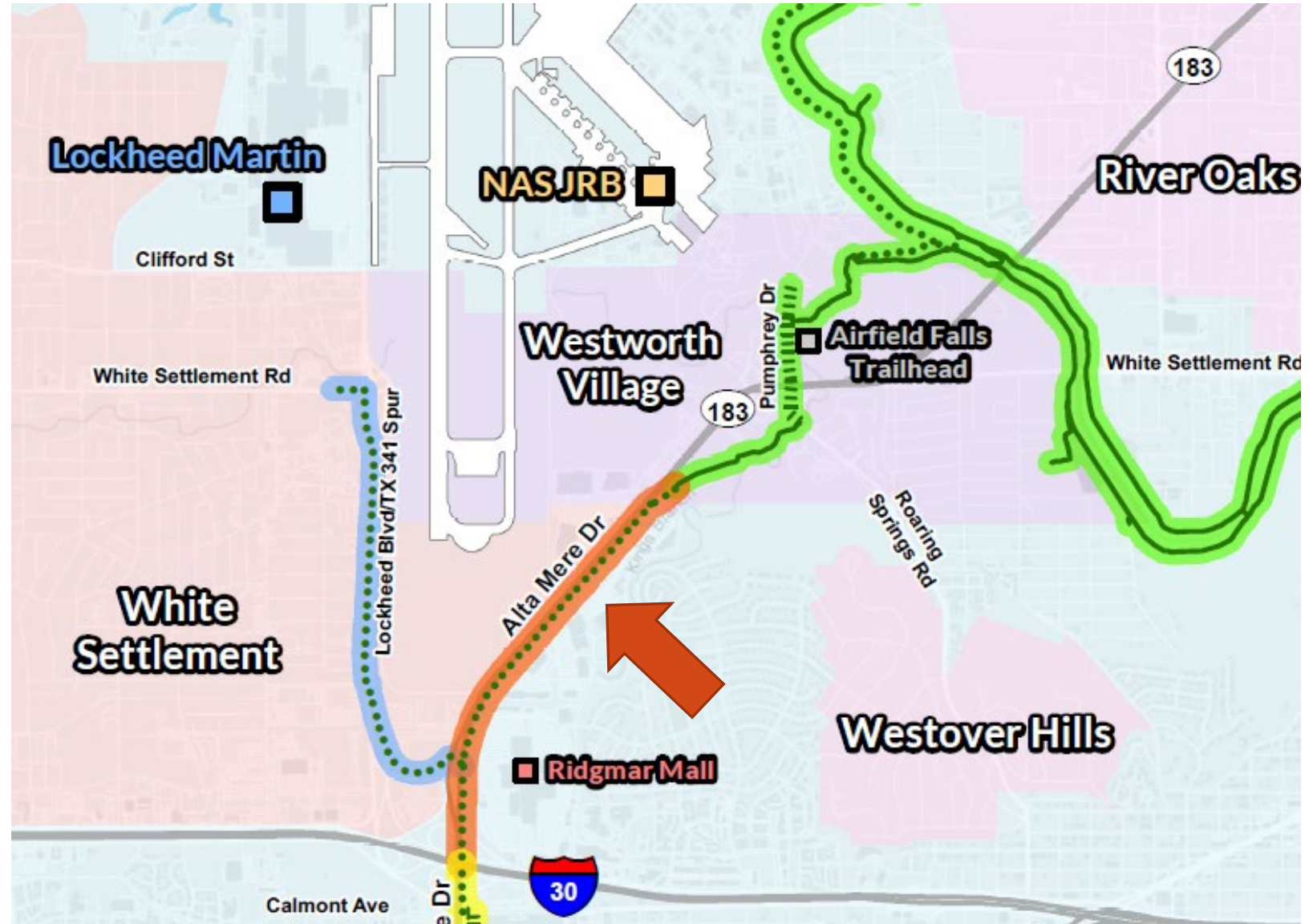
## Project Limits:

Ridgmar Mall to Sherry Ln

## Scope of Preliminary Design Underway (30% schematics):

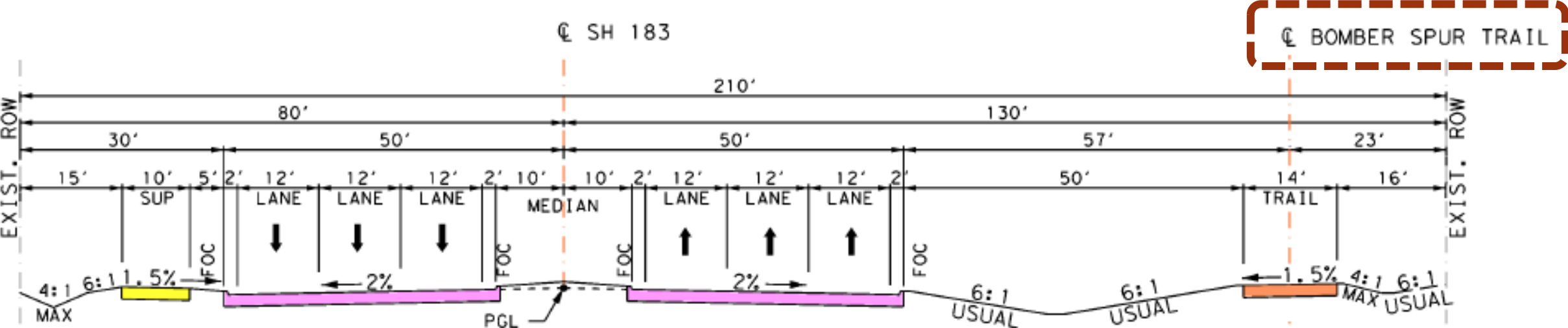
14-ft. wide hard surface shared  
use path

50-ft. setback from the highway



# SH 183 Proposed Preliminary Typical Sections

DRAFT



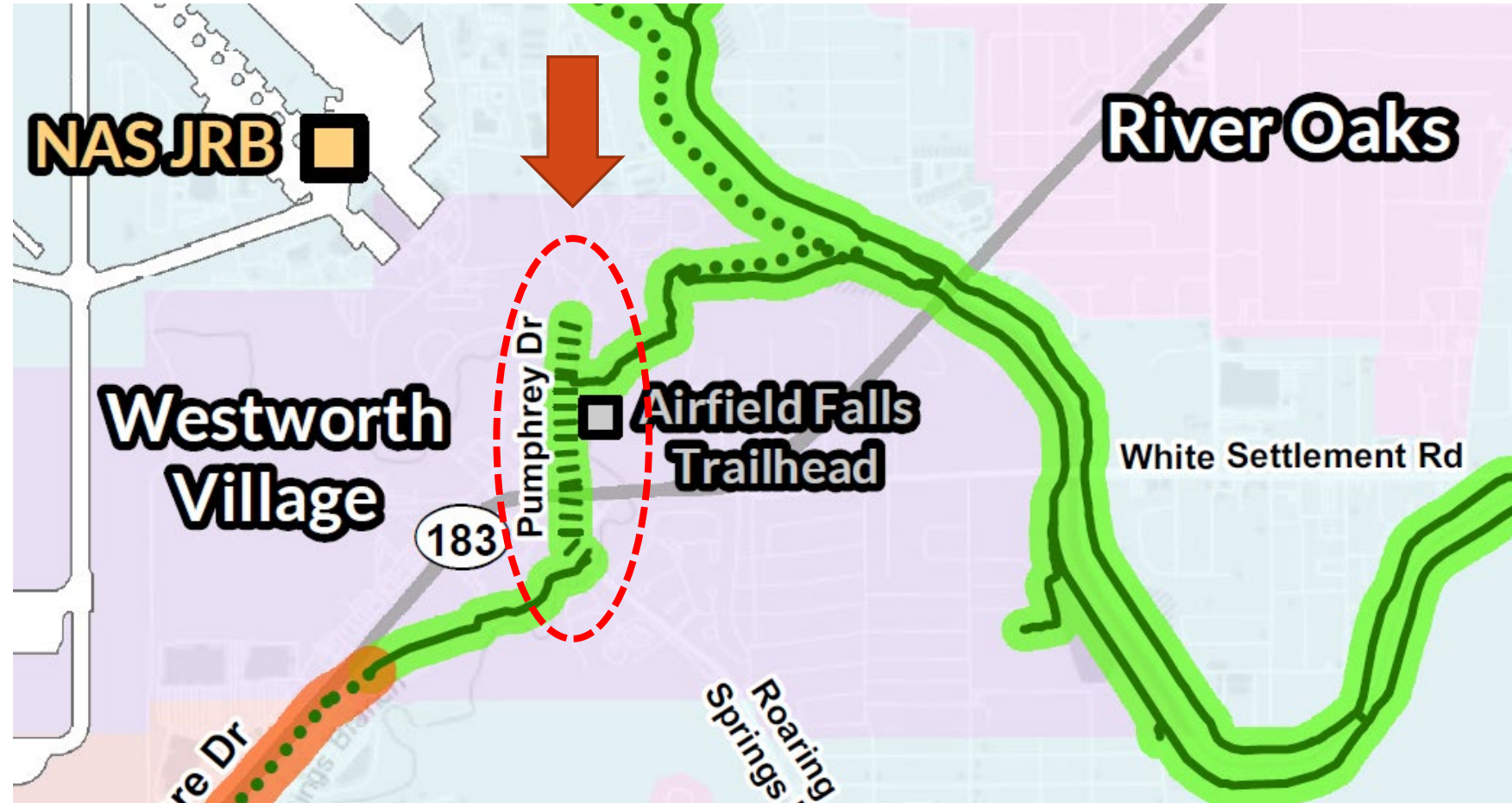
**PROPOSED SH 183 - 160' ROW**  
RIDGMAR MALL TO SHERRY LANE (BOMBER SPUR)  
6-LANES WITH SHARED USE PATHS  
NOT TO SCALE

↑  
**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



North Central Texas  
Council of Governments



# Contact Information



**Kevin Kokes**

Program Manager

Sustainable Development

North Central Texas Council of Governments

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

817-695-9275



ITEM 6:  
NAS JRB FORT WORTH  
UPDATE



ITEM 7:  
DEVELOPMENT REVIEW  
TOOL PROJECTS



# PROJECT 151—WESTWORTH VILLAGE



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 151—WESTWORTH VILLAGE

| NAME         | ENTITY                      | DATE      | COMMENT   |
|--------------|-----------------------------|-----------|---|
| Ed Spurlin   | CPLO at NAS JRB, Fort Worth | 3/21/2022 | 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. |
| Jack Adkison | City of River Oaks          | 3/22/2022 | I have no problem with this but suggest extra insulation when any plans are submitted.  |
| Mike Coleman | City of Westworth Village   | 3/22/2022 | I have no issue with the zoning change from RESIDENTIAL to OFFICE. It makes better sense for the lot.   |

# 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 301<sup>st</sup> 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*

**#1**

*Texas ranked first out of all states in 2020 for DOD spending*

**\$57B**

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

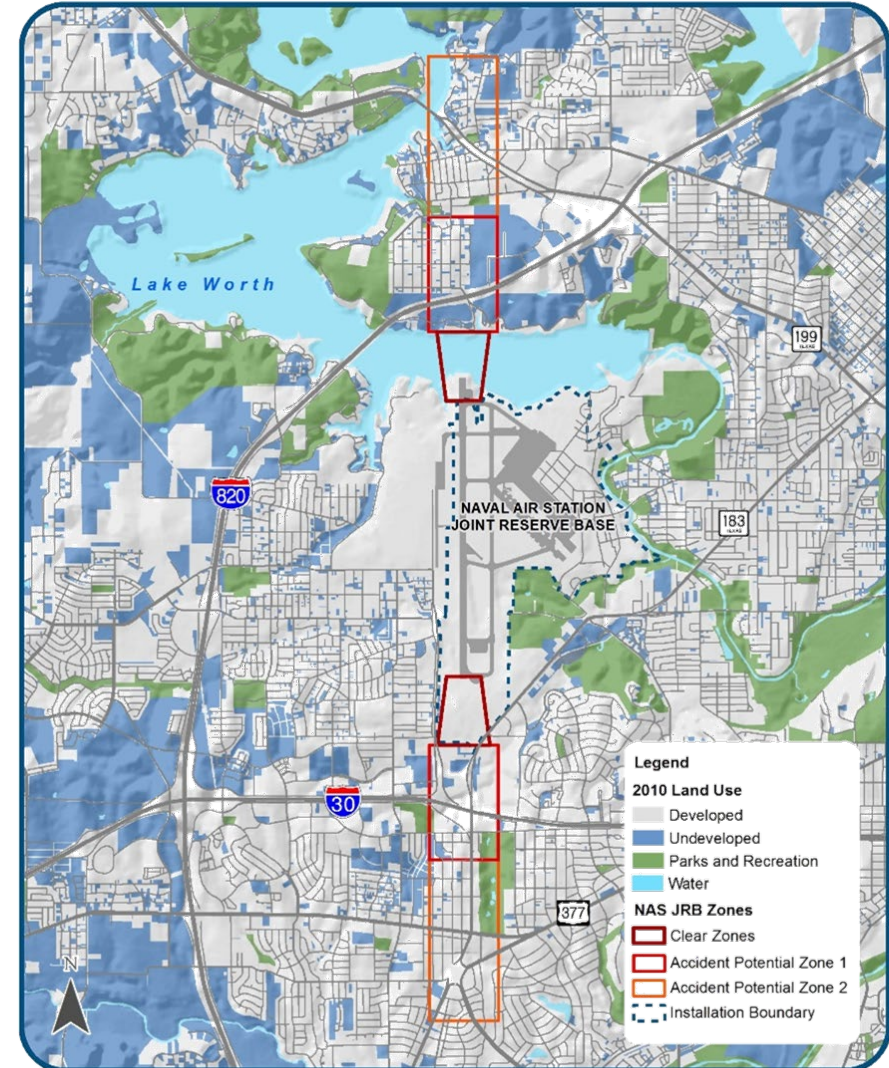
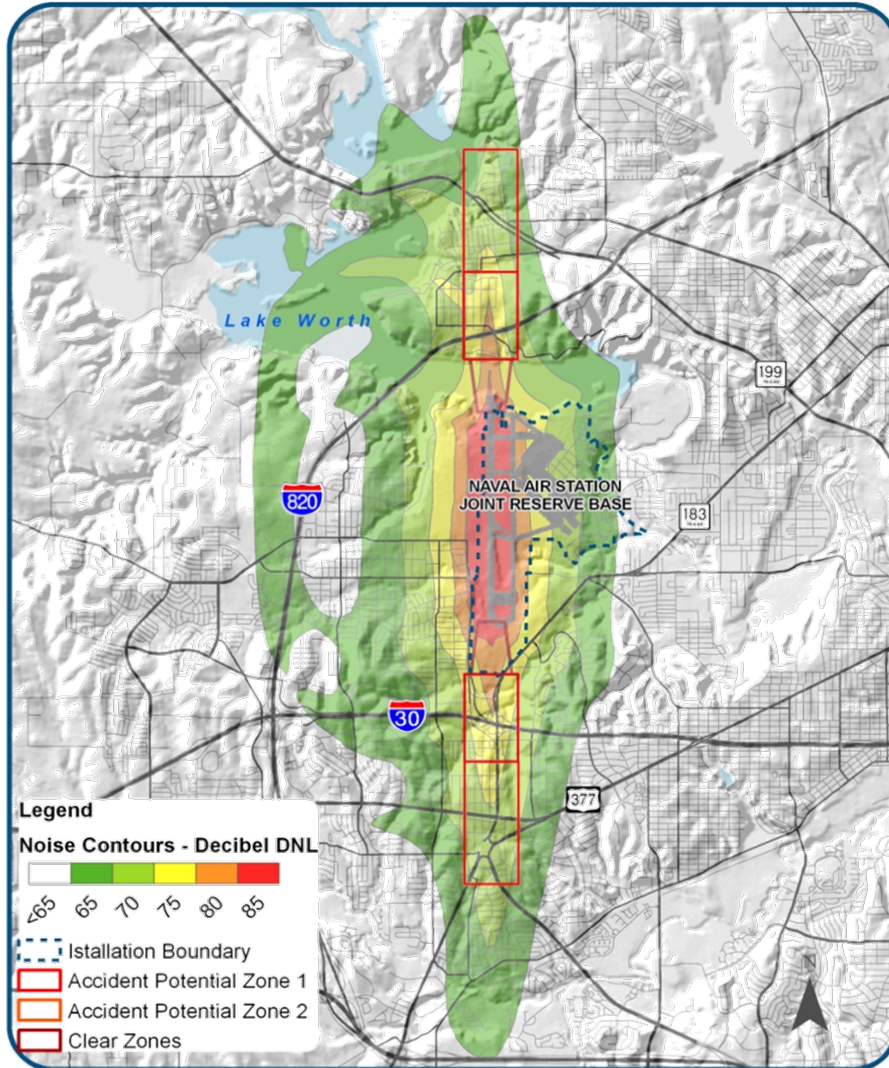
**\$9.7B**

*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.

# POLICY FOUNDATION FOR RCC STRATEGIC PARCEL ACQUISITION AND RE-USE PROGRAM

# DOD JLUS IMPLEMENTATION GRANT

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.

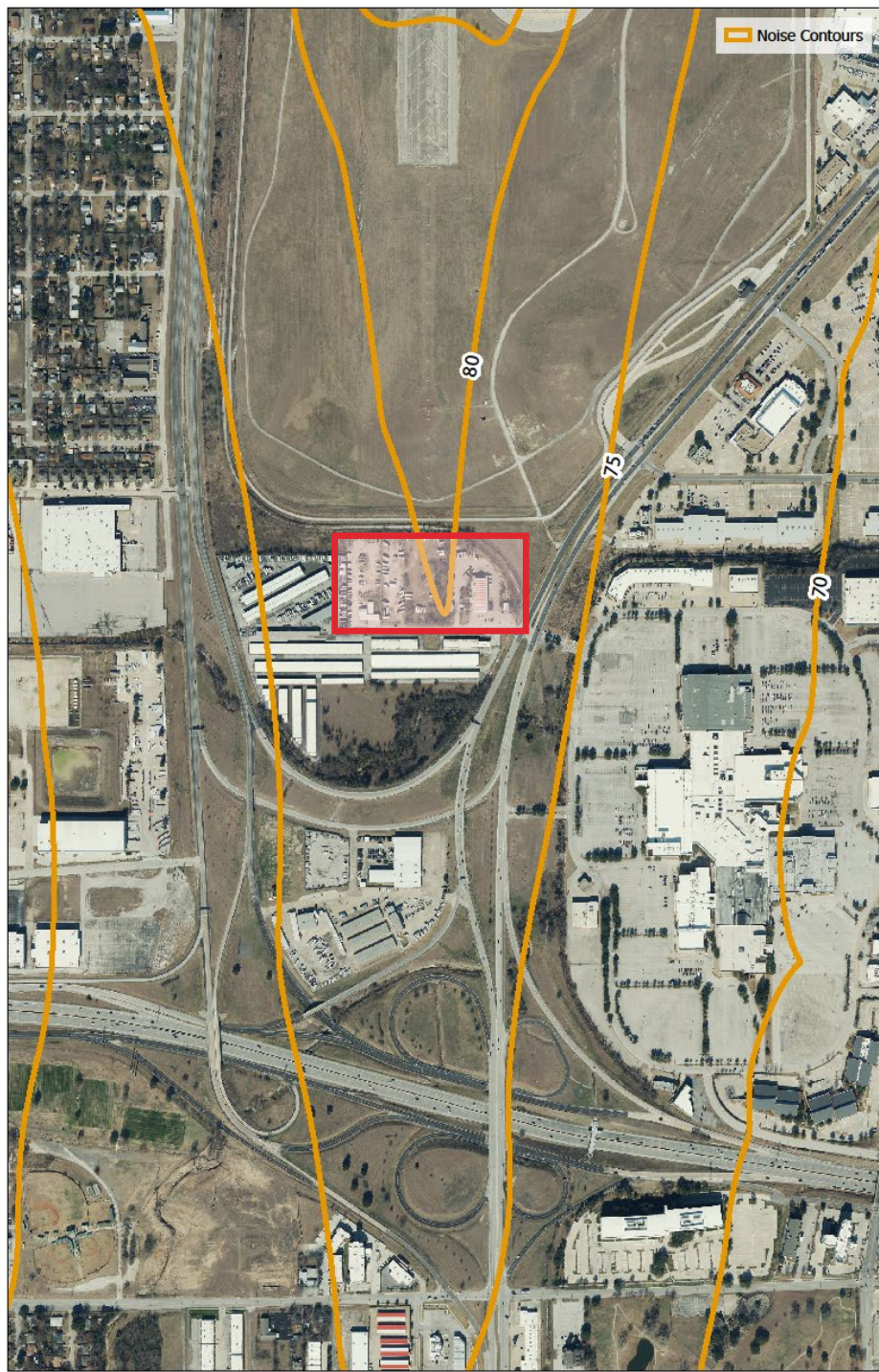


Photo provided by Getty Images

# STRATEGIC OPPORTUNITY NOW

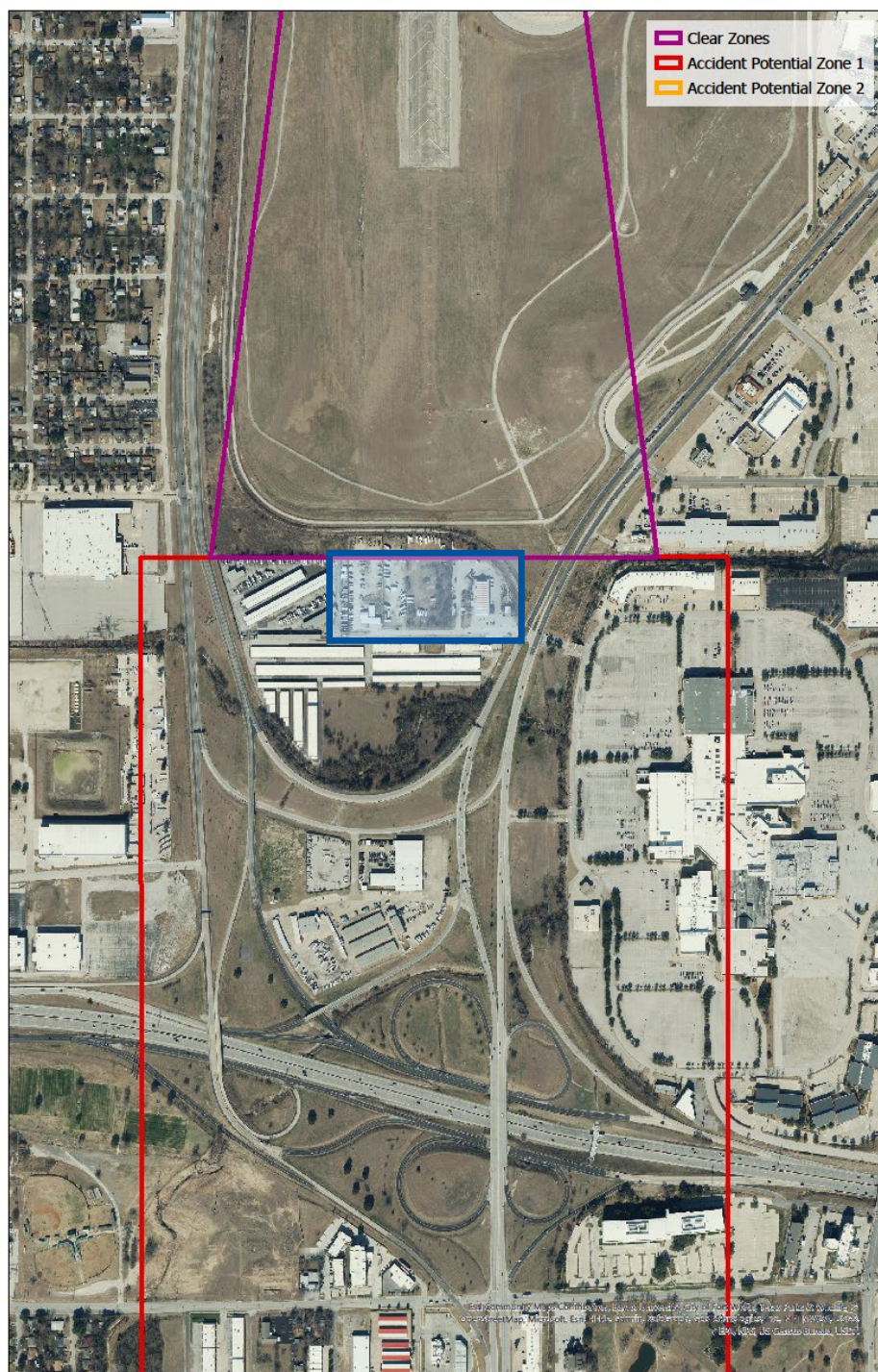
- Several incompatible commercial parcels are located at the south end of NAS JRB Fort Worth and are directly in line with the runway
- The parcels are adjacent to the south Clear Zone and included in south Accident Potential Zone I, they are also in both the 80-84 dB and 75-79 dB DNL Noise Contours
- 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

February 2022



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

|                   |             |
|-------------------|-------------|
|                   |             |
| 07707819          | 4.15 acres  |
| Land Value        | \$341,815   |
| Improvement Value | \$981,665   |
| Total Value       | \$1,323,480 |

|                   |          |
|-------------------|----------|
|                   |          |
| 07707827          | 1 acre   |
| Land Value        | \$65,340 |
| Improvement Value | \$0      |
| Total Value       | \$65,340 |

|                   |           |
|-------------------|-----------|
|                   |           |
| 03799166          | 2 acres   |
| Land Value        | \$76,666  |
| Improvement Value | \$157,165 |
| Total Value       | \$233,831 |

# 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



# 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 ?

April 5, 2022



# ITEM 9: ADMINISTRATIVE UPDATES



# RCC SCHEDULING UPDATE

| DATE             | EVENT       | LOCATION         |
|------------------|-------------|------------------|
| July 18, 2022    | RCC Meeting | White Settlement |
| October 17, 2022 | RCC Meeting | TBD              |
| January 23, 2023 | RCC Meeting | TBD              |
| April 17, 2023   | RCC Meeting | TBD              |

**Additional 2022 or 2023 committee meetings may be scheduled as needed at the discretion of the Chair**



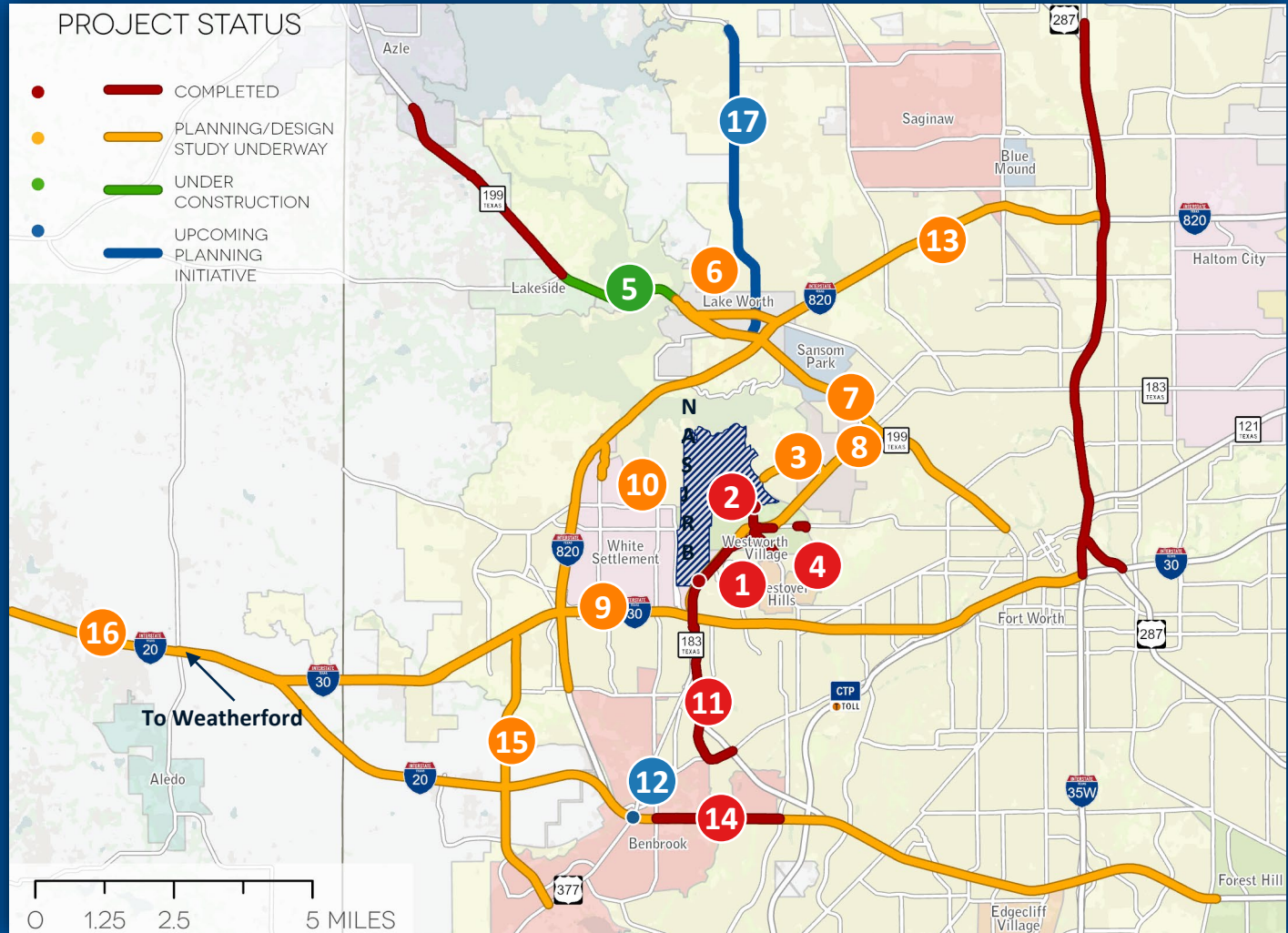
# CURRENT & FUTURE TRANSPORTATION IMPROVEMENTS

## Base Access Improvements

1. Commercial Vehicle Gate Construction
2. 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

# CONTACT US



**Dan Kessler**

Assistant Director of Transportation

[dkessler@nctcog.org](mailto:dkessler@nctcog.org) | 817-695-9248



**Amanda Wilson**

Public Involvement Manager

[awilson@nctcog.org](mailto:awilson@nctcog.org) | 817-695-9284



**Kyle Roy**

Communications Supervisor

[kroy@nctcog.org](mailto:kroy@nctcog.org) | 817-704-5610