

**MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS OF
TRINITY RIVER VISION AUTHORITY (“TRVA”)
HELD ON THE 31st DAY OF JULY, 2025 AT 10:30 AM**

The call of the roll disclosed the presence of the Directors as follows:

Present
G.K. Maenius
Dan Buhman
Jay Chapa
Bob Riley
Carlos Flores
Paxton Motheral

Also in attendance were Kate Beck, Kelly Halcom, Bob Magness, Matt Oliver, Sandy Newby, April Sewell, Jennifer Mitchell, Rick Odom, Chris Akers, Zach Hatton, and Stephen Tatum (remote) of the Tarrant Regional Water District (“TRWD”); Dana Burghdoff and Clair Davis of the City of Fort Worth (“CFW”); Maegan South (Tarrant County); and Max Baker.

I. Call to Order

President Maenius convened the meeting at 10:32 AM with the assurance that a quorum was present.

II. Pledges of Allegiance

III. Public Comment

None.

IV. Presentations

P1.

Kate Beck, TRWD Program Director, provided an update on TRWD and USACE activities for the Central City Flood Control Project starting by emphasizing the roles of the partners for the benefit of the new board members. She explained that USACE manages design

and construction while TRWD is responsible for site preparation, funding partnership, and long-term ownership and maintenance. She reported that the North Bypass Channel construction package is advertised but award has been delayed due to a federal dispute over Pay Labor Agreement requirements, shifting bid deadlines from June to August and moving expected contract award to late this year or early next. The South Bypass Channel design will be substantially complete by year-end, but construction timing depends on securing additional federal funding. When complete, the channel will include a levee with trails on the north side and a floodwall with promenades and integrated parks on the south. She reviewed the gates and pump station system, which will close during flood events to redirect flows and rely on storage and pumping to maintain elevations, ultimately enabling removal of Panther Island levees. University Drive will be raised approximately 15 feet using material excavated from the Rockwood Park valley storage site; the project is at 30% design and paused for City utility relocation design, with construction anticipated in 2028. The Samuels Avenue Dam design contract is expected to be awarded in August and will be the final construction element. Gates and pump station design is at 15% with final design expected late next year. Ecosystem restoration in Harmon and Gateway Parks is progressing, with Harmon Park construction expected to finish late next year and Gateway Park design award is expected in the next few weeks. TRWD predecessor activities continue, including demolition of the operations yard building in the North Channel footprint later this year, advancement of the two pedestrian bridge designs (to be built by USACE), and ongoing design review and local coordination.

P2.

Clair Davis, CFW, Senior Capital Project Officer, provided an update of CFW projects. He reported that the New Main Street and Viola storm drain outfall projects are experiencing

approximately two-month delays due to a contractor not providing required sluice gate components, which must now be fabricated. He noted the Viola delay will not impact South Bypass Channel construction, while the New Main delay may overlap with North Bypass Channel construction. However, the sluice gate sits within the future levee structure rather than the primary excavation area, so major contractor conflicts are unlikely with proper coordination. She then reviewed project statuses: the Grand Avenue Storm Water Project has completed the 90-inch and triple 110-inch storm drain installations, with sluice gate and headwall construction underway and expected to finish in November 2025. For the New Main outfall, all tunnels are complete, and sluice gate construction will begin once the correct parts arrive between December 2025 and January 2026, with full completion expected April 2026. The Part 10 water and sanitary sewer project is complete and the contractor is preparing the closeout documents. Oncor's segment B/C pole replacements began in April and are expected to finish in October 2025. For the South Bypass Channel, the Part 13 sanitary sewer project is at 90% design, with submittal to the City expected by September 2025 and construction completion anticipated in February 2028. Part 14 sanitary sewer construction is underway and on schedule for December 2025 completion. The Greenleaf stormwater sump project has been completed and accepted by all parties. The Viola stormwater outfall will proceed with sluice gate construction once parts arrive in November 2025, with completion expected in March 2026. For University Drive, USACE issued 30% plans in February followed by a design review meeting in March. Temporary access road design is underway and on July 16th City met with Tarrant County for field operations staff to discuss construction partnering opportunities on that road. Access road construction and utility relocations are scheduled for late 2026. The utility relocations and access road will be complete by late spring 2027 in order to meet USACE real estate certification in

June 2027, with University Drive construction advertising in fall 2027 and construction beginning in early 2028.

P3.

Susan Alanis, TRWD Program Director, provided an update on Panther Island development, outlining TRWD's role in designing, constructing, and operating the canal system while also managing land disposition strategy and coordinating development-related fees with advisor U3 to support TIF performance and ensure high-quality development. She noted ongoing coordination with City entities and reminded the Board that Vision 2.0 was completed last year, with the Form-Based Code currently being updated. Before levee removal and bypass channel completion, 105 acres on the island are developable (36 acres TRWD-owned, 49 acres private, with Tarrant County College as the second-largest public owner). Phase I development will advance Canal C and part of Canal D, leveraging opportunities including Seco's proposed residential tower and planned open space at the Canal C/D convergence, along with existing amenities at the Coyote Drive-In site. TRWD plans to bring in developers this summer to test concepts, followed by a solicitation for a development partner in fall 2025 for roughly 5–6 acres. Canal implementation and the Canal D swale will open development parcels and address drainage needs. Canal B and corresponding bridge crossings depend on federal bridge funding anticipated in 2028, so near-term focus remains east of Main Street. Upcoming milestones include the fall 2025 RFQ/RFP for land disposition, canal design completion in late 2025/early 2026, Phase I canal construction starting summer 2026, and City bridge construction beginning 2027. She discussed the Panther Island Canal System Manual, now posted in draft form, which consolidates technical and design standards into a single document clarifying developer responsibilities, with updates including development prioritization, paseo standards, operational

requirements, and defined roles with final adoption expected in September. On long-term governance, she emphasized the need for a coordinated “front door” for developers, sustainable funding for future infrastructure and maintenance, and ongoing inter-agency teams between TRWD and the City on infrastructure planning and delivery. Finally, she reported that creation of a Public Improvement District is underway, with Seco leading petition efforts.

P4.

Dana Burghdoff, CFW, Assistant City Manager, provided an update on the Panther Island Form-Based Code (FBC), noting it is being revised per recommendations from Vision 2.0 and in partnership with TRWD. She explained that the consultant team hired late last year has held a series of workshops with TRWD staff, consultants, and City departments to review street cross-sections, building heights, land use, canal integration, and related design elements. A key emerging focus is the Panther Boulevard connection to the east, including analysis of a future bridge linking to Samuels Avenue, Northside Drive, and eventually I-35. Traffic modeling for the broader Central City area is underway since the bridge location will influence future block patterns once levees are removed. She stated that TRWD and the City have agreed to an incremental adoption of the updated FBC, beginning with a Phase I update covering the four blocks east of the Seco site that correspond to the Canal C and D work. She reminded the Board that about 18 months ago the North Main subdistrict height limits were increased to 20 stories to support higher-intensity development and potential future transit, and, consistent with consultant recommendations to reduce overly restrictive standards, Phase I will propose a 15-story maximum height for the initial four-block area. Broader public engagement on the full FBC update will occur this winter. She also noted that earlier updates added flexibility to allow a

developer with an overall project height of 5–6 stories to include a 1-story building, such as a restaurant, within their development.

P5.

Matt Oliver, TRWD Outreach Coordinator, reported on community outreach activities, beginning with the Central City Flood Control Project Quarterly Report. He noted that the USACE Industry Day held in early July, its second year, saw increased engagement, rising from approximately 100 registrations last year to over 140 this year, and continues to serve as a valuable connection point with the contracting community as USACE and local partners present project overviews and upcoming contract opportunities. He added that since TRVA’s inception, more than 400 public outreach presentations have been delivered. Upcoming outreach includes TRWD’s participation in the Fort Worth Hispanic Chamber of Commerce “Build Fort Worth Expo” on August 20, where staff will host a booth and provide project information, and discussions with USACE and local partners about holding a public open house in mid-October for community questions and engagement.

V. Action Items

A1.

On a motion made by Director Riley and seconded by Director Flores, the Directors voted unanimously to approve the minutes of the meetings held on October 24, 2024 and December 3, 2024.

A2.

With the recommendation of Sandy Newby, TRWD Chief Financial Officer, Director Chapa made a motion to receive and file the Central City Finance Report as of March 31, 2025. The motion was seconded by Director Flores, and the vote in favor was unanimous. The Central City Finance Report as of March 31, 2025, is attached hereto as Exhibit “A”.

The Board of Directors recessed for a break from 11:40 a.m. to 11:47 a.m.

A3.

Director Maenius introduced a new TRVA purpose document, attached hereto as Exhibit “B”, to be considered for recommendation to the TRWD Board of Directors. Director Chapa expressed his support for keeping the TRVA Board of Directors. Director Flores concurred with Director Chapa’s comments and highlighted the importance of the Board adapting to the changing environment. Director Maenius emphasized the importance of transparency and sharing as much information with the public via the website. Director Buhman expressed agreement with the purpose document in that a key role of the TRVA Board and its members is to advocate for available funding to move the project forward. Director Maenius asked that this action item be held over to the next TRVA Board meeting to allow the directors more time to review the purpose document.

VI. Discussion Items

D1.

Director Chapa expressed happiness in being newly appointed to the TRVA Board.
Director Riley stated that Streams and Valleys just completed their search for a new director.

D2.

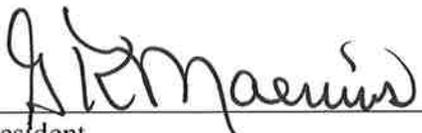
The next TRVA Board of Directors meeting was tentatively scheduled for October 23rd,
2025 at 9:30 A.M..

VII. Executive Session

No executive session was held.

VIII. Adjourn

There being no further business before the Board of Directors, the meeting was adjourned
at 12:09 P.M.



President



Secretary

CENTRAL CITY FLOOD CONTROL PROJECT - SUMMARY

	Estimated Cost	Actuals Thru 3/31/25	Remaining
Total USACE Flood Control Project	\$991,647,502	\$440,750,351	\$550,897,151
Total TXDOT Bridges Project	\$112,008,112	\$126,227,030	(\$14,218,918)
Total Local Projects	\$28,545,899	\$6,752,513	\$21,793,386
Total Contingency	\$36,408,910	\$1,516,222	\$34,892,688
Total Project	\$1,168,610,423	\$575,246,116	\$593,364,307

USACE - CENTRAL CITY FLOOD CONTROL PROJECT

		Estimated Cost	Actuals Thru 3/31/25	Remaining	Increase from 9/30/24
LOCAL					
TRWD	Preliminary Design	\$18,225,972	\$18,225,972	\$0	\$0
	Land Acquisition	\$71,525,518	\$67,837,101	\$3,688,417	\$970
	Flood Control Cash Match	\$50,900,362	\$31,647,074	\$19,253,288	\$0
	Relocation	\$58,338,214	\$55,779,747	\$2,558,467	\$51,956
	Demolition	\$13,931,792	\$8,296,045	\$5,635,747	\$24,100
	Environmental	\$40,158,259	\$38,386,841	\$1,771,418	\$127,692
	Central City Flood Control Program Coordination	\$27,543,367	\$26,327,637	\$1,215,730	\$496,051
CITY OF FW	Sewer & Water Relocation	\$105,341,467	\$54,058,970	\$51,282,497	\$10,468,094
	Storm Water Relocation	\$41,013,159	\$35,297,912	\$5,715,247	\$13,029,485
	Franchise Utilities	\$20,556,417	\$11,140,401	\$9,416,016	\$8,268
	Local Street Mods	\$3,406,427	\$3,406,427	\$0	\$0
	CFW Program Management	\$0	\$0	\$0	\$0
Local Subtotal		\$450,940,954	\$350,404,127	\$100,536,827	\$24,206,616

		Estimated Cost	Actuals Thru 12/31/24 *	Remaining	Increase from 6/30/24
FEDERAL / STATE MATCH					
EDI HUD	Land (Offsets Local Above)	\$4,487,035	\$4,485,535	\$1,500	\$0
USACE	Preliminary Design	\$7,372,888	\$7,372,888	\$0	\$0
	Valley Storage	\$124,231,564	\$65,945,609	\$58,285,955	\$717,282
	Ecosystem Restoration	\$38,551,750	\$472,435	\$38,079,315	\$130,320
	North Bypass Channel	\$74,290,882	\$21,444,402	\$52,846,480	\$2,296,689
	South Bypass Channel	\$104,401,759	\$16,493,329	\$87,908,430	\$1,450,976
	Flood Gates & Pump System	\$99,385,763	\$4,608,644	\$94,777,119	\$2,138,547
	Dams & Channel Expansion	\$85,528,943	\$30,918	\$85,498,025	\$30,918
	USACE Prog Mgmt/Contingency	\$48,356,327	\$1,139,538	\$47,216,789	\$0
LOCAL	Less Local Flood Cash Match	(\$45,900,363)	(\$31,647,074)	(\$14,253,289)	\$0
Federal/State Subtotal		\$540,706,548	\$90,346,224	\$450,360,324	\$6,764,732
Total USACE Flood Control Project		\$991,647,502	\$440,750,351	\$550,897,151	\$30,971,348

* The last update received from USACE was for December 2024.

TXDOT - BRIDGES PROJECT

		Estimated Cost	Actuals Thru 3/31/25	Remaining	Increase from 9/30/24
LOCAL					
TRWD	Land Acquisition	\$28,304,561	\$28,304,561	\$0	\$0
CITY OF FW	Bridge Costs Local Share	\$34,096,247	\$33,733,372	\$362,875	\$0
	CFW Project Management	\$0	\$362,878	(\$362,878)	\$0
Local Subtotal		\$62,400,808	\$62,400,811	(\$3)	\$0
		Estimated Cost	Actuals Thru 10/31/23 *	Remaining	
FEDERAL / STATE MATCH / NCTCOG					
TXDOT/STATE	Henderson Street Bridge	\$17,598,353	\$24,586,310	(\$6,987,957)	
	White Settlement Road Bridge	\$17,792,487	\$24,580,041	(\$6,787,554)	
	North Main Street Bridge	\$11,414,779	\$14,659,868	(\$3,245,089)	
	Contingency - Federal	\$2,801,685	\$0	\$2,801,685	
Federal/State Subtotal		\$49,607,304	\$63,826,219	(\$14,218,915)	
 Total TXDOT Bridges Project		 \$112,008,112	 \$126,227,030	 (\$14,218,918)	 \$0

Note: The City of Fort Worth has an agreement with the North Central Texas Council of Governments (NCTCOG). NCTCOG remitted \$20 million to TXDOT for the Panther Island/ Central City Project bridges, \$15 million was a grant, and \$5 million was an interest free loan to the project.

* Last cost update for the bridges was received in October 2023.

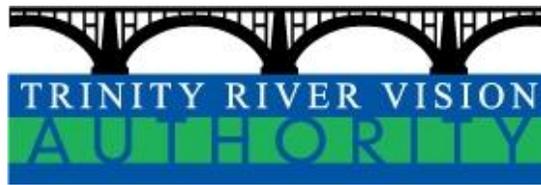
LOCAL PROJECTS (with or without flood project)

		Estimated Cost	Actuals Thru 3/31/25	Remaining	Increase from 9/30/24
LOCAL					
TRWD	Marine Creek/Stockyards Connection	\$0	\$0	\$0	\$0
	Bypass Local Share (hardscape & softscape)	\$21,834,670	\$6,734,170	\$15,100,500	\$135,836
	Local Projects Program Coordination	\$0	\$0	\$0	\$0
CITY OF FW	Panther Island Sewer and Water	\$0	\$0	\$0	\$0
	Panther Island Storm Drainage	\$0	\$0	\$0	\$0
	Gateway Park	\$6,668,614	\$0	\$6,668,614	\$0
	CFW Program Management	\$42,615	\$18,343	\$24,272	\$3,365
Total Local Projects		\$28,545,899	\$6,752,513	\$21,793,386	\$139,201

LOCAL CONTINGENCY

		Estimated Cost	Actuals Thru 3/31/25	Remaining	Increase from 9/30/24
LOCAL					
	TRVA Programmatic Review		\$466,222		\$0
	NCTCOG note payable *		\$1,050,000		\$350,000
	Total Contingency	\$36,408,910	\$1,516,222	\$34,892,688	\$350,000

* The North Central Texas Council of Governments (NCTCOG) note payable had a balance at 9/30/22 of \$3,500,000. Payments will be made annually for 10 years at \$350,000 per year. A third payment of \$350,000 was made in December 2024, leaving a current balance of \$2,450,000.



Trinity River Vision Authority (TRVA) purpose, per the Certificate of Formation:

"...the specific purpose for which the Corporation is formed is to educate the general public about the "Trinity River Vision" project in Fort Worth, Texas, which project (the "Project") is intended to provide flood control infrastructure and related improvements; to publish educational materials about the Project; to assist in the coordination, implementation and management of the Project among the constituents of and contributors to said Project, including municipal, county, state, and federal authorities and local community organizations; and to perform such other public activities and purposes as permitted by applicable law and authorized by the Board of Directors of the Tarrant Regional Water District."

Potential updated purpose statement to be recommended to the Tarrant Regional Water District (TRWD) Board of Directors:

TRVA's purpose is to coordinate on infrastructure investments related to the Army Corps of Engineers (USACE) Central City Flood Control Project. TRVA provides a venue for public transparency with executive and elected leadership from the primary public entities.

- Infrastructure investments include but are not limited to:
 - USACE work on the Central City Flood Control Project.
 - CFW work on water, sewer, stormwater, and transportation infrastructure.
 - TRWD work on stormwater canals, preparing land for flood control construction, and coordinating with USACE as the Non-Federal Sponsor.
- TRVA receives reports on public engagement and education, led and executed by TRWD staff and supported by staff from the CFW.
- TRVA members will advocate at local, state, and federal levels for project funding and support.
- TRVA may request presentations on projects that impact or are related to the flood control project.

Proposed TRVA Board Operations:

TRVA intends to meet quarterly, tentatively beginning in Summer 2025. A typical agenda would include, but is not limited to, some or all the following reports:

- CFW - updates on CFW infrastructure.
- TRWD Central City Program Director - updates on TRWD and USACE infrastructure.
- TRWD Panther Island Program Director - updates on Panther Island Development for situational awareness.
- TRWD Public Outreach Coordinator - updates on outreach activities and public education.
- TRVA Board Members – updates on advocacy and other Project related topics.

Panther Island Governance:

The current intent is that local partner governance of Panther Island will occur through a separate organization, now being considered. The relationship between TRVA and the Panther Island governance organization will be articulated as the new organization is structured.