

# **Trinity River Vision Bridge and Collin Creek Mall Revitalization Projects**

Public Involvement – March 2020

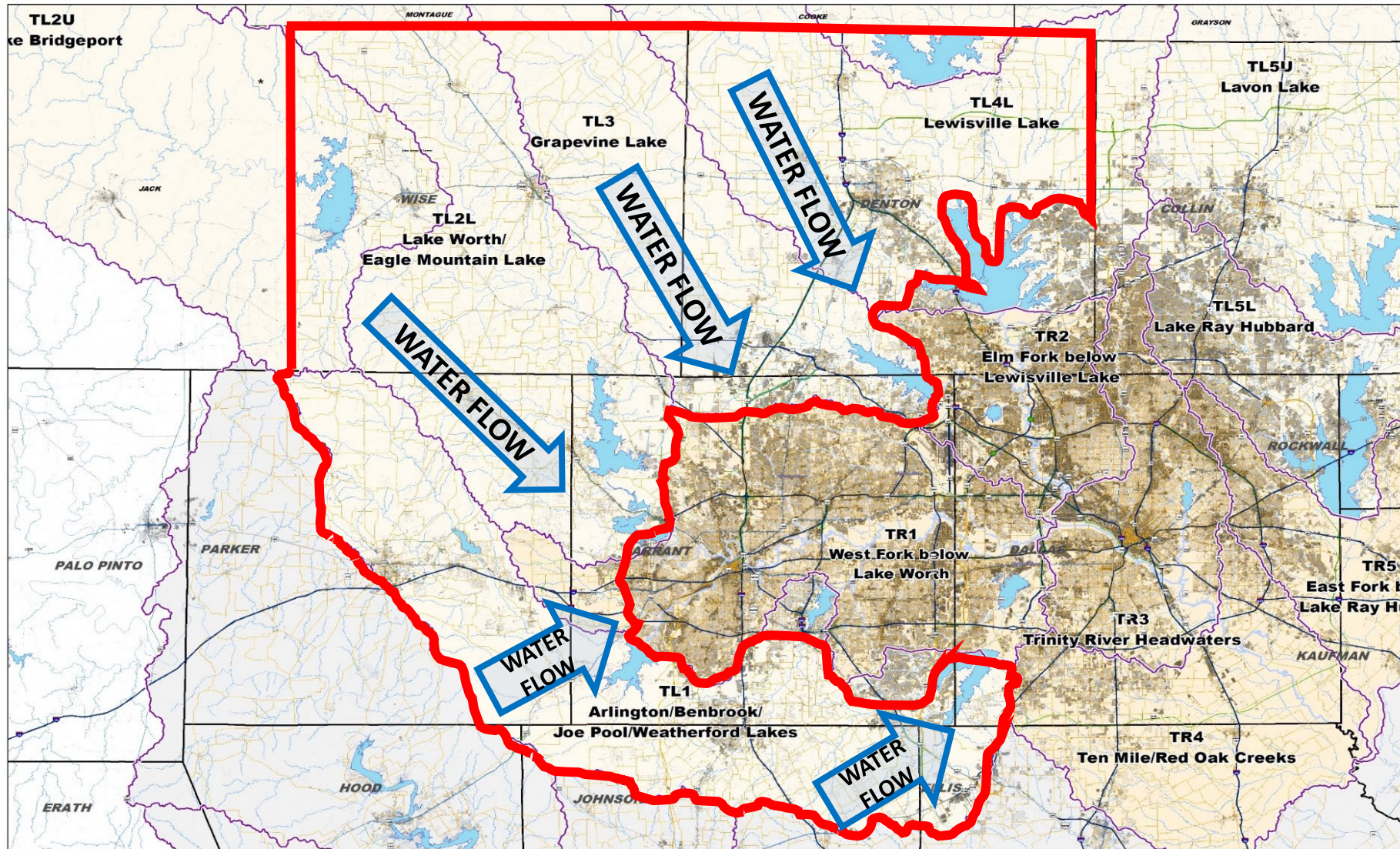
An architectural rendering of a modern bridge at night. The bridge features a series of blue, illuminated, V-shaped supports that span across a dark body of water. The bridge deck is elevated and has a railing. Several streetlights with starburst patterns are visible along the bridge. In the foreground, a paved walkway runs alongside the water, with a person standing and looking towards the bridge. The overall scene is illuminated with a cool blue light, creating a futuristic and serene atmosphere.

# Trinity River Vision Bridge Projects

**Additional Funding Request and Loan  
Agreement with the City of Fort Worth**



# WHERE: Greater Focus on Vulnerable Area



Proposed Study Area



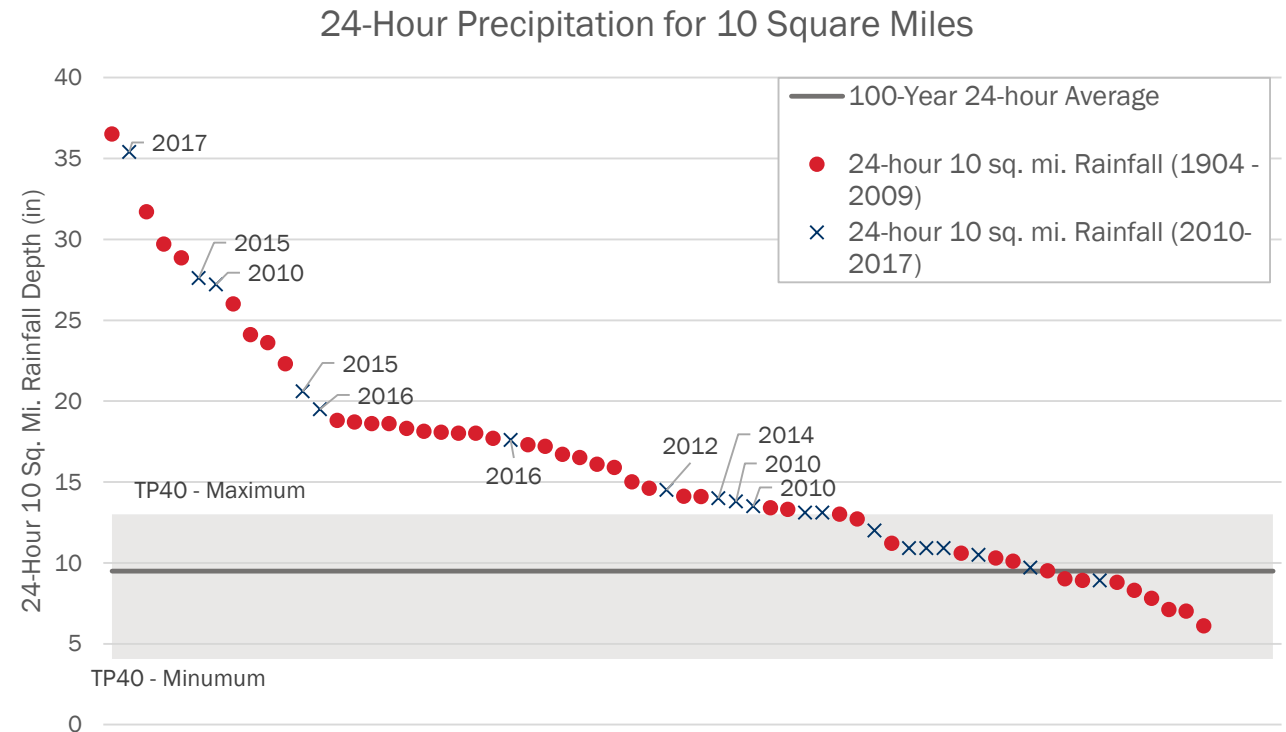
North Central Texas  
Council of Governments



\*HUC - Hydrologic Unit Code  
Data Source: Watershed Boundary Dataset (WBD) by  
USDA - Natural Resources Conservation Service  
Stream Data by National Hydrography Dataset (NHD)  
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# Storms Exceeding Infrastructure and NFIP Standards

- Regional observed storms
  - USACE extreme storm database
- 24-hour rainfall for 10 mi<sup>2</sup>
- Plotted in descending order
- Grey band is current design standard (100-year) for all of TX
- Blue X's points are 2010-2017 storms that exceed 100-year
- 18 events exceeded the 100-yr design standard





# Background

The Panther Island Central City Flood Project is the planned construction of a 1.5 mile bypass channel of the Trinity River to control flooding north of downtown Fort Worth. The project will create two islands, collectively known as Panther Island.

One of the key features of the project are the signature bridges on Henderson Street, N. Main Street, and White Settlement Road.

The RTC was originally involved in funding three bridges with a variety of federal, state, regional, and local funding sources



# Project Location

- While the original bid came in under the funded amount, constructability issues the resulting project delays have created a cost overrun
- The RTC has been asked to help pay for the increase.



# TRV Bridge Project Financial Status

Original Funding	\$69.9 million
Projected Cost	\$89.3 million
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Current Project Overrun	\$19.4 million

Source: TxDOT - 2/13/2020

# Action Being Considered

Regional Transportation Council (RTC) approval to:

- Provide an additional \$20 million to cover the cost overrun
  - \$15 million is a grant
  - City of Fort Worth and other local partners will pay back \$5 million over 10 years



**TRANSPORTATION AND LAND USE INTERFACE –  
CHANGING INVESTMENT LANDSCAPE FOR  
MEGA DEVELOPMENTS:  
CITY OF PLANO COLLIN CREEK MALL REQUEST**

# BACKGROUND

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers/nodes.

Requests come from entities looking to relocate to our region and from local partners seeking new opportunities to revitalize existing areas

Anticipate these requests to be a part of our future

Creates an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes

# ELEMENTS & METHODS TO IMPLEMENT

## What:

- Support of sustainable, mixed-use, and transit-oriented development
- Economic development, redevelopment opportunities, modernizing retail
- Parking garages/parking management
- Transit interface
- Urban/suburban/rural context

## How:

- Context sensitive design analysis and feedback
- Investment via both grants and loans
- Partnering with the Governor's Office on economic development projects

# COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

- Proposal for STTC/RTC consideration:
  - Contribute \$30 million in federal funds to garage
  - City to contribution \$25 million to garage
  - Half of RTC funding would be a grant and the balance would be a loan
  - Include transit service using next generation electric vehicles to Downtown Plano Light Rail Station
    - Fund with additional FTA or CMAQ funding
    - Coordinate with DART regarding operations
  - Parking garage must include park and ride spaces
  - Development must include electric vehicle charging infrastructure
  - Need assurances that the proposed development will materialize
  - Use standard interest rate (2.4%) on loan
  - RTC funding would only pay for publicly available parking/transit
  - Garage must be owned by the public sector
  - RTC funding for construction only, no land acquisition