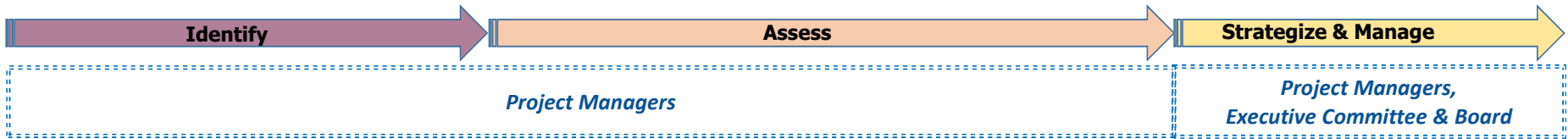



















## Central City Risk Register as of 11/1/19 for North Bypass Channel







Financial Impacts of Occurrence						Legend	Schedule Impacts of Occurrence															
Likelihood of Occurrence	Negligible		Marginal		Significant		Critical		Crisis		Likelihood of Occurrence	Negligible		Marginal		Significant		Critical		Crisis		
	Less Than \$2,500,000		\$2,500,000 to \$9,500,000		\$9,500,000 to \$14,000,000		\$14,000,000 to \$23,500,000		More Than \$23,500,000			Less Than 4 months		4 months to 6 months		6 months to 12 months		12 months to 24 months		More Than 24 months		
	Certain	Moderate	Moderate	High	High	High	Low	Moderate	Moderate	High		High	High	Moderate	Moderate	High	High	High	High	High	High	High
	Very Likely	Low	Moderate	High	High	High	Moderate	Moderate	High	High		High	Low	Moderate	Moderate	High	High	High	High	High	High	High
	Likely	Low	Moderate	High	High	High	High	High	High	High		High	Low	Moderate	Moderate	High	High	High	High	High	High	High
Unlikely	Low	Low	Moderate	Moderate	Moderate	High	Moderate	Moderate	High	High	Low	Low	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	High	
Very Unlikely	Low	Low	Low	Low	Low	Moderate	Low	Low	Moderate	Moderate	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Moderate	High

TRVA Risk Register modeled after USACE's Cost MCX CSRA risk template.



Project	Risk # <i>(Assigned for Tracking Purposes Only)</i>	Risk Description	Inherent Risk Likelihood of Occurrence	Inherent Risk Impacts		Jurisdictional Agency <i>COFW; USACE; TXDOT; TRVA; TRWD</i>	Response Timing (If..., Then...)	Risk Management Strategies <i>Acceptance; Avoidance; Mitigation; Transference</i>	Status <i>Active; On Hold; Closed</i>
				Financial	Schedule				
Local Funding	11	Funding mechanisms for local funds are not put in place in Q1 of FY20.	Very Likely	Crisis	Critical	TRVA	If local funding mechanisms are not put in place in Q1 of FY20 then the predecessor local work falls further behind putting the receipt of Federal funds further at risk.	Avoidance: Extend the TIF or provide other funding mechanisms in order to fund the FY20 projects so the USACE remains eligible for Federal funding.	Active
Utilities in North Bypass Channel	2	Contracting for Utility construction in the North Bypass Channel has been delayed 3 years which impacts the ability to move forward on design and construction of the North Bypass Channel	Certain	Marginal	Critical	COFW	As of November 2019, utilities in the North Channel are currently on the critical path for the North Bypass Channel Design. If the COFW and Franchise do not complete construction and close-out documents by April of 2022, then it will delay design and construction of North Bypass Channel. Additional congestion is anticipated in the work zones as a result. This could impact cost and schedule.	Mitigation: We may need USACE to allow for ongoing utility construction during Channel construction if we cannot overcome schedule impacts. USACE has not agreed to this at this time.	Active
Federal Funding	10	The USACE does not receive the entire (\$38M) Federal funding request for FY20	Unlikely	Critical	Significant	USACE	If USACE does not receive Federal funding USACE will be required to postpone the design work identified in the capability request for FY20. If this occurs, the local partners may be less encouraged to fund the local components necessary for the USACE to maintain shovel ready. The critical path requires the USACE bypass channel design to begin in FY21.	Mitigation: If USACE is shovel ready they petition HQ for additional funds when available due to lack of other Districts not obligating funds. Alternatively, Local Sponsor could provide funding to USACE to maintain critical path if desired.	Active

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				Financial	Schedule				
Bypass Channel North Design	5	The USACE does not receive requested capability for Bypass Channel Design in FY20. (\$5M-\$10M)	Unlikely	Negligible 	Significant 	USACE 	If USACE does not receive requested capability by FY21 then the design of the Bypass Channel will be delayed. Design could resume in Q3 of FY20 however there is a year of float and the critical path does not require the USACE Bypass Channel design to begin until FY21.	Mitigation: Continue to stay ahead of USACE with Bypass Channel relocations so USACE is shovel ready. Making the project more competitive and likely to receive Federal funds.	Active
Bypass Channel Local Share Hardscape & Softscape Design	4	Failure to execute contract by March of 2020 will delay start of Bypass Channel Design.	Unlikely	Negligible 	Significant 	TRWD 	HNTB completed Value Engineering. Design is on hold awaiting TRVA Funding. Design of the local components must be at 60% for USACE to start Bypass Channel design. If HNTB contract is not awarded by March of 2020 then USACE will be delayed in starting design of Bypass Channel. As of November 2019, we have 5 months to execute this contract to prevent delay to the Bypass Channel Design.	Avoidance: Go to Board for contract approval by March of 2020	Active
TXDOT Main St	1	Potential TXDOT bridge delays and change orders, thereby delaying follow on projects and impacting our ability to move forward on construction of North Bypass Channel	Unlikely	Marginal 	Marginal 	TXDOT 	Main Street Bridge completion is needed to finish utilities in the North Channel. As of November 2019, if Main Street Bridge does not complete by June 2021, then it becomes critical and will delay the completion of utilities which will delay the design of the North Bypass Channel. However right now TXDOT is reporting Main to be completed well before that time.		Active
Local Cash	12	Impact of not receiving any Federal funding in FY17, FY18, FY19.	Certain	Negligible 	Negligible 	Contingency	If USACE does not receive Federal funding in Q2 of FY20, then local costs will be impacted, however USACE had funds in hand to complete construction that was already designed, and USACE asks for additional capacity to stay ahead.		Active
Oncor Segment A Crossing	3	Failure for Oncor to mobilize by Q1 of FY21 to get out of the way of USACE construction.	Unlikely	Negligible 	Marginal 	COFW 	Discretionary Service Agreement signed and approved. Work ready to begin. Oncor received the signed DSA, however we have not seen mobilization yet. There are 12 months of float in the schedule, however if Oncor does not mobilize by Q1 of FY21 then USACE construction will be delayed.		Active
HEC-RAS Modeling	6	Additional HEC-RAS modeling and Federal permitting needed for any design changes and as-builts.	Very Likely	Negligible 	Negligible 	USACE 	Additional modeling needs are confirmation exercises. No negative impacts are anticipated from the pedestrian bridge value engineering. If there are major design change proposals however, then it could majorly impact the schedule or program design.		On Hold

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				Financial	Schedule				
Oxbow H&I Valley Storage	7	Valley storage project not completed on schedule.	Unlikely	Negligible 	Marginal 	USACE 	Contract was awarded late May 2019 with an NTP of July 25, 2019 and construction is underway and going well. If the project is not completed as planned, then there is float in the schedule and it will not impact follow on projects, however there may be minor impacts until Site I and the haul roads are returned to the Parks Department.		Active
Riverside Park Valley Storage	9	Project is Complete.	N/A	N/A 	N/A 	USACE 			Closed

**Disclaimer:** This is a Central City Project working document compiled by the Project Managers of TRVA, City of Fort Worth and USACE for discussion and is subject to change.

