

THE I-30 CANYON

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Connecting communities.*



North Central Texas
Council of Governments

**MULTIMODAL PROJECT
DISCRETIONARY GRANT
PROGRAM APPLICATION**

May 2022



**Texas
Department
of Transportation**



Basic Project Information	
What is the Project Name?	I-30 Canyon
Who is the Project Sponsor?	TxDOT
Was an application for USDOT discretionary grant funding for this project submitted previously?	Yes (INFRA)
A Project will be evaluated for eligibility for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs.	<u>X</u> Opt-out of Rural
Project Costs	
MPDG Request Amount	\$90,500,000
Estimated Other Federal Funding (excluding MPDG)	\$234,700,000
Estimated Other Federal funding (excluding MPDG) Further Detail	NHPP: \$234,700,000
Estimated Non-Federal Funding	\$216,800,000
Future Eligible Project Cost (Sum of three previous rows)	\$542,000,000
Previously Incurred Project Costs (if applicable)	N/A
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	\$542,000,000
INFRA: Amount of Future Eligible Costs by Project Type	Highway or bridge project on the National Highway System: \$542,000,000
Mega: Amount of Future Eligible Costs by Project Type	Highway or bridge project on the National Highway System: \$542,000,000
Project Location	
State(s) in which project is located.	Texas
INFRA: Small or large project	Large
Urbanized Area in which project is located, if applicable.	Dallas-Fort Worth-Arlington, TX
Population of Urbanized Area (according to 2010 Census).	5,121,892
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	Yes, Census Tracts 100 and 204
Is the project located (entirely or partially) in Federal or USDOT designated areas?	Yes, Opportunity Zone
Is the project currently programmed in the TIP?	Yes
Is the project currently programmed in the STIP?	Yes

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Is the project currently programmed in the MPO Long Range Transportation Plan?	Yes
Is the project currently programmed in the State Long Range Transportation Plan?	Yes
Is the project currently programmed in the State Freight Plan?	Yes



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1 Project Description

The Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG), and the City of Dallas are pleased to submit this application for the reinvented I-30 Canyon project in downtown Dallas, Texas that will reconnect communities, facilitate multimodal integration, and spur economic growth in a federally designated Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone. TxDOT is requesting \$90.5 million of Multimodal Projects Discretionary Grant (MPDG) funding to bolster the \$451.5 million of committed funding for the project shown in **Figure 1** and **Figure 2**.

“Secretary Buttigieg, from one mayor to another, I know you understand the importance of improving local infrastructure to spur job creation, improve land use opportunities, increase economic opportunities in underserved areas and create new multimodal connections that help residents better access healthcare and education. I am proud to support the I-30 Canyon project to achieve these crucial goals for the Dallas community. This project is a priority for the City of Dallas.”
-Eric Johnson, Mayor of Dallas

Nestled between two major north-south interstates (I-35E and I-45/I-345), the depressed portion of I-30 known as the “Canyon” has long been one of Dallas’ most important connections as a critical east-west thoroughfare in the rapidly growing Dallas-Fort Worth Metroplex. The Canyon, which opened to traffic in 1965, was designed to provide east-west connectivity and efficient access to downtown Dallas.

However, the facility divided areas south of the corridor, including one of the city’s oldest neighborhoods known as the Cedars, from the Dallas central business district (CBD) directly north. This geographic barrier has led to differences in economic growth and community development between the thriving CBD and fragmented areas of the Cedars to the south.

Figure 1 I-30 Canyon Project Location

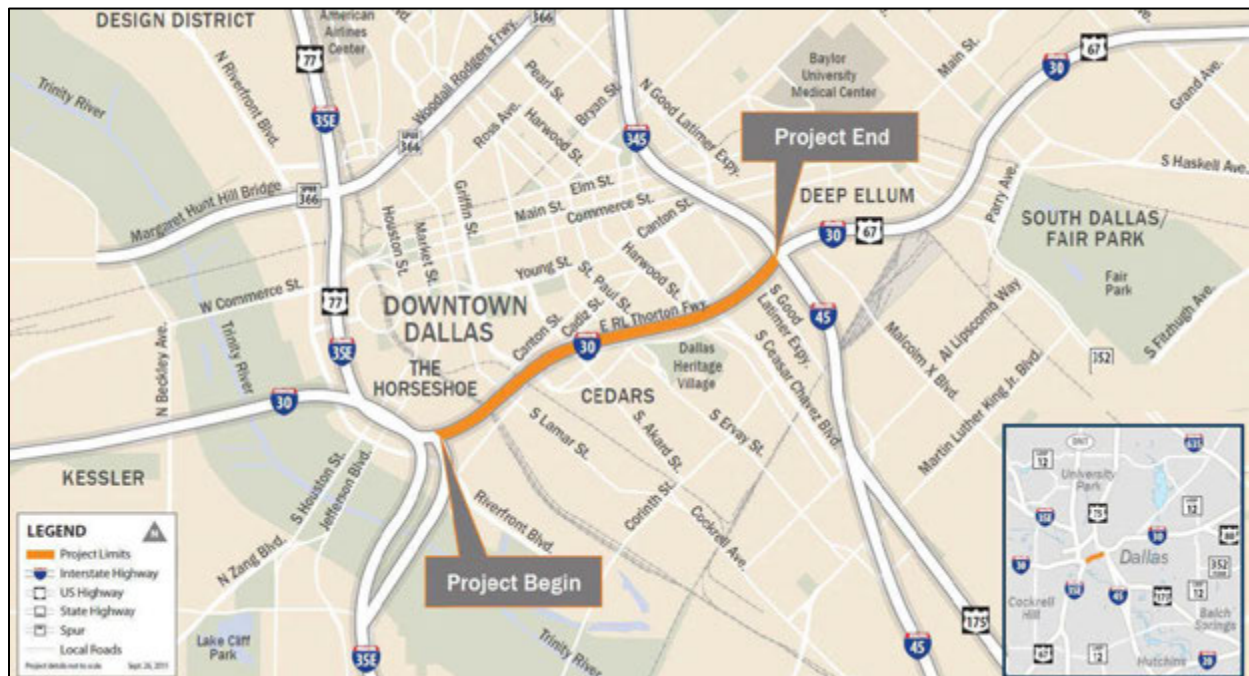
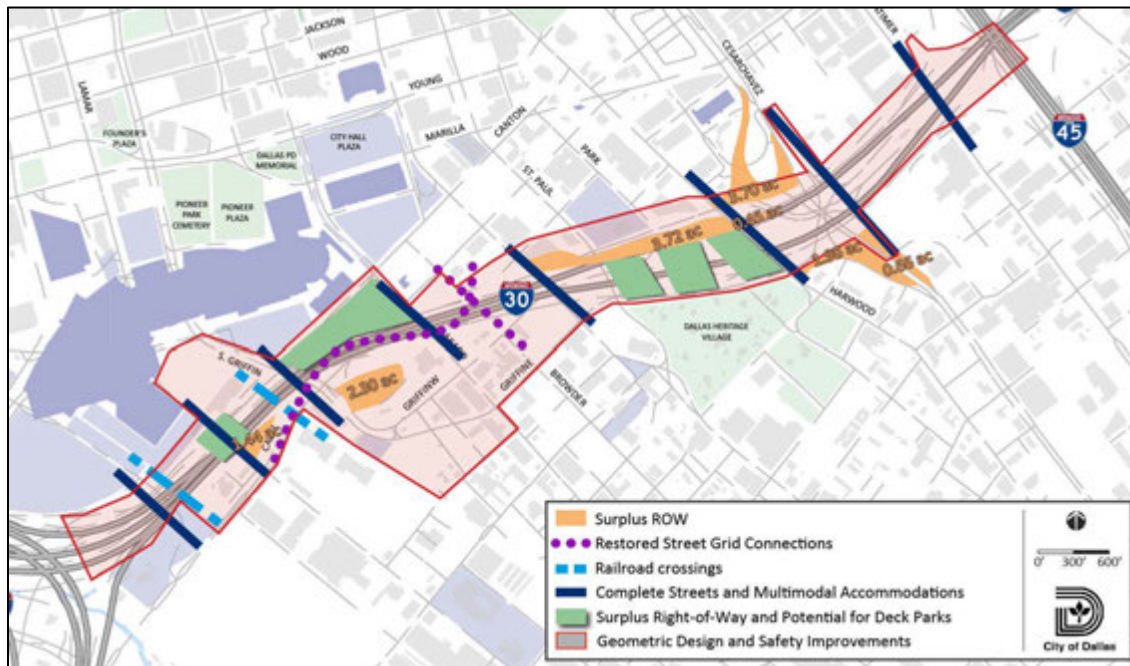




Figure 2 Overview of the I-30 Canyon Project



In addition to the connectivity challenges, the facility's outdated design is contributing to operational inefficiencies and safety issues. These stem from an unnecessarily complex network of ramps which include multiple left-lane exits, low overhead deck clearances, narrow shoulders, and tight curve geometries. Developed through a comprehensive, stakeholder-driven process, the redesigned I-30 Canyon project will restore connectivity between the northern and southern portions of the corridor, improve safety, increase traffic flow, and transform the corridor into a valuable community asset. Key features of the I-30 Canyon project are described in **Figure 3** on the following page.

The I-30 Canyon project is the result of years of public engagement to identify, plan, and design mobility solutions that address much more than highway congestion. The 2.3-mile I-30 Canyon project has been included as a priority segment in several TxDOT studies over the last two decades focused on the regional I-30 East corridor and connecting highways. In 2003, TxDOT completed the East Corridor Major Investment Study that included multimodal recommendations for bicycle, pedestrian, and transit improvements as well as I-30 capacity improvements. An adjacent project, Project Pegasus, produced schematic approvals, an approved environmental assessment, and construction of the I-30/I-35E Horseshoe Project at the I-30 Canyon's western limits in 2005. And in 2016, TxDOT, NCTCOG, and the City of Dallas completed the [Dallas City Center Master Assessment Process](#) (CityMAP) which assessed the futures of I-30, I-35, I-345, and I-45 bordering downtown Dallas.

The project presented in this application builds on the findings from CityMAP, more than 40 meetings with the public and local organizations, and biweekly coordination with the City of Dallas to deliver a project that meets the community's transportation, social, and economic goals.

Additional high-resolution maps of project features are linked in **Appendix D**.

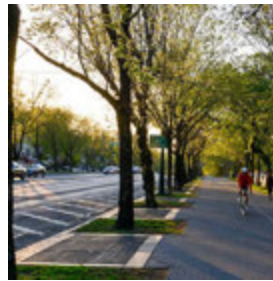
The approved schematic and flyover videos are available under "Download" on the [project website](#).



Figure 3 Key Features of the I-30 Canyon Project



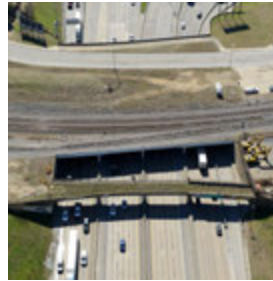
1. Street Grid Restoration
 The new I-30 Canyon design restores the local street grid severed by interstate construction in 1965, allowing for increased community and economic development, neighborhood cohesion, and public safety.



2. Cyclists and Pedestrians
 In partnership with the City of Dallas, the updated I-30 bridge crossings incorporate designs for pedestrian and cycling linkages. The redesign also creates space for a human-scaled parkway parallel to I-30.



3. Surplus Right-of-Way
 By reducing the footprint of the access ramps, the I-30 Canyon reconfiguration will unlock more than 14 acres of surplus right-of-way that can be made available for redevelopment and park space.



4. Rail Connections
 The I-30 Canyon project will replace an important four-track rail bridge serving passenger and freight traffic. This will result in increased use and could accommodate future rail service into Dallas.



5. Geometric Design and Safety Improvements
 Improvements within the I-30 right-of-way will untangle the existing network of highway, frontage road, and collector-distributor lanes to deliver a safer, more efficient, and modernized roadway.



6. Deck Cap Foundations
 The City of Dallas envisions the addition of future deck park(s) over the interstate, subject to local funding.¹ Planning ahead for future investment, the I-30 Canyon scope includes construction of deck cap foundations near Dallas Heritage Village.

2 Project Location

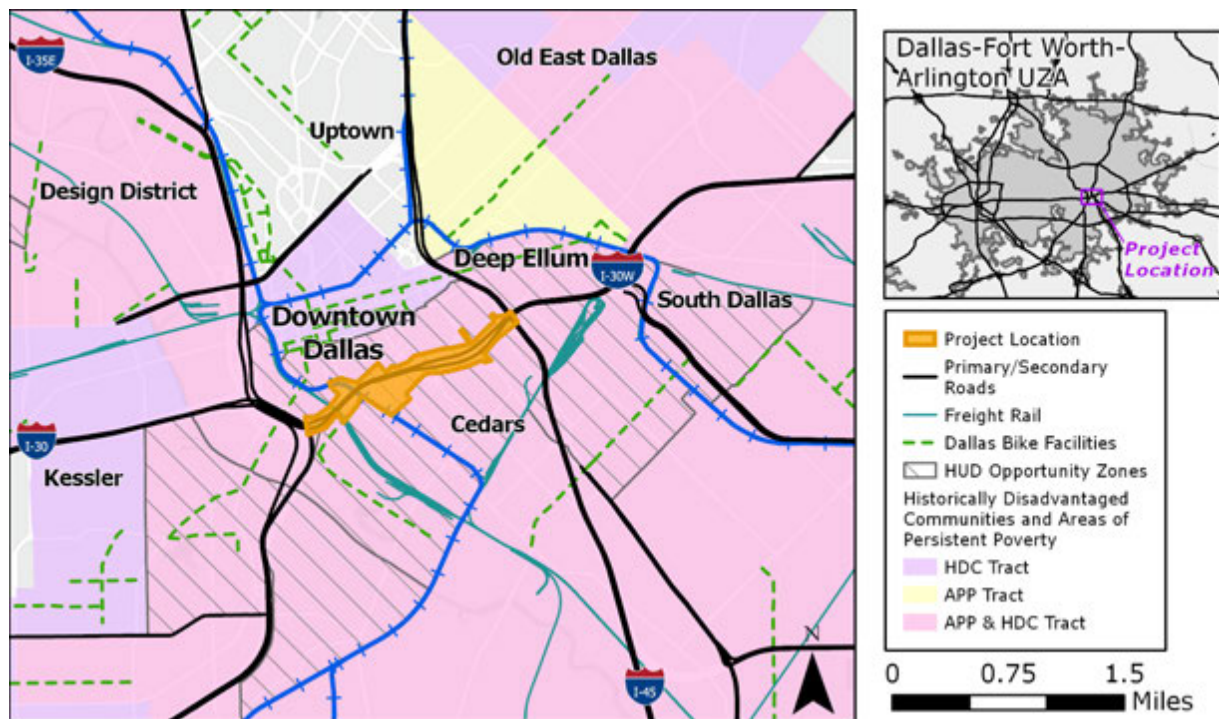
The I-30 Canyon project is located in the Dallas-Fort Worth-Arlington urbanized area in Dallas, Texas. The 2.3-mile project borders downtown Dallas on the south. Bounded on both ends by interstate highways (I-35E on the west and I-45/I-345 on the east), the I-30 Canyon serves as a critical gateway into, out of, and through downtown Dallas. Several railroads also converge on the project location, crossing the I-30 Canyon at two locations. One crossing is used by freight railroads (Union Pacific and BNSF Railways), the Trinity Railway Express (TRE), and Amtrak. The second crossing connects the Dallas Area Rapid Transit (DART) light rail system blue and red lines to South Dallas.

At the local and community scale, the I-30 Canyon is located in census tracts 100 and 204, in an area designated as an Area of Persistent Poverty, Historically Disadvantaged Community, and HUD Opportunity Zone (**Figure 4** on the following page). Nearby activity centers include the Convention Center, Dallas City Hall, Dallas Farmer’s Market, and Dallas Heritage Village. In addition, several new developments are planned around the I-30 Canyon, including a rail station and new mixed-used developments.

¹ The deck parks are not included in the cost of the I-30 Canyon project but could be made feasible by local and/or private funding and implementation similar to Klyde Warren Park over the Woodall Rodgers Freeway in downtown Dallas.



Figure 4 I-30 Project Location and Areas of Persistent Poverty (APP), Historically Disadvantaged Community (HDC) and HUD Opportunity Zone Information



3 Project Parties

The I-30 Canyon project recipient will be the TxDOT Dallas District, which is responsible for planning, designing, building, operating, and maintaining the state transportation system in a seven-county, 5,400 square-mile North Texas area. **The region’s metropolitan planning organization, NCTCOG, and the City of Dallas join the TxDOT Dallas District as co-applicants in reflection of their deep involvement in project planning and design, public engagement, and vested interest in project success.**

Other agencies have been involved in project development, including FHWA; Dallas County; DART; Union Pacific; Texas Central Railway; Downtown Dallas, Inc.; and private developers active in the Opportunity Zone. Many local, regional, and state partners from both the public and private sectors are supportive of the I-30 Canyon project. All letters of support can be found in **Appendix C**.

Letters of Support from public and private partners:

- U.S. Representative Eddie Bernice Johnson
- U.S. Senator John Cornyn
- State Senator Royce West
- State Representative Rafael Anchía
- State Representative Jessica González
- Dallas Mayor Eric Johnson
- Dallas Deputy Mayor Pro Tem B. Adam McGough
- Dallas City Manager T.C. Broadnax
- Dallas Area Rapid Transit
- North Central Texas Council of Governments
- Downtown Dallas, Inc.
- Hoque Global
- Matthews Southwest



4 Grant Funds, Sources, and Uses of All Project Funds

4.1 Previously Incurred Expenses

Future eligible project costs are sufficient for the I-30 Canyon project to qualify as a large project. TxDOT does not request consideration of costs incurred prior to the selection of the project for an MPDG grant.

4.2 Future Eligible Costs

The future eligible cost of the I-30 Canyon project is \$542 million. The project costs are exclusively for construction. TxDOT intends to use MPDG funds only for construction costs.

4.3 Project Funding Sources

The I-30 Canyon project relies on a combination of State and Federal revenue sources to fund the project's major construction activities. As shown in **Figure 5**, the MPDG funding represents 17 percent of the total eligible project costs. The State funding commitment represents 40 percent of the total eligible project costs and non-MPDG Federal funding sources represent 43 percent of the total eligible project costs.

Non-Federal Funding Commitments

The State of Texas is a stable and reliable funding partner committed to maintaining the existing system and building new infrastructure to encourage economic growth. A broad range of State funding sources leverage Federal funding support and are dedicated by the Texas Constitution to fund public roadway projects, including:

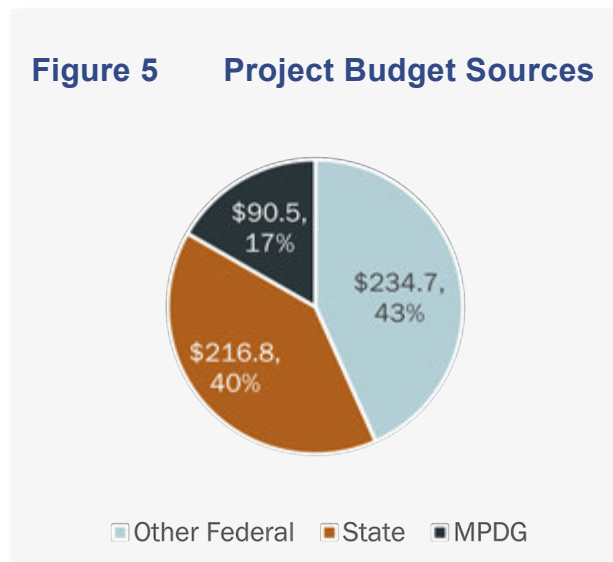
- State motor vehicle fuels tax;
- State vehicle registration fees;
- Oil and gas severance taxes (Proposition 1); and
- General sales and use tax, motor vehicles sales, and rental tax (Proposition 7).

Documentation of the non-Federal funding commitment can be found in **Appendix E**.

Non-Federal Funding Match for Federal Funds

State funding sources noted above will be leveraged as the match for all Federal funds associated with the I-30 Canyon project.

Figure 5 Project Budget Sources





4.4 Project Budget by Funding Source

The project consists solely of construction, with 43 percent coming from a mix of federal formula funding, including sources such as the National Highway Performance Program. TxDOT categorizes funding into 12 funding categories and allocates funding as appropriate based on need and eligibility. The I-30 Canyon project is funded through State discretionary funds (Category 12), targeted for projects considered a “Strategic Priority” for the state.

The State will provide 40 percent of the project’s funding from a mix of State-derived sources, as listed in the previous section. The remainder of the funding, 17 percent, is requested through this grant application. MPDG funds are needed to close a project funding gap in the Unified Transportation Program due to the inflationary rise of construction costs, allowing for the project to be delivered on a timelier basis. Additionally, the deck cap foundations (\$22 million) will be fully funded by the MPDG , and are subject to elimination in the event of a partial MPDG award or no award. Importantly, failing to construct the foundations from the outset will preclude later construction of them and the deck parks envisioned as a part of the project.

4.5 Contingency Reserves

Despite the strong funding plan that demonstrates State funding support totaling 40 percent of the eligible project costs, TxDOT recognizes the need for contingency funding and has budgeted sufficient contingency amounts to cover unanticipated cost increases. TxDOT includes a project contingency of four percent in the cost estimate to account for inflation, unknowns, and detailed items that are difficult to estimate at the current stage of project development. The possibility of Federal or State transportation dollars being unavailable for the project expenditures described in this application is remote. Historically, periodic short-term interruptions in Federal reimbursements have not hindered projects due to the State’s cash management practices. In the unlikely event that Federal and State dollars are both unavailable, Texas has contingency solutions ranging from short-term cash management techniques to longer-term access to credit and capital markets.

4.6 Effect on Freight, Rail, Port, and Intermodal Infrastructure Limits

No components of this project are subject to the limits on freight, rail, port, and intermodal infrastructure.

5 Project Outcome Criteria

5.1 Safety

The I-30 Canyon project is expected to directly address safety shortcomings related to the existing infrastructure network, fulfilling multiple goals and strategies outlined in USDOT’s National Roadway Safety Strategy. The improved and modernized design of the I-30 Canyon will produce safety benefits to highway users along a nationally significant corridor, as well as to non-motorized users in the communities adjacent to the thoroughfare. Crash reduction benefits to be realized from the I-30 Canyon project are **62 percent** of quantifiable project benefits. Of this amount, **45 percent** of total benefits are to auto and truck users, and **17 percent** of total benefits are to bicycle and pedestrian users.



Highway User Safety Improvements

Constructed in 1965, the existing I-30 Canyon design contributes to operational inefficiencies and safety issues. The weaving nature of the collector-distributor roadways fails to efficiently distribute and accommodate incoming and outgoing traffic along I-30, while also failing to meet current and future traffic volumes. This design is unnecessarily complex and includes left-lane exit and entrance ramps, which increases crash risks (**Figure 6**). This is evidenced by the facility having a high crash rate of approximately 200 crashes per 100 million vehicle miles, greater than the 2019 statewide average crash rate for urban interstates. From a technical design perspective, the current configuration fails to meet TxDOT standards for minimum shoulder lengths, vertical clearances for several overpass bridges, ramp spacing, and curve geometry.

Figure 6 Crash Heat Map of the Project Area (2014 – 2018)



Improvements within the I-30 right-of-way will simplify the existing network of highway, frontage road, and collector-distributor lanes to deliver a safer and more efficient roadway. Under existing conditions, the weaving nature created by the present collector-distributor lanes in the I-30 Canyon account for 40 percent of eastbound and 44 percent of westbound crashes. Furthermore, nearly half of such crashes are in the form of rear ends attributed to induced congestion as a result of the outdated design. The project includes removing the collector-distributor system, adding mainlane capacity and discontinuous frontage roads, reconfiguring the Cesar Chavez interchange to a simple diamond flow with connections to I-30, and implementing other changes that simplify access to downtown.

Over the span of 30 years, these improvements, while increasing traffic flow, are expected to result in a reduction of 2,869 crashes, including 76 fatal crashes. This translates to a 16 percent decrease in fatalities, injuries, and property damage crashes through 2058. Looking to the future, the simplified design is also suitable for autonomous vehicle operations through its modernized path, ramp placements, and design standards.



Non-Motorized Users and Community Safety Improvements

When originally constructed, the I-30 Canyon severed the existing local street grid, which originally provided an uninterrupted connection between downtown Dallas and the Cedars neighborhood. Certain portions of this road network were replaced by overpasses with narrow and isolated sidewalks, designed primarily to accommodate motorized vehicles entering and exiting I-30. This has created an environment poorly suited for non-motorized users.

The new I-30 Canyon design restores the local street grid and provides new direct connections between the northern and southern portions of the corridor on Browder and Cadiz streets as well as a complete redesign of the Cesar Chavez crossing. Seven other street crossings (Hotel, Lamar, Griffin, Akard, Ervay, Harwood, and Good Latimer Expressway) will be improved for better safety and mobility by car, bike, or walking (see **Section 1** for a visual of crossing improvements). These improvements also accommodate future conversion of one-way couplets to two-way boulevards. **This reconstruction and redesign of the I-30 Canyon is expected to result in the reduction of 122 bicycle and pedestrian fatalities and serious injuries over a 30-year period.** As a designated Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone, the surrounding community is home to a larger proportion of vulnerable users who are more likely to use non-auto forms of travel.

5.2 State of Good Repair

The highway as it exists today was constructed in the mid-1960s and does not meet modern roadway geometric standards. Additionally, the bridges are reaching the end of their service life, and the biannual inspections reflect the decades of wear and tear. Many of the bridge decks currently have a fair rating and maintenance costs are increasing every year. A few of the bridge substructures are also rated as “fair.” **Figure 7** shows examples of facility deterioration typical for a structure at the end of its service life.

Figure 7 Corroded Reinforced Concrete and Deteriorated Bridge Decking



The I-30 Canyon project estimated lifecycle costs total \$365.8 million at a real discount rate of seven percent over 30 years. This project will save \$13.7 million over this period as a result of reduced preventive maintenance needs. TxDOT is prepared to ensure the continued operation and maintenance of the project through its useful life and has a history of fully funding maintenance on the Texas road system. TxDOT appropriates funds on a biennial basis, and TxDOT’s FY 2022 to 2023 Legislative Appropriations Request dedicated approximately 40 percent of its funding to the maintenance and replacement of state highway projects. The primary funding sources include gas tax revenues, vehicle registration fees, Federal reimbursements, and local funding sources.



Plan to Address the Full Lifecycle Costs

TxDOT submitted the Texas [Transportation Asset Management Plan](#) (TAMP) to FHWA in April 2019. This plan set goals for asset performance (e.g., Percent of NHS Bridge Deck Area in Good Condition 2022 Target: 50.42%). This project directly supports achievement of these goals. The TAMP details the processes by which the state utilizes lifecycle planning to forecast network-level funding needs to sustain performance of the existing assets and recommend the most cost-effective way to optimize its long-term condition. These methods include using semi-automated procedures for obtaining pavement condition information; forecasting future pavement conditions to recommend optimized pavement work plans; implementing four-year pavement management plans; and standardized and regularly scheduled bridge inspections to assist in the prioritization of structural rehabilitation and replacement. Additionally, the TAMP considers the role that climate change will have on TxDOT’s asset management needs, specifically: higher temperatures, longer periods of drought, and sea level rise (**Figure 8**). TxDOT is committed to funding the full lifecycle costs of the I-30 Canyon project evident from the dedicated funding sources and its TAMP strategy ensuring continued network performance.

Figure 8 Climate Variables with Potential Asset Impacts

Climate Variable	Environmental Events/Impacts	Variable Changes
Temperature	<ul style="list-style-type: none"> • Freeze-Thaw Cycles • Heat Waves • Wildfire 	3.08 to 6.25°F increase of annual maximum temperature in 50 years
Drought	<ul style="list-style-type: none"> • Decreased Precipitation • Wildfire 	Increase of 1 to 7 days of consecutive dry days
Sea Level Rise	<ul style="list-style-type: none"> • Increased Water Elevations (relative to land mass elevation) 	1.9 to 6.6 mm/yr rise along the Texas coastline
Precipitation	<ul style="list-style-type: none"> • Drought • Flooding 	No appreciable change

Source: Transportation Asset Management Plan

5.3 Economic Impacts, Freight Movement, and Job Creation

The I-30 Canyon is located in the central core of Dallas, the ninth-largest city in the United States, and economic center of the fourth-largest metropolitan region in the country. In 2019, the Dallas-Fort Worth area generated a total GDP of nearly \$524 billion, a 56 percent increase from 2010.² At the regional scale, Dallas continues to grow as a major economic center, with millions of square feet of residential and commercial space planned in the upcoming years. The I-30 Canyon project invests in safety, multimodal connectivity, and mobility on highway and rail corridors of national significance while reducing the interstate’s negative impacts on the local transportation network and social and economic fabric.

National Economic Significance: Mobility on Major Corridors

This project will improve system operations to increase travel time reliability and improve mobility for both passenger vehicles and freight. In 2016, Texas highways carried 1.2 billion tons of goods valued at approximately \$1.7 trillion. By 2045, these figures are expected to rise to 2.5 billion tons valued at \$5.2 trillion, substantial increases of 108 percent and 213 percent, respectively. Much of this traffic,

² Total Gross Domestic Product for Dallas-Fort Worth-Arlington, TX (MSA), <https://fred.stlouisfed.org/series/NGMP19100>

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consisting of secondary and warehouse distribution traffic, minerals, chemicals, and additional goods, is expected to concentrate in the state's major urban centers, including the Dallas-Fort Worth region.³ **Between 2010 and 2017, transportation and logistics employment in the Dallas area increased by 62 percent, the largest increase of any industry.**⁴

This increased economic output and value capture is threatened, however, by bottlenecks, height restrictions, and other infrastructure shortcomings of the Texas transportation network. **In 2020, the I-30 Canyon was part of the 15th most congested roadway segment in Texas for trucks**, out of a total of 1,860 segments. This congestion, exacerbated by the current design of I-30, contributed to additional annual trucking costs of \$14 million.⁵ While increased congestion is inevitable in the future, the I-30 Canyon project will greatly assist in alleviating it through increasing traffic flow, reducing bottlenecks, and by completely eliminating substandard designs and insufficient overpass bridge heights.

This project will also improve resilience of the Canyon to flooding. Drainage systems will be upgraded to current standards as a part of the project, increasing the resiliency of the corridor to extreme rainfall events. This is particularly important because the facility itself is depressed below grade.

Regional Significance: New Economic Opportunities

Dallas continues to be one of the fastest growing economic centers in the United States. Between 2018 and 2045, the NCTCOG region is expected to experience a 51 percent increase in population and a 47 percent increase in employment. Originating and spreading from the central business district, most of the economic development and population in recent years, however, has trended northward in neighborhoods such as Victory Park and Uptown. Due in part to the obtrusive design of the existing I-30 Canyon, the Cedars, despite remarkable proximity to downtown Dallas, remains isolated and underdeveloped.

The reconstruction of the I-30 Canyon – emphasizing a reconnected local grid, widened overpasses to accommodate bicyclists, pedestrians, and frontage roads – will better connect the two neighborhoods, and connect the Cedars neighborhood and points south. Evidence of the success brought by improved highway design is not far away. In 2012, Klyde Warren Park was constructed over Texas State Spur 366 (Woodall Rodgers Freeway), at the north end of downtown Dallas. Made possible in part by the presence of frontage roads on both sides, the multi-block deck park covers a portion of the large freeway and provides a smooth transition between downtown Dallas and uptown. The tunnel and deck park maintenance costs are the responsibility of the City of Dallas. Since its construction, commercial, residential, and mixed-use developments continue to rise, with the

The I-30 Canyon Project includes a surplus of 14.25 acres of right-of-way that can be reinvested to:

- Encourage development and support job growth
- Build community assets
- Build transportation support infrastructure, such as electric vehicle charging stations
- Connect neighborhoods through park space

The City of Dallas, Dallas County, and Dallas Independent School District will have first priority to purchase right-of-way.

³ <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/freight-mobility/2018/plan.pdf>

⁴ Federal Reserve Bank of Dallas Job Clusters, <https://www.dallasfed.org/research/heart/dallas/>

⁵ Texas A&M Transportation Institute, Urban Mobility Report, <https://mobility.tamu.edu/umr/>



Figure 9 Surplus Right-of-Way Generated by Project



two sides of the freeway increasingly functioning as one cohesive center. **Development and investment in the project area will also be encouraged by right-of-way made available by the I-30 Canyon project: the I-30 Canyon project will result in 14.25 acres of surplus right-of-way that will further fuel the economic opportunity and investment in the project location (Figure 9).** Investment in the immediate area is also encouraged by an **Opportunity Zone** designation through the project limits and Tax Increment Financing (TIF) District designation in the Cedars neighborhood directly south of the project.

Additionally, the [Dallas 360 Plan](#) is a strategic vision plan to guide development in downtown and surrounding neighborhoods developed in a joint effort by the City of Dallas and Downtown Dallas, Inc. As part of this plan, much of the area adjacent to the I-30/I-35E interchange was designated as a corridor of interest to accommodate a future rail station. This plan will benefit public transportation by rebuilding light rail infrastructure serving downtown. The I-30 Canyon project will directly contribute to continued revitalization for Dallas by increasing accessibility into and out of the urban core and bridging the divide between downtown Dallas and points south. This will support more affordable forms of mobility for residents of these historically underserved neighborhoods.

5.4 Climate Change, Resiliency, and the Environment

The I-30 Canyon project transforms the corridor from a barrier against sustainable, resilient transportation infrastructure into a key link unlocking new possibilities for greener, multimodal transportation opportunities in Dallas.

Planning and Policy

The I-30 Canyon project takes steps to meet the goals identified in the [Dallas Comprehensive Environmental and Climate Action Plan \(CECAP\)](#). The project includes vegetation and green infrastructure along the corridor, a new boulevard parallel to the interstate, and restored connections to Dallas' first park: Dallas Heritage Village (**Figure 10**).

Climate Action Plan Recommendations Addressed by the I-30 Canyon Project

- Treat right-of-way as a green infrastructure asset
- Implement the Bicycle Master Plan
- Convert traffic lights and streetlights to LEDs



Figure 10 Green Space Connections Made Possible by Project



These planned components of the project address the CECAP's recommendation to treat right-of-way as a green infrastructure asset. Additionally, the CECAP also recommends directing resources towards implementation of the Bicycle Master Plan, which calls for removal of barriers to cycling such as the major highway crossings addressed in the I-30 Canyon project (see **Section 5.3** for more information). Finally, the CECAP calls for use of energy-efficient devices such as LED streetlights, and TxDOT is committed to meeting the latest technology standards in its improvements to the local street grid.

Project Elements

The I-30 Canyon project is designed to increase capacity and use of non-highway modes for passenger and freight transportation (**Figure 11**).

Figure 11 Multimodal Improvements in the I-30 Canyon Project



Overall, these improvements are expected to result in 500 million fewer vehicle miles driven through 2058. The project design is compatible with plans for potential multi-modal terminal being developed at the western end of the project limits. Where four freight rail tracks currently cross I-30, the crossing will be widened to accommodate six tracks. The I-30 Canyon project includes widening bridges over the interstate to accommodate the construction of a parallel boulevard with bike lanes, and two local grid connections previously severed by the interstate will be restored. Together, these improvements will



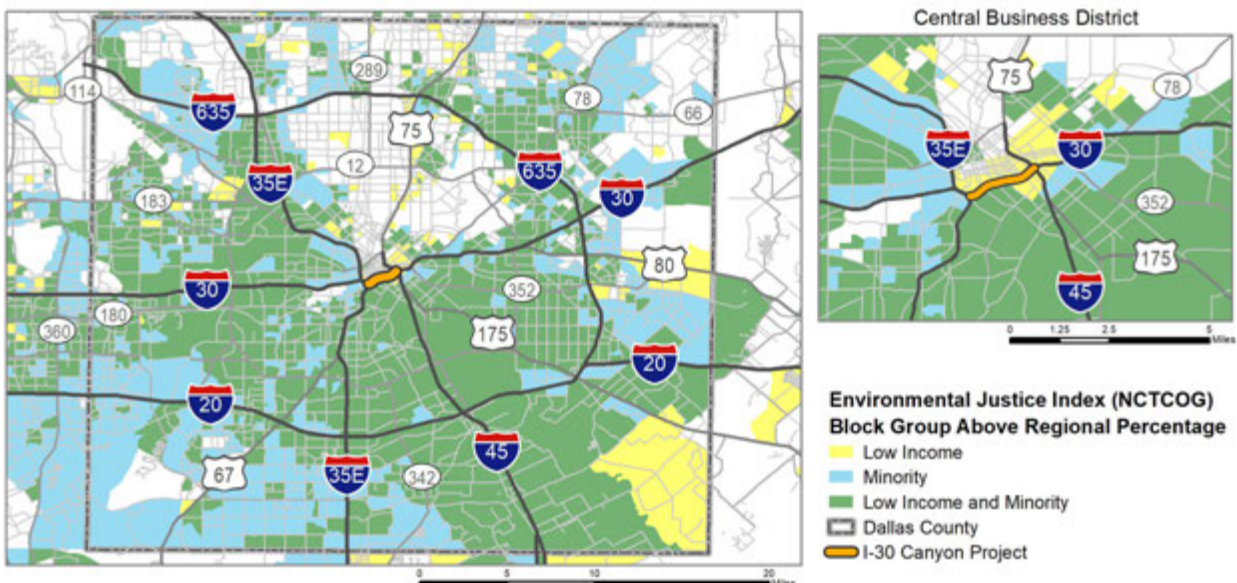
make active transportation safer and more convenient. Additionally, the project is located in a naturally depressed area and is further compressed below ground level. Flooding mitigation designs have been applied alongside local flooding mitigation and resiliency efforts, including the recent completion of the Able Pump Station by the City of Dallas, a project that will mitigate flooding in downtown Dallas.

This project will involve the utilization of Best Management Practices (BMPs) to prevent stormwater runoff that will have a detrimental impact to aquatic life, such as erosion and sediment control measures. Base material for the roadway will be crushed concrete, a recycled material with a lower carbon impact than other alternative materials.

5.5 Equity, Multimodal Options, and Quality of Life

When I-30 was constructed in 1965, it separated the central business district and South Dallas. The local street grid was interrupted, and non-motorized travel became more challenging. NCTCOG's Mobility 2045 Metropolitan Transportation Plan (MTP) found that within Dallas County, low-income and predominantly minority areas have significant overlap, and much of this overlap is present in the southern half of the county (**Figure 12**). Consistent with that finding, the project is located in Census Tracts that are an Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone (see **Section 2** for more information). **Near downtown and the surrounding areas, a socioeconomic divide is visible along the I-30 Canyon corridor.**

Figure 12 Race and Income in the Project Area



The reimagining of the I-30 Canyon was founded on community input (more information on outreach can be found in **Section 7.3**). More than 80 listening sessions and public meetings were conducted through the CityMap process. Subsequently, biweekly meetings were held with the City of Dallas throughout development of the I-30 Canyon schematic to ensure the project would address the needs

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and fit the values of the community. The project was planned and developed following Federal guidance.

While Downtown Dallas has seen much investment and prosperity through the decades, the Cedars neighborhood immediately south of the I-30 Canyon has, until only recently, remained underdeveloped. In 2019, the Cedars had a median household income of under \$29,000, compared to \$68,000 for Downtown Dallas, along with a high poverty rate of 28 percent. Additionally, the light industrial uses that characterize many portions of the neighborhood are far from the highest and best uses for this neighborhood given its centralized location. TIF District and Opportunity Zone designations reflect and support the Cedars neighborhood's strong growth potential.

"This is a worthwhile and deeply necessary project and I commend TXDOT and the City of Dallas for pursuing it in such a thoughtful and inclusive manner. Importantly – for me – I want to thank you for considering the value of public resources such as Dallas Heritage Village into the planning, and for incorporating public parks into the mix. Open, green spaces are essentially to quality of life in Dallas and investing in them is absolutely vital."

-Citizen, Comment Card Submitted at Public Meeting

This I-30 Canyon project was developed with full compliance of relevant Title VI/Civil Rights policies and TxDOT has set a Disadvantaged Business Enterprise goal of 14.4 percent for FHWA-funded contracts.

Project Elements

The I-30 Canyon project will reunite the city's social and economic fabric. Two new connections across the interstate will restore the former local grid: reconnecting Browder Street on both sides of I-30 and a connection from Cadiz Street continuing across the interstate and into the new parkway included in this project. Additionally, the Cesar Chavez crossing is completely redesigned in a simplified configuration with connections to high-occupancy vehicle (HOV) lanes. The remaining street crossings will be improved for better mobility by car, bike, or foot as outlined in **Section 5.1**. These improvements will result in a safer, connected, and more resilient environment for travelers using all modes.

Additionally, the I-30 Canyon project will result in 14.25 acres of surplus right-of-way that will further fuel the economic opportunity and investment in the project location (shown in **Section 5.3**). The City of Dallas, Dallas County, and the Dallas Independent School District will be given the first opportunity to purchase land at fair market value, followed by adjacent property owners. This process was designed to encourage community-based investments in the properties that will directly reinvest in the population already living, working, and traveling in the project area. Investment in the immediate area is also encouraged by Opportunity Zone designation through the project limits and TIF designation in the Cedars neighborhood directly south of the project.

"[The project] will serve as a model for cities country-wide that neglect opportunities to provide greenspace in areas other than the already beautified and developed suburbs. The project also highlights values that should be a priority of all public urban-improvement corporations: compassion, community, and collaboration. The project considers the mobility, property value, and safety of residents in Downtown and the Cedars whose input was absolutely necessary and that hopefully shaped every aspect of the project plan."

-Citizen, Emailed during Public Comment Period



Planning and Policy

These aspects of the I-30 Canyon project grew from the extensive stakeholder input conducted during the CityMAP process as well as project-specific engagement. **Input from CityMAP’s public engagement process found that the community placed the highest value on quality of life and neighborhood character, community and urban streets, and economic development. TxDOT incorporated years of public feedback and biweekly meetings with the City of Dallas to design a project that begins to repair the legacy of the I-30 Canyon from a barrier suppressing economic opportunity into a bridge rekindling an economic engine.**

TxDOT conducted a Community Impacts Assessment (CIA) in May 2020 including an analysis of impacts to the I-30 Canyon Project. The CIA determined that 51 percent of populated census blocks in the area evaluated contain a predominantly minority population. TxDOT evaluated whether changes in travel patterns, community cohesion, displaced businesses, noise and air quality, and cumulative impacts of past infrastructure projects would disproportionately impact these communities. TxDOT found that the project would impact disadvantage communities and non-disadvantaged communities similarly.

Separately, NCTCOG conducted analysis of the roadway and transit projects included in its MTP to determine whether timing or sequencing of projects would deny, reduce, or significantly delay benefits to minority or low-income communities. NCTCOG confirmed that the sequencing presented in the MTP resulted in equitable distribution of benefits.⁶ Further discussion of Title VI compliance is found in **Section 7.1.**

5.6 Innovation Areas

The I-30 Canyon project leverages innovative technology, project delivery, and funding strategies to rise to the transportation challenges of today and the future.

Innovative Technology

The current configuration of the I-30 Canyon includes complex interchanges, a sprawling collector-distributor system, and a mix of left and right exits. The project will align with recent and planned interchange improvements, simplify the path of travel for through traffic, and realign exits to the right. Traffic signals on crossing surface streets dating back to the 1960s will be updated to modern-day standards. Together, **these improvements benefit safety and mobility for today’s traveling public while readying it for autonomous vehicles through a simplified operating environment.**

TxDOT and its partners are not alone in investing in the future of transportation in the project location: the proposed Dallas-North Texas station of the privately funded rail project between Dallas and Houston is anticipated to be located in the Cedars neighborhood to the immediate south and west of the project location. Although the I-30 Canyon project does not financially contribute to the rail project, it will accommodate access to the station and increased future rail activity.

⁶<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Plan/MTP/3-Social-Considerations.pdf>



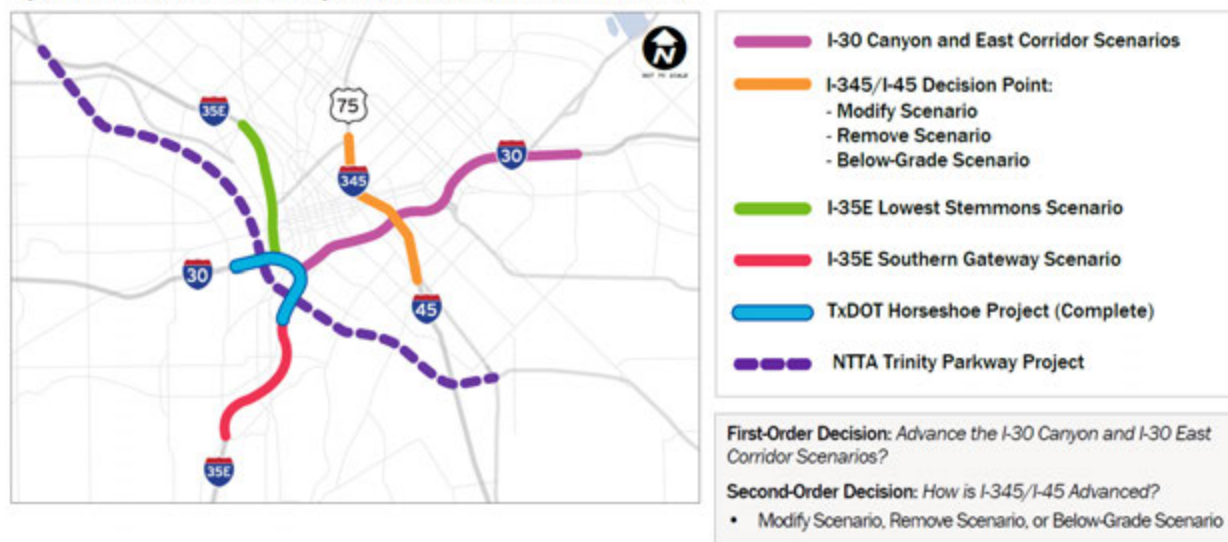
Innovative Project Delivery

The I-30 Canyon project has utilized innovative project delivery approaches from its nascent stages and will continue to do so through procurement.

Scenario Planning. The I-30 Canyon was part of the [Dallas City Center Master Assessment Process](#) (CityMAP) conducted in 2016. CityMAP was a stakeholder-guided, integrated scenario planning effort that examined how alternative scenarios for I-30, I-35E, I-45, and I-345 would impact system performance in and around downtown Dallas (**Figure 13**). TxDOT and its local partners evaluated corridor scenarios as a system and in conversation with the public to identify the best alternatives for future highway redevelopment in the downtown area.

Figure 13 Integrated Scenario Planning from 2016 CityMAP

System Based On I-30 Canyon And East Corridor Scenarios



Cost and Time (A+B) Bidding. TxDOT recognizes that extended construction periods and project delays cost travelers time and money and has developed innovative procurement strategies to consider the comprehensive costs of project delivery. The I-30 Canyon project will be procured using an A+B bidding process that considers both cost and time estimates to minimize the negative impacts of construction on the public. In 2017 and 2018, the TxDOT Dallas District saved more than 1,100 cumulative days and \$19.5 million in roadway user costs through the use of A+B bidding.

Every Day Counts Initiative - Improving DOT and Railroad Coordination. The I-30 Canyon project requires coordination with both Union Pacific and Dallas Area Rapid Transit (DART) for the reconstruction of two rail crossings. As part of the Every Day Counts Initiative, TxDOT has streamlined processes for coordination with railroads, sending construction and maintenance agreements to railroads electronically rather than on paper. This enables railroads to load documents into their agreement management systems more easily and get internal approvals faster. As a result, agreement processing time has dropped from more than 16 weeks to four to six weeks.



Environmental Programmatic Agreements. In 2014, TxDOT became the second state to assume full National Environmental Policy Act (NEPA) assignment authority, and it has become a best practice in streamlining the environmental review process. For example, TxDOT’s average start-to-completion time for Environmental Assessments was reduced from 30 months prior to NEPA assignment to 18 months. NEPA assignment allows TxDOT to have greater control over project planning and scheduling, which allows local governments and stakeholders better access to decision-makers. See **Section 7.3** for additional information on Environmental Permits and Reviews.

Innovative Financing

As noted in **Section 4.3** (Non-Federal Funding Commitments), recent efforts to raise significant state funding sources dedicated to transportation investments have been solidified by two voter-approved sources, Propositions 1 and 7, and action taken by the Texas Legislature to end diversions from the State Highway Fund (SHF). Combined, Proposition 1, Proposition 7, and the end of diversions from the SHF provide stable, dependable sources of state funding to contribute to the construction, maintenance, and operation of the I-30 Canyon project.

Additionally, surplus rights-of-way generated by the project will be offered to public sector partners at fair market value. In the event that parcels are not purchased by the City of Dallas, Dallas County, the Dallas Independent School District, or an adjacent property owner, rights-of-way will be sold to the highest bidder following a two-week advertisement period. The competitive sale of right-of-way will generate revenue for TxDOT to be put toward its project development and construction activities.

6 Benefit-Cost Analysis

Benefit-Cost Analysis

The I-30 Canyon project generates \$532.6 million in total benefits at a real discount rate of seven percent over 30 years, for a benefit-cost ratio of 1.5 (**Table 1** on the following page). This project is focused on delivering improved safety, community cohesion, and economic development to the community, and the quantifiable benefits reflect these objectives. More than 66 percent of the discounted project benefits are accrued from safety improvements, including 17 percent of the total from a reduction in bicycle- and pedestrian-involved crashes. The value of the surplus right-of-way that will be sold to generate new social and economic opportunities in the community makes up 4 percent of total benefits. Additional information on the input values and methodology used to develop the results of the benefit-cost analysis can be found in **Appendix A**. **Appendix B** provides a Benefit-Cost Analysis Excel worksheet.

Figure 14 Project Benefits

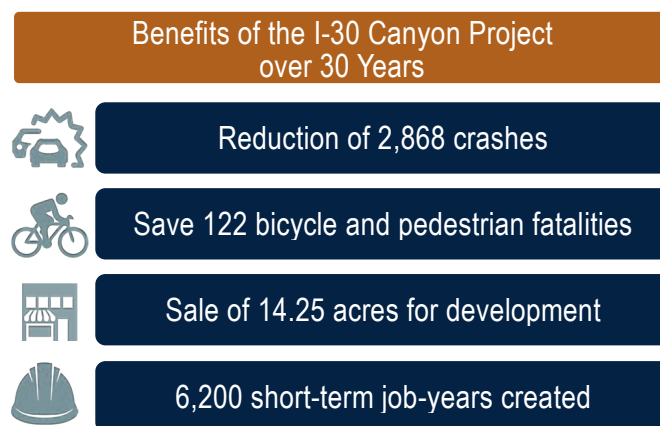




Table 1 Summary of Quantitative Impacts to be Generated by the I-30 Canyon Project, in Millions of 2020 Dollars

Impact Category	Dollars Discounted at 7%
Travel Time Savings	\$100.7
Vehicle Operating Cost Savings	\$50.4
Safety Crash Cost	\$239.6
Bicycle and Pedestrian Safety Benefits	\$91.3
Value of Surplus Right-of-Way	\$22.9
Quality of Life Benefits	\$15.8
Environmental Sustainability	\$0.5
Maintenance & Operation	\$2.8
Residual Asset Value	\$8.6
Total Benefits/Disbenefits	\$532.6
Total Capital Costs	\$363.9
Benefit-Cost Ratio	1.5

Source: Cambridge Systematics, Inc.

Note: Positive monetary values represent savings (benefits), and negative monetary values represent losses (disbenefits).

7 Project Readiness and Environmental Risk

7.1 Technical Feasibility

TxDOT has completed the I-30 Canyon project geometric design schematics (found on the [Project's Public Hearing website](#)) with the final design to be completed through a contract awarded in August 2020. TxDOT environmentally cleared the project in December 2020. The project design criteria adhere to the TxDOT Roadway Design Manual, TxDOT Bridge Design Manual, Texas Manual on Uniform Traffic Control Devices (TMUTCD), and other State and Federally approved design standards. The cost estimate is based on a detailed review of the preliminary design drawings.

Statement of Work

This project will include the following work elements:

- 1 million cubic yards of roadway excavation.
- 500,000 cubic yards of roadway embankment.

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- 325,000 square yards of concrete paving.
- 500,000 square feet of retaining walls.
- 65,000 linear feet of drainage boxes and pipe.
- 520,000 square feet of bridge deck (460,000 square feet of city street bridges, 50,000 square feet of freight rail bridge, and 10,000 square feet of light rail bridge).

“All in all, the idea is wonderful! I look forward to seeing the evolution and the turnout of the IH 30 project! I really hope this project will get started as soon as possible. I cannot wait to be able to utilize it!”
 - Citizen, Emailed during Public Comment Period

Title VI Compliance

Given the project scale and potential implications for surrounding communities, TxDOT conducted the I-30 Canyon public participation process in full consideration of Title VI compliance. This included use of TxDOT’s [Public Involvement Toolkit](#) and [Language Assistance Plan](#). The project design also included full consideration of accessibility improvements as required by the Americans with Disabilities Act.

Early examinations of the demographic characteristics of the neighborhoods surrounding the I-30 Canyon project corridor indicated substantial representation by African American and Hispanic populations. Information for an early bilingual public meeting, held on October 29, 2019, was distributed to these communities of concern using multiple methods. This included the mailing of notices to over 1,200 property owners and other members of the surrounding community, newspaper advertisements, and an online webpage. Mailed notices were written in both English and Spanish and included an audience of community groups and leaders from disadvantaged communities. Newspaper advertisements were placed in the *Dallas Morning News* (general community readership), *Dallas Examiner* (predominantly African American readership), and in Spanish in *Al Día* (predominantly Hispanic readership). Online information was published on a [dedicated webpage](#) on the Dallas District website.

Additionally, in October 2020 a Notice and Opportunity to Comment (NAOC) was initiated as the design schematic and environmental studies were nearing completion. Bilingual information on the NAOC was mailed and emailed to elected officials, property owners affected by the proposed right-of-way, as well as adjacent properties. This included detailed maps and project descriptions. An additional NAOC was sent out to these property owners in February 2021.

7.2 Project Schedule

Figure 15 displays the project schedule if MPDG funds are received.

Figure 15 Project Schedule



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The I-30 Canyon project has received environmental clearance and approved schematics have been posted. All right-of-way has been acquired and utility relocation is ongoing. TxDOT has awarded a contract for the final design, and the project is proceeding through the remainder of the project development process. Given these milestones, TxDOT is confident that MPDG funds will be obligated within the statutory deadline, and the project will begin construction within 18 months of funding obligation.

7.3 Required Approvals

Environmental Permits and Reviews

NEPA Status

The I-30 Canyon project does not have significant impacts on the environment, historical or cultural resources, residential displacements, or other individual or cumulative impacts. The project was [environmentally cleared in December 2020](#).

Reviews, Approvals, and Permits by Other Agencies

TxDOT has determined the need for coordination with the following agencies:

Texas Commission on Environmental Quality (TCEQ). TxDOT will use appropriate erosion and sedimentation controls during construction to control the discharge of pollutants in accordance with the *TCEQ Construction General Permit and Storm Water Pollution Prevention Plan*. After construction, all disturbed areas will be stabilized and re-vegetated according to standard practices for urban areas.

U.S. Army Corps of Engineers (USACE). Drainage from the project location outfalls to USACE sump ponds maintained by the City of Dallas. TxDOT will coordinate with the USACE and the City of Dallas to ensure effective drainage and flood management.

Local Floodplain Managers. The 100-year floodplain is located immediately south of the western project limits. Additionally, the depressed elevation of the natural topography and further compression of the roadway requires additional flooding mitigation measures. Coordination with local floodplain managers is required during design and construction phases to ensure local regulations are followed.

Railroads. The I-30 Canyon project requires a construction and maintenance agreement with Union Pacific Railroad and DART to provide TxDOT license and permission to perform work within the railroad right-of-way. A contractor Right-of-Entry agreement will also be needed between the contractor and the railroad company. TxDOT is scheduled to receive concept approval by Summer 2022. The contractor is anticipated to obtain final approval prior to construction by Summer 2024. Additionally, coordination with DART is required to meet transit service provision requirements throughout construction. TxDOT and DART have agreed upon minimum continuation of service requirements for the duration of construction.

Environmental Studies or Other Documents

Resources reviewed as part of the environmental clearance process consisted of community impacts (regional and community growth; community cohesion; limited English proficiency populations; public facilities and services; rights of way acquisition; easements; displacements and relocations; and Section 4(f) and 6(f) properties); aesthetic considerations; cultural resources; air quality; biological resources;

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water resources; traffic noise; hazardous materials; construction impacts; and airway-highway clearance. **The environmental evaluation confirms no significant impacts are anticipated for this project.**

Discussions with U.S. Department of Transportation Modal Administrations

To ensure proper review and compliance with Federal, State, and local regulations, TxDOT coordinated with FHWA throughout the development of the project, and FHWA has approved the Interstate Access Justification Report (IAJR) developed for the I-30 Canyon project. The project will include continued discussions and coordination with FHWA as part of the procurement, including the review of major project requirements (projects with total costs that are greater than \$500 million). Early coordination on these elements has been conducted with FHWA and is ongoing.

“As a downtown native I believe the I-30 Canyon project is something that must be implemented in our city. The plan is the perfect way to connect downtown with the Cedars Neighborhood. The project would get the community involved and collaborate with each other. Some of the key elements that to me are vital to the project are the deck park, wider freeway, improved streetscape, bike lanes, and wider sidewalks. All of these I believe will truly help the surrounding area to no longer feel separated.”

- Citizen, Emailed during Public Comment Period

Public Involvement

The I-30 Canyon project builds on years of public engagement. The 2016 CityMAP effort conducted by TxDOT and local planning partners incorporated extensive community engagement and integrated scenario planning related to the future of mobility in the city center. This effort included two scenarios for the I-30 Canyon location, including the project presented in this application. Building from this momentum, TxDOT conducted engagement specific to the project in 2019 and 2020. The close cooperation between TxDOT and the City of Dallas has been described in [local news articles](#). TxDOT, NCTCOG, and the City of Dallas have collaborated with community organizations, transit operators, elected officials, nearby venues such as the Farmer’s Market and the Convention Center, railroad companies, and private developers to develop the concept that will advance to construction if funded.

As described in **Section 7.1**, a formal public meeting was held on October 29, 2019 to inform interested persons of the proposed improvements to the I-30 Canyon and to receive comments. Invitations to the public meeting were sent to adjacent property owners as well as owners of properties in nearby areas to increase project awareness within the larger community. A total of 205 people attended the public meeting, including five elected officials or their representatives; 141 members of the community; and a total of 59 representatives of TxDOT and its consultant team, and the City of Dallas. The feedback from the attendees and from comments received since the public meeting has been almost entirely positive. An additional Notice and Opportunity to Comment in the form of a letter notice was sent to adjacent and affected property owners in February 2021.

State and Local Approvals and Planning

The I-30 Canyon project has received the necessary State and local approvals to advance into the next stage of project development. The NCTCOG included the I-30 Canyon project in its Mobility 2045 MTP and its FY2021-2024 Transportation Improvement Program (TIP) adopted on June 11, 2020.^{7,8} The TIP

⁷ <https://www.nctcog.org/trans/plan/mtp/2045>

⁸ <https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/Chapter-7-REVISED-02222021.pdf>



has been incorporated into the Statewide Transportation Improvement Program (STIP) for FY2021-2024.⁹ The project was also included in the 2018 Texas Freight Mobility Plan’s unconstrained Freight Investment Plan (FIP, Appendix B).¹⁰ The I-30 Canyon project is also listed in TxDOT’s Unified Transportation Program (UTP), which serves as the 10-year planning guide and identifies projects and programs that are planned to be constructed and/or developed within the first 10 years of the 24-year Statewide Long-Range Transportation Plan.¹¹

“I know this is a dramatic departure from the plan released earlier, and I appreciate seeing the neighborhood’s input taken into account for this redesign. We look forward to continuing the work to make our location adjacent to IH 30 an asset rather than a liability.”

-Citizen, Emailed during Public Comment Period

Federal Transportation Requirements Affecting State and Local Planning

The I-30 Canyon project is included in the [STIP](#) (project 0009-11-254), in the NCTCOG [TIP](#) and [TIP modification](#) (project 0009-11-254), in the [MTP](#) (project 28.60.1), in the [UTP](#) (project 0009-11-254), and in the [statewide freight plan](#) (project 0009-11-181). TxDOT and NCTCOG will update specific funding amounts and sources in these documents if awarded.

7.4 Assessment of Project Risks and Mitigation Strategies

TxDOT has completed an assessment of project risks. Mitigation strategies to address those risks will continue throughout the project development process. The most significant risks and mitigation strategies are summarized in **Table 2**.

Table 2 Project Risks and Mitigation Strategies

Project Risk	Mitigation Strategy
Project Funding	TxDOT has a consistent track record of honoring funding commitments and utilizing innovative funding strategies to meet transportation needs. If additional funds are needed for the roadway, bridge and freight portions of the project, TxDOT will work to secure additional funding through Proposition 1 and 7 funding sources. Funding for the deck cap substructures will be removed from the construction scope if full federal grant funding is not awarded. TxDOT’s long-range revenue forecast was last updated in September 2021 and reflects the anticipated impacts of the COVID-19 pandemic on revenue streams.
Railroad Coordination	TxDOT has held monthly meetings with Union Pacific (27 as of the drafting of this application). TxDOT and Union Pacific have successfully fostered an ongoing dialogue to address concerns with the project and confirm that the project will support freight mobility. TxDOT anticipates receiving concept approval by Summer 2022 and final approval prior to construction in Summer 2024.

⁹ <https://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>

¹⁰ <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/freight-mobility/2018/appendices.pdf>, listed under previous project number 0009-11-181.

¹¹ <https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>



Project Risk	Mitigation Strategy
Utilities – Conflicts (new and/or unidentified)	Since Fall 2020, TxDOT staff have conducted over 80 meetings with utility providers to discuss relocation, develop location plans, and agree upon staging and scheduling. TxDOT will continue to meet as often as needed with utility providers until all necessary utility relocations have taken place.

8 Statutory Requirements

The I-30 Canyon project is considered a Large Project under INFRA and is also submitted for Mega consideration under the MPDG program requirements. As such, this project meets the criteria list in the Notice of Funding Opportunity as shown in **Table 3**.

Table 3 Large Project Requirements

Large Project Requirement	I-30 Canyon Project Features
1. The project generates national and regional economic, mobility, and safety benefits.	The I-30 corridor is part of the Primary Highway Freight System and connects the nation’s fourth-largest metropolitan area to key freight hubs in Memphis and beyond to the East Coast. At the regional scale, the project improves accessibility by all modes between Dallas’s economic engine and its neighborhoods. The surplus right-of-way also opens up 14.25 acres for new development while delivering a safe and modernized highway design. Specific benefits are documented throughout Requirement 3 below.
2. The project is cost effective.	The I-30 Canyon project has a benefit-cost ratio of 1.5. Additionally, the project is expected to deliver additional economic benefits not included in the benefit-cost ratio from increased property values near the project location, as demonstrated by two recent, similar projects bordering downtown Dallas: Klyde Warren Park and the Southern Gateway.
3. The I-30 Canyon project contributes to the accomplishment of all seven goals described in 23 U.S.C. §150.	<p>Safety: The I-30 Canyon project is expected to decrease fatalities, injuries, and property damage crashes by 14 percent through 2058. Crash reduction benefits are 62 percent of quantifiable project benefits. 45 percent of total benefits accrue to auto and truck users, and 17 percent of total benefits are to bicycle and pedestrian users.</p> <p>Infrastructure Condition: Completed in the 1960s, the I-30 Canyon fails to adequately handle current and future traffic volumes and has reached the end of its useful life. The new project will upgrade the entire I-30 Canyon up to TxDOT-compliant design standards while also freeing up surplus right-of-way through a less obtrusive design. Additionally, the project will save TxDOT nearly \$13.7 million over a 30-year period as a result of reduced preventative maintenance needs. Plans to address lifecycle costs of the I-30 Canyon project are discussed in Section 5.2.</p>



Large Project Requirement	I-30 Canyon Project Features
	<p>Congestion Reduction: Upgraded capacity and design standards along the I-30 Canyon, currently the 13th most congested roadway in Texas, are expected to reduce AM peak period travel times by 44 percent and PM peak period travel times by 29 percent. In addition, the number of turning/intersection movements within the I-30 Canyon experiencing Level of Service F conditions by 2045 is expected to decline by 48 percent during the AM peak period and by 27 percent during the PM peak period.</p>
	<p>System Reliability: The project's added capacity will increase efficiency and reliability for east-west travel, accommodating growing demand and alleviating bottlenecks that affect both freight and passenger vehicles. In addition, restoring the grid network and adding new bridged street crossings over I-30 increases system redundancy and allows for alternative routes to boost reliability for all modes.</p>
	<p>Freight and Economic Vitality: Increased capacity, reduced bottlenecks, and the elimination of insufficient vertical clearances for overpasses along this important link in the National Highway Freight Network are necessary to accommodate projected growth in truck traffic. Expanding the existing rail bridge from four tracks to accommodate six tracks will reduce freight train bottlenecks. The improved design of the I-30 Canyon will also help spur economic growth in the Cedars neighborhood.</p>
	<p>Environmental Sustainability: The project will positively contribute to multiple components of environmental sustainability. The overall smaller footprint of the I-30 Canyon and opportunities for a series of new deck parks will increase open space, while flood mitigations will reduce impermeable surface runoff. TxDOT uses recycled asphalt when available, and recycled materials will be used for this project if available at the time of construction. Concrete removed from the project location will be recycled for use in future projects.</p>
	<p>Reduced Project Delivery Delays: The I-30 Canyon project will be procured using an A+B bidding process that considers both cost and time estimates to minimize the negative impacts of construction on the public. In 2017 and 2018, the TxDOT Dallas District saved more than 1,100 cumulative days and \$19.5 million in roadway user costs through the use of A+B bidding. See Section 5.6 for more information on TxDOT's methods to reduce project delivery delays.</p>



Large Project Requirement	I-30 Canyon Project Features
<p>4. The Project is Based on the Results of Preliminary Engineering</p>	<p>TxDOT has completed preliminary engineering for the I-30 Canyon. Project geometric design schematics are available on the project's Public Hearing website, and TxDOT environmentally cleared the project in December 2020. A contract for final design was awarded in August 2020. The project design criteria adhere to the TxDOT Roadway Design Manual, TxDOT Bridge Design Manual, Texas Manual on Uniform Traffic Control Devices (TMUTCD), and other State and Federally approved design standards.</p>
<p>5. The Project has One or More Stable and Dependable Non-Federal Funding Sources</p>	<p>The I-30 Canyon project has \$451.5 million in committed funds, which is 83 percent of the total construction cost. Of the committed funding, \$216.8 million represents non-Federal financial commitments to construct the project derived from several stable State revenue sources, as outlined in Section 4.3, including State Motor Fuel Tax, State Vehicle Registration Fees, and Propositions 1 and 7 funding. TxDOT reserves a project contingency of 4 percent to account for unknowns and detailed items that are difficult to estimate specifically at the current stage of project development.</p>
<p>6. The Project Cannot Be Completed Easily or Efficiently without Federal Funding</p>	<p>Federal funds are critical to leveraging the State funds committed to this project. If Federal funding, including the MPDG, were not available to support the I-30 Canyon project, the construction letting date could be delayed by up to five years, causing an increase in total project costs and delay in providing the project's full spectrum of community reconnection and economic benefits. As an example, estimated construction costs for the I-30 Canyon project increased by \$24 million due to inflation since last year. In addition, TxDOT will be unable to construct the deck cap foundations (\$22 million) without dedicated federal grant funding.</p>
<p>7. The Project is Expected to Begin Construction within 18 Months from Obligation; and Will Have sufficient Capacity to Carry out the Project</p>	<p>The project schedule and committed funding of \$451.5 million ensure that the project is reasonably expected to begin construction within 18 months after the date of the obligation of funds. Right-of-way acquisition has been completed, engineering will be complete in Summer 2022 and utility relocation will be complete by the end of 2023. As described in Section 7, TxDOT has undertaken other similar projects and has sufficient legal, financial, and technical capacity to carry out the project as scoped.</p>