<table>
<thead>
<tr>
<th>Basic Project Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What is the Project Name?</strong></td>
</tr>
<tr>
<td><strong>Who is the Project Sponsor?</strong></td>
</tr>
<tr>
<td><strong>Was an INFRA application for this project submitted previously? (if Yes, please include title)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INFRA Request Amount</strong></td>
</tr>
<tr>
<td><strong>Estimated Federal Funding (excluding INFRA)</strong></td>
</tr>
<tr>
<td><strong>Estimated Non-Federal Funding</strong></td>
</tr>
<tr>
<td><strong>Future Eligible Project Cost (Sum of three previous rows)</strong></td>
</tr>
<tr>
<td><strong>Previously Incurred Project Costs (if applicable)</strong></td>
</tr>
<tr>
<td><strong>Total Project Cost (Sum of ‘previous incurred’ and ‘future eligible’)</strong></td>
</tr>
<tr>
<td><strong>Are matching funds restricted to a specific project component? If so, which one?</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?</strong></td>
</tr>
<tr>
<td><strong>Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?</strong></td>
</tr>
<tr>
<td><strong>Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?</strong></td>
</tr>
<tr>
<td><strong>Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State(s) in which project is located.</strong></td>
</tr>
<tr>
<td><strong>Small or large project</strong></td>
</tr>
<tr>
<td><strong>Urbanized Area in which project is located, if applicable.</strong></td>
</tr>
<tr>
<td><strong>Population of Urbanized Area (according to 2010 Census).</strong></td>
</tr>
<tr>
<td><strong>Is the project located (entirely or partially) in Federally designated community development zones?</strong></td>
</tr>
<tr>
<td><strong>Is the project currently programmed in the TIP?</strong></td>
</tr>
<tr>
<td><strong>Is the project currently programmed in the STIP?</strong></td>
</tr>
<tr>
<td><strong>Is the project currently programmed in the MPO Long Range Transportation Plan?</strong></td>
</tr>
<tr>
<td><strong>Is the project currently programmed in the State Long Range Transportation Plan?</strong></td>
</tr>
<tr>
<td><strong>Is the project currently programmed in the State Freight Plan?</strong></td>
</tr>
</tbody>
</table>
# Table of Contents

1. Project Description ........................................................................................................ 1
2. Project Location ............................................................................................................. 4
3. Project Parties ................................................................................................................ 5
4. Grant Funds, Sources, and Uses of All Project Funds .............................................. 6
   4.1 Previously Incurred Expenses .............................................................................. 6
   4.2 Future Eligible Costs ......................................................................................... 6
   4.3 Project Funding Sources ..................................................................................... 6
      Non-Federal Funding Commitments ..................................................................... 6
      Non-Federal Funding Match for Federal Funds .................................................. 7
   4.4 Project Budget by Funding Source ...................................................................... 7
   4.5 Contingency Reserves ....................................................................................... 7
   4.6 Effect on $600 Million Maximum ....................................................................... 7
5. Merit Criteria .................................................................................................................. 8
   5.1 Support for National and Regional Economic Vitality ....................................... 8
      National Economic Significance: Mobility on Major Corridors ...................... 8
      Regional Significance: New Economic Opportunities .................................. 9
      Benefit-Cost Analysis ....................................................................................... 10
   5.2 Climate Change and Environmental Justice Impacts ......................................... 11
      Planning and Policy ......................................................................................... 11
   5.3 Racial Equity and Barriers to Opportunity ......................................................... 12
      Project Elements ............................................................................................... 13
      Planning and Policy ......................................................................................... 14
   5.4 Leveraging of Federal Funding .......................................................................... 15
   5.5 Potential for Innovation ...................................................................................... 16
      Innovative Technology ....................................................................................... 16
      Innovative Project Delivery .............................................................................. 17
      Innovative Funding ......................................................................................... 18
   5.6 Performance and Accountability .......................................................................... 18
      Plan to Address the Full Lifecycle Costs ......................................................... 18
      Accountability Measure ................................................................................... 19
6. Project Readiness .......................................................................................................... 19
   6.1 Technical Feasibility ........................................................................................... 19
   6.2 Project Schedule .................................................................................................. 19
   6.3 Required Approvals ............................................................................................ 20
      Environmental Permits and Reviews ............................................................... 20
      State and Local Approvals and Planning ...................................................... 22
Federal Transportation Requirements Affecting State and Local Planning .......... 22
6.4 Assessment of Project Risks and Mitigation Strategies ........................................ 22
7 Large Project Requirements .......................................................................................... 23

Appendix A: Benefit-Cost Memorandum
Appendix B: Benefit-Cost Workbook
Appendix C: Letters of Support
Appendix D: High Resolution Project Maps
Appendix E: Documentation of Non-Federal Funding

List of Tables

Table 1 Summary of Quantitative Impacts to be Generated by the I-30 Canyon Project, in Millions of 2019 Dollars ................................................................. 11
Table 2 Project Risks and Mitigation Strategies ............................................................... 23
Table 3 Large Project Requirements ............................................................................ 23

List of Figures

Figure 1 Overview of the I-30 Canyon Project ................................................................. 1
Figure 2 Key Features of the I-30 Canyon Project ........................................................... 2
Figure 3 Significant Adjacent Projects ........................................................................ 4
Figure 4 I-30 Project Location ....................................................................................... 5
Figure 5 I-30 Canyon Project Budget Uses ................................................................. 6
Figure 6 Project Budget Sources ................................................................................ 6
Figure 7 I-30 Canyon Budget and Funding Source Share ........................................... 7
Figure 8 Surplus Right-of-Way Generated by Project ............................................... 9
Figure 9 Project Benefits ............................................................................................. 10
Figure 10 Green Space Connections Made Possible by Project ................................ 12
Figure 11 Multimodal Improvements in the I-30 Canyon Project ............................. 13
Figure 12 Race and Income in the Project Area ......................................................... 14
Figure 13 Project Funding by Source ......................................................................... 15
Figure 14 Integrated Scenario Planning from 2016 CityMAP .................................... 17
Figure 15 Climate Variables with Potential Asset Impacts ........................................ 19
Figure 16 Project Schedule ......................................................................................... 20
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 restitch long-severed communities, facilitate multimodal connectivity, and spur economic growth in an Opportunity Zone. TxDOT is requesting $146.0 million of Infrastructure for Rebuilding America (INFRA) grant funding to bolster the $418.7 million of committed funding for the project shown in Figure 1.

“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

Nested 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 effectively severed 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. While the CBD and areas north of I-30 have enjoyed decades of growth and dense commercial development, the area south of I-30 has struggled to thrive, with a fragmented mix of underutilized and underdeveloped parcels, falling far short of the potential that its centralized location would support.

Figure 1  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. 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 challenging for drivers, and includes left-lane exit and entrance ramps, which increases crash risks. 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. The current facility also has a large and obtrusive footprint that significantly separates Downtown Dallas from the Cedars neighborhood and points south.

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 and transform the corridor into a community asset. Key features of the I-30 Canyon project are described in Figure 2.

**Figure 2  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 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. The remaining street crossings will be improved for better mobility by car, bike, or foot including: Hotel, Lamar, Griffin, Akard, Ervay, Harwood, and Good Latimer Expressway. Renewed connections between southside neighborhoods and the Dallas CBD will help to attract residential, commercial, and job growth in the Cedars neighborhood and other South Dallas communities. These improvements also accommodate future conversion of one-way couplets to two-way boulevards.

2. **Complete Streets with Multimodal Accommodations**
   In partnership with the City of Dallas, the I-30 bridge crossings incorporate Complete Streets designs that offer pedestrian and cycling linkages, improving neighborhood character and connections to the Farmers Market, Heritage Village (Old City Park), Convention Center, and the Cedars neighborhood. Similarly, the project creates space for a human-scale parkway parallel to I-30 with areas of potential redevelopment on both sides to better serve the community.
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. Additionally, the further compression of I-30 provides an opportunity for up to four deck parks above the interstate connecting downtown to South Dallas, subject to local funding. As envisioned by the City of Dallas, the decks could include a mix of park space and developable properties to deliver community assets, restore a connection to Old City Park, and extend the city’s economic engine to communities previously left behind.

4. Rail Connections
An existing freight and passenger rail bridge over the I-30 Canyon serving Union Pacific, BNSF Railway, Amtrak, and the Trinity Railway Express (TRE) currently has four tracks. The I-30 Canyon project will replace this bridge and provide an additional fifth track, opening the door for increased rail traffic and reliability. The project will also rebuild a critical light rail crossing on the Dallas Area Rapid Transit (DART) system and enhance access to existing light rail stations at the Convention Center and Cedars. Additionally, the project is designed to provide connectivity to the privately-funded Texas Central Railway high-speed rail station at the western end of the project limits.

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 and more efficient roadway. The project includes removing the collector-distributor system, adding mainlane capacity and discontinuous frontage roads, reconfiguring the Cesar Chavez interchange to a simple diamond interchange with connections to I-30, and other changes that simplify ramps and access to downtown. Looking to the future, the simplified design is suitable for autonomous vehicle operations through its modernized path, ramp placements, and design standards.

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

The approved schematic and four flyover videos are available under “Download” on the project website.

---

1 The deck parks are not included in the cost of I-30 Canyon project, but could be made feasible for local and/or private funding and implementation similar to Klyde Warren Park over the Woodall Rodgers Freeway in downtown Dallas.
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 (Figure 3). 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. The 2005 Project Pegasus resulted in schematic approvals and an approved environmental assessment, as well as the construction of the I-30/I-35E Horseshoe Project at the I-30 Canyon’s western limits. In 2016, TxDOT, NCTCOG, and the City of Dallas completed the Dallas City Center Master Assessment Process (CityMAP) which assessed the future 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.

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 and bisects a federally-designated Opportunity Zone. 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 (Figure 4). With approximately 68,000 diversified jobs in its central business district and a rapidly growing tech sector, Dallas is a major economic center of the United States. With a rapidly growing population of over 7.5 million, the Dallas-Fort Worth metroplex is the fourth largest metropolitan region in the United States.

At a community scale, the I-30 Canyon runs adjacent to many important civic and public spaces. These include the Kay Bailey Hutchinson Convention Center, Dallas City Hall, Dallas Farmer’s Market, and Dallas Heritage Village (formerly known as Old City Park). In addition, several new developments are planned in neighborhoods both south and north of the I-30 Canyon, including a high-speed rail station at the western end of the project limits, the Newpark One mixed-used development north of the project area, and the SoGood mixed-used development on the eastern end.

Several railroads also converge on the project location, crossing the I-30 Canyon at two locations. One crossing is primarily used by freight railroads (Union Pacific and BNSF Railways), the Trinity Railway
THE I-30 CANYON:  

Express (TRE), and Amtrak. The second crossing connects the DART light rail system blue and red lines to South Dallas. DART operates the nation’s longest light rail system, and this bridge is a critical access point to reach service areas in South Dallas.

Figure 4    I-30 Project Location

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 Yvonne Davis
- 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 INFRA grant.

4.2 Future Eligible Costs

The future eligible cost of the I-30 Canyon project is $564.7 million. The project costs include construction, engineering, right-of-way, and utility relocations, all deemed as future eligible costs under this funding program. Figure 5 shows a budget with each category of eligible costs. TxDOT intends to use INFRA 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 6, the INFRA funding represents 26 percent of the total eligible project costs. The State funding commitment represents 37 percent of the total eligible project costs and non-INFRA Federal funding sources represent 37 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;
- Proposition 1 funds; and
- Proposition 7 funds.
Non-Federal Funding Match for Federal Funds

Federal funding to be used for future eligible project costs will require a non-Federal funding match. State funding sources such as the Motor Vehicle Fuels Tax, the State Vehicle Registration Fees, and Propositions 1 and 7 will be leveraged as the match for all Federal funds associated with the I-30 Canyon project. More details on the history and stability of these funds are discussed in Section 5.4.

4.4 Project Budget by Funding Source

A budget depicting each category of eligible cost and planned funding sources and their corresponding share of each major construction activity is depicted in Figure 7.

![Figure 7 I-30 Canyon Budget and Funding Source Share](image)

**Figure 7 I-30 Canyon Budget and Funding Source Share**

<table>
<thead>
<tr>
<th>Category</th>
<th>INFRA</th>
<th>Other Federal</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$146,000,000</td>
<td>-</td>
<td>$175,000,000</td>
</tr>
<tr>
<td>Engineering</td>
<td>-</td>
<td>-</td>
<td>$25,600,000</td>
</tr>
<tr>
<td>Right of Way</td>
<td>-</td>
<td>$10,580,000</td>
<td>$2,640,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>-</td>
<td>$23,920,000</td>
<td>$5,980,000</td>
</tr>
</tbody>
</table>

4.5 Contingency Reserves

Despite the strong funding plan that demonstrates State funding support totaling 37 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 two percent ($11.3 million) in the cost estimate to account for unknowns and detailed items that are difficult to estimate specifically 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 $600 Million Maximum

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

5.1 Support for National and Regional Economic Vitality

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 million, a 56 percent increase from 2010. 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

The centralized location of the I-30 Canyon has significant implications both for the movement of goods and people. 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, consisting of secondary and warehouse distribution traffic, minerals, chemicals, and additional goods, is expected to especially concentrate in the state’s major urban centers, including the Dallas-Fort Worth region. Between 2010 and 2017, transportation and logistics employment in the Dallas area increased by 62 percent, the largest increase of any industry. Freight benefits make up 25 percent of the quantifiable benefits to motorized roadway users of the I-30 Canyon project and 15 percent of the total project benefits.

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. While increased congestion is inevitable in the future, the I-30 Canyon project will greatly assist to alleviate it through increased traffic flow, reduced bottlenecks, and the complete elimination of substandard designs and insufficient overpass bridge heights.

---

2 Total Gross Domestic Product for Dallas-Fort Worth-Arlington, TX (MSA), https://fred.stlouisfed.org/series/NGMP19100
5 Texas A&M Transportation Institute, Urban Mobility Report, https://mobility.tamu.edu/umr/
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 Complete Streets, and frontage roads – will better connect the two neighborhoods, and diminish the isolated and sectioned-off feel of 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 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 8). 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.

Figure 8 Surplus Right-of-Way Generated by 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 high speed rail station. In the upcoming decades, economic growth will continue to cluster in urbanized, multimodal transit-friendly locations. The I-30 Canyon project will directly contribute to this continued realization for Dallas by increasing vehicular accessibility into and out of the urban core and bridging the divide between Downtown Dallas and points south.

**Benefit-Cost Analysis**

The I-30 Canyon project generates $570.5 million in total benefits at a real discount rate of seven percent over 20 years, for a benefit-cost ratio of 1.7 (Table 1). 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 40 percent of the discounted project benefits are accrued from safety improvements, including 11 percent of the total from 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 18 percent of total benefits.

When comparing the savings from reduced travel time, increased reliability, reduced vehicle operating costs, crash savings, and environmental benefits across automobiles and freight vehicles, freight vehicles accrue 25 percent of benefits to motorized uses ($85.9 million out of $344.0 million) and 15 percent of total benefits ($85.9 million out of $570.5 million). 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 fully interactive Benefit-Cost Analysis Excel worksheet.

---

“[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
Table 1  Summary of Quantitative Impacts to be Generated by the I-30 Canyon Project, in Millions of 2019 Dollars

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Dollars Discounted at 7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time Savings</td>
<td>$75.2</td>
</tr>
<tr>
<td>Vehicle Operating Cost Savings</td>
<td>$35.0</td>
</tr>
<tr>
<td>Safety Crash Cost</td>
<td>$173.0</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Safety Benefits</td>
<td>$65.6</td>
</tr>
<tr>
<td>Value of Surplus Right-of-Way</td>
<td>$101.6</td>
</tr>
<tr>
<td>Value of Freight Travel Time Reliability</td>
<td>$60.6</td>
</tr>
<tr>
<td>Quality of Life Benefits</td>
<td>$24.3</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>$0.1</td>
</tr>
<tr>
<td>Maintenance &amp; Operation</td>
<td>$2.2</td>
</tr>
<tr>
<td>Residual Asset Value</td>
<td>$33.0</td>
</tr>
<tr>
<td><strong>Total Benefits/Disbenefits</strong></td>
<td><strong>$570.5</strong></td>
</tr>
<tr>
<td><strong>Total Capital Costs</strong></td>
<td><strong>$345.2</strong></td>
</tr>
<tr>
<td><strong>Benefit-Cost Ratio</strong></td>
<td><strong>1.7</strong></td>
</tr>
</tbody>
</table>

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

5.2 Climate Change and Environmental Justice Impacts

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 repair the climate change and Environmental Justice (EJ) legacy of the Interstate Highway System and 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). 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.

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

---

8 No specific projects are identified in the Dallas CECAP.
project (see Section 5.2.2). 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.

The reimagining of the I-30 Canyon was founded on community input. 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 and fit the values of the community. The project was planned and developed following Federal guidance for EJ considerations. The EJ evaluations conducted during project development found that the project equally impacted EJ and non-EJ communities, and displacements are limited to two commercial uses not primarily serving EJ communities.

**Figure 10  Green Space Connections Made Possible by Project**

**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). The project design is compatible with plans for the high-speed rail terminal being developed by Texas Central Rail at the western end of the project limits. Where four freight rail tracks currently cross I-30, the crossing will be widened to accommodate a fifth. The I-30 Canyon project includes widening bridges over the interstate to accommodate the city’s Complete Streets guidance, construction of 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.
5.3 Racial Equity and Barriers to Opportunity

When I-30 was constructed in 1965, it created a barrier between the central business district and South Dallas. The local street grid was interrupted, and non-motorized travel became more challenging. While Dallas is a vibrant and diverse city, segregation along interstate lines drawn decades ago persists today. 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). Near Downtown and the surrounding areas, a socioeconomic divide is visible along the I-30 Canyon corridor.

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, isolated, and somewhat excluded from the city’s economic growth. 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.

"The inequity in this area is great, like many parts of the city. This inequity is caused by many factors, as well as the [initial] creation of the IH 30 “canyon” in that area. I believe that much of the problem does lie in the separation the highway creates in this area. Addressing this issue will surely benefit the area."

- Citizen, Emailed during Public Comment Period
Project Elements

The I-30 Canyon project will be a significant step in reuniting 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. 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 (Figure 8). The City of Dallas, Dallas County, and Dallas Independent School District will be given the first opportunity to purchase land at fair market value, followed by adjacent property owners. Remaining right-of-way will be sold to the highest bidder. 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.

"As a downtown native I believe the IH 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
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 analysis of racial equity impacts of 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 EJ communities and non-EJ 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.7

5.4 Leveraging of Federal Funding

The I-30 Canyon project is requesting $146.0 million in INFRA funding to leverage $418.7 million of committed funding. The project will be funded with $209.2 million of state funding (37 percent of project costs) and $209.5 million of other federal funding available to TxDOT (37 percent of project costs, Figure 13). INFRA funds would represent 26 percent of the project cost. Should TxDOT be awarded INFRA funds, the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and Unified Transportation Program (UTP) will be updated to reflect the funding ratios outlined here.

The I-30 Canyon project benefits from the revenue from two voter-approved sources, Propositions 1 and 7. The State Highway Fund (SHF), together with Proposition 1 and Proposition 7, provide stable, dependable sources of funding to contribute to the construction, maintenance, and operation of the I-30

---

7 See “Project Prioritization: Environmental Justice Methodology and Results” in Chapter 3 of the MTP: https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Plan/MTP/3-Social-Considerations.pdf
Canyon project. The total estimated 10-year revenue (FY2021-2030) available for new and existing projects from the three sources is $55.9 billion.⁸

In November 2014, 80 percent of Texas voters approved Proposition 1, which authorized a constitutional amendment for transportation funding, guaranteeing half of the existing oil and natural gas production taxes to the SHF. The funds may be used for “constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.”

In November 2015, 83 percent of Texas voters approved Proposition 7, which authorized another constitutional amendment for transportation funding. Under the amendment, which began in 2018, a portion of sales and use tax revenue is dedicated to the SHF, as long as overall sales and use tax receipts meet a defined benchmark. In addition, beginning in 2020, a percentage of revenue growth from taxes on motor vehicle sales and rentals is directed to the SHF. Like the funds under Proposition 1, the revenues earned under Proposition 7 may be used for non-tolled public roadways or to pay debt service on certain general obligation bonds.

5.5 Potential for Innovation

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. Together, these improvements improve 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 Dallas-North Texas station of the privately-funded Texas Central high-speed rail project between Dallas and Houston will 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 high-speed rail project, it will accommodate access to the station and increased future rail activity.

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 14). 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 14 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 will require coordination with both Union Pacific and 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. The Categorical Exclusion (CE) was performed entirely by TxDOT staff and consultants. See Section 6.3 for additional information on Environmental Permits and Reviews.

Innovative Funding

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 right-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, Dallas Independent School District, or an adjacent property owner, right-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.

5.6 Performance and Accountability

Plan to Address the Full Lifecycle Costs

The I-30 Canyon project estimated lifecycle costs total $345.2 million at a real discount rate of seven percent over 20 years. 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. TxDOT’s FY 2020 to 2021 Legislative Appropriations 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.

TxDOT submitted to FHWA in April 2019 the Texas Transportation Asset Management Plan (TAMP). 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 plan 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 15). 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.
Accountability Measure

TxDOT will condition $10 million of INFRA funding based on a construction start date in Summer 2024 and a construction completion date in Summer 2028.

6 Project Readiness

6.1 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, which includes engineering, construction, right of way, and utility relocation costs, is based on a detailed review of the preliminary design drawings.

6.2 Project Schedule

The I-30 Canyon project has received environmental clearance and approved schematics have been posted. TxDOT has awarded a contract for the final design, and the project is ready to proceed through the remainder of the project development process. Given these milestones, TxDOT is confident that INFRA funds will be obligated within the statutory deadline, and the project will begin construction within 18 months of funding obligation. Figure 16 displays the project schedule if INFRA funds are received. TxDOT has committed to construction start and end dates as the accountability measure for this project.

“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
6.3 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, and it was approved to be evaluated as an Open Ended (d) Categorical Exclusion (CE) in January 2020. 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:

TxDOT Right of Way Acquisition and Relocation Assistance Program. The CE classification request found a total of 2.5 acres of proposed right of way would be required, resulting in 2 non-residential displacements. Acquisition and relocation assistance would be coordinated in accordance with the TxDOT Right of Way Acquisition and Relocation Assistance Program. Right of way possession, anticipated by late 2021, is needed prior to project construction.

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.
Utilities. This project required the relocation of several major utilities. TxDOT and its contractor will obtain utility agreements prior to utility relocations by December 2023. Ongoing coordination with utility companies concerning potential contamination during underground utility adjustments may be required.

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 d-list CE evaluation and environmental clearance process consisted of community impacts (regional and community growth; community cohesion; limited English proficiency populations; environmental justice communities; 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; water resources; traffic noise; hazardous materials; construction impacts; and airway-highway clearance. The CE 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.

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, engagement specific to the project was conducted. 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 like Coalition for a New Dallas, 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.

“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
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. The public meeting included a formal presentation of the history of project development and proposed design features. The City of Dallas participated in presenting its plans to construct and maintain deck plazas over several sections of the I-30 Canyon once transportation improvements are completed. The public meeting was attended by 205 people including the following: 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. The TIP has been incorporated into the Statewide Transportation Improvement Program (STIP) for FY2021-2024. The project was also included in the 2018 Texas Freight Mobility Plan’s unconstrained Freight Investment Plan (FIP, Appendix B). The I-30 Canyon project is also listed in the 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.

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.

6.4 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.

---

9 https://www.nctcog.org/trans/plan/mtp/2045
13 https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html
Table 2  Project Risks and Mitigation Strategies

<table>
<thead>
<tr>
<th>Project Risk</th>
<th>Mitigation Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Funding</td>
<td>TxDOT has a consistent track record of honoring funding commitments and utilizing innovative funding strategies to meet transportation needs. If additional funds are needed, TxDOT will work to secure additional funding through Proposition 1 and 7 funding sources and/or segment the project in phases. TxDOT’s long-range revenue forecast was last updated in September 2020 and reflects the anticipated impacts of the COVID-19 pandemic on revenue streams.</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>Two non-residential displacements are required for project construction. Neither establishment provides a unique use or service in the neighborhood, and one appears unoccupied. Coordination with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program will minimize risk.</td>
</tr>
<tr>
<td>Utilities – Conflicts (new and/or unidentified)</td>
<td>The schematic design avoids as many utility conflicts as possible and the final design contractor will be motivated to minimize utility conflicts in further project development. All unavoidable conflicts will be addressed early in the project development to minimize the risk to the schedule.</td>
</tr>
<tr>
<td>Railroad Coordination</td>
<td>TxDOT has initiated coordination with freight and passenger railroads. TxDOT anticipates receiving concept approval by Summer 2022 and final approval prior to construction in Summer 2024.</td>
</tr>
</tbody>
</table>

7 Large Project Requirements

The I-30 Canyon project is considered a Large Project under the INFRA Grant 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

<table>
<thead>
<tr>
<th>Large Project Requirement</th>
<th>I-30 Canyon Project Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The project generates national and regional economic, mobility, and safety benefits.</td>
<td>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 neighborhoods that have not historically benefited equitably from the city’s prosperity. 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.</td>
</tr>
<tr>
<td>2. The project is cost effective.</td>
<td>The I-30 Canyon project has a benefit-cost ratio of 1.7. 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.</td>
</tr>
<tr>
<td>Large Project Requirement</td>
<td>I-30 Canyon Project Features</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>3. The I-30 Canyon project contributes to the accomplishment of all seven goals described in 23 U.S.C. §150.</td>
<td><strong>Safety:</strong> The I-30 Canyon project is expected to decrease fatalities, injuries, and property damage crashes by 14 percent through 2045. Crash reduction benefits are <strong>41 percent</strong> of quantifiable project benefits. <strong>30 percent</strong> of total benefits are to auto and truck users, and <strong>11 percent</strong> of total benefits are to bicycle and pedestrian users.</td>
</tr>
<tr>
<td></td>
<td><strong>Infrastructure Condition:</strong> 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 <strong>$9.2 million</strong> over a 20-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 5.6.</td>
</tr>
<tr>
<td></td>
<td><strong>Congestion Reduction:</strong> Upgraded capacity and design standards along the I-30 Canyon, currently one of the most congested roadways in Texas, are expected to reduce AM peak period travel times by <strong>44 percent</strong> and PM peak period travel times by <strong>29 percent</strong>. 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 <strong>48 percent</strong> during the AM peak period and by <strong>27 percent</strong> during the PM peak period.</td>
</tr>
<tr>
<td></td>
<td><strong>System Reliability:</strong> 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.</td>
</tr>
<tr>
<td></td>
<td><strong>Freight and Economic Vitality:</strong> Benefits to freight users comprise <strong>15 percent</strong> of total project benefits and <strong>25 percent</strong> of benefits to motorized users. Increased capacity, reduced bottlenecks, and the elimination of insufficient vertical clearances for overpasses along this important link in the National Highway Freight Network is necessary to accommodate projected growth in truck traffic. The improved design of the I-30 Canyon will also help spur economic growth in the Cedars neighborhood.</td>
</tr>
<tr>
<td></td>
<td><strong>Environmental Sustainability:</strong> 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.</td>
</tr>
<tr>
<td>Large Project Requirement</td>
<td>I-30 Canyon Project Features</td>
</tr>
<tr>
<td>----------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>3. The I-30 Canyon project contributes to the accomplishment of all seven goals described in 23 U.S.C. §150, continued.</td>
<td><strong>Reduced Project Delivery Delays:</strong> 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 5.5 for more information on TxDOT’s methods to reduce project delivery delays.</td>
</tr>
<tr>
<td>4. The Project is Based on the Results of Preliminary Engineering</td>
<td>TxDOT has completed preliminary engineering for the I-30 Canyon. Project geometric design schematics are available on the <a href="#">project's Public Hearing website</a>, 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.</td>
</tr>
<tr>
<td>5. The Project has One or More Stable and Dependable Non-Federal Funding Sources</td>
<td>The I-30 Canyon project has $418.7 million in committed funds, which is 74 percent of the total project cost. Of the committed funding, $209 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 two percent ($11.3 million) to account for unknowns and detailed items that are difficult to estimate specifically at the current stage of project development.</td>
</tr>
<tr>
<td>6. The Project Cannot Be Completed Easily or Efficiently without Federal Funding</td>
<td><strong>Federal funds are critical to leveraging the State funds made available through overwhelming voter support</strong> through Proposition 1 and Proposition 7. If Federal funding, including the INFRA grant, were not available to support the I-30 Canyon project, the project development schedule would 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.</td>
</tr>
<tr>
<td>7. The Project is Reasonably Expected to Begin Construction within 18 Months from Obligation</td>
<td>The project schedule and committed funding of $418.7 million ensure that the project is reasonably expected to begin construction within 18 months after the date of the obligation of funds. A contract for final design was awarded in August 2020 (as referenced in Section 6.1).</td>
</tr>
</tbody>
</table>