

April 12, 2023

WHEREAS, the City of Dallas seeks to become a more livable city that can continue to promote a healthy population and a robust economy and recognizes that streets play a vital part in achieving this goal; and

WHEREAS, the Texas Department of Transportation (TxDOT) is designing the reconstruction of Interstate Highway (IH) 30 from IH-35 East to IH-45 in the City of Dallas, known as the IH-30 Canyon, as part of the City Center Master Assessment Process (CityMAP); and

WHEREAS, on February 27, 2019, the City Council authorized a resolution detailing the City's expectation that the IH-30 redesign should incorporate the eight guiding principles identified within CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual by Resolution No. 19-0321; and

WHEREAS, these guiding principles included elements such as multi-modal connections across IH-30; 'Complete Streets' and other urban design elements to frontage roads; and strategic placement of deck parks; and

WHEREAS, the IH-30 Canyon Project runs through and provides access to vital parts of the Southern Dallas community and offers an opportunity to include design elements that improve mobility and safety, enhance quality of life for the surrounding community, and encourage economic development; and

WHEREAS, the IH-30 Canyon has been identified as a transformational economic catalyst for Southern Dallas and furthermore that optimal location was identified near Old City Park and Hardwood Street; and

WHEREAS, the City desires to enter into an Advanced Funding Agreement (AFA) with TxDOT for the preparation of plans, specifications and estimates, and final engineering of the bridge abutment foundations for a deck cap over IH-30 near Old City Park and Hardwood Street ("Project"); and

WHEREAS, the deck cap is intended to reconnect communities that were separated years ago by the construction of the original freeway, including the Dallas Downtown Historic District, the Dallas Farmers Market, the Cedars Area, Dallas Heritage Park, and several other residential and commercial areas; and

WHEREAS, the estimated cost for design of the Project is \$2,000,000.00 and is funded 100% with federal Surface Transportation Block Grant funds and the use of 400,000 Transportation Development Credits ("TDCs") as the City's participation in lieu of a local cash match; and

WHEREAS, an agreement for construction of the Project will be placed on a future City Council Agenda for consideration; and

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WHEREAS, the City will be responsible for 100% of project cost overruns that exceed the Federal funding maximum obligated amount; and

WHEREAS, TxDOT requires that a City resolution or ordinance be made part of the AFA.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City Manager, or the City Manager's designee, is hereby authorized to execute an Advance Funding Agreement with the Texas Department of Transportation for a United States Department of Transportation - Federal Highway Administration Surface Transportation Block Grant (CSJ No. 0918-47-463, CFDA No. 20.205) in the estimated amount of \$2,000,000.00 as Federal participation for engineering, direct and indirect state cost, and the City of Dallas' portion covered by the use of 400,000 Transportation Development Credits in lieu of a local cash match for the preparation of plans, specifications and estimates, and final engineering of the bridge abutment foundations for a deck cap over Interstate Highway 30 near Old City Park from East Ervay Street to Hardwood Street in the City of Dallas, and all terms, conditions, and documents required by the agreement, which may be terminated under the conditions as stated in the Master Agreement; and provide actual cost overruns from the General Fund, approved as to form by the City Attorney, or the City Attorney's authorized designee.

SECTION 2. That this contract is designated as Contract No. TRN-2023-00021592.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.