

# Memorandum



CITY OF DALLAS

DATE December 15, 2023

TO Honorable Mayor and Members of the City Council

SUBJECT **TxDOT I-345 City Council Briefing Materials – December 6, 2023**

Following City Council's guidance provided through the May 24, 2023, resolution of support for the refined hybrid option of I-345, on December 6, 2023, the Texas Department of Transportation (TxDOT) and City staff were scheduled to brief the City Council on planning updates for the I-345 reconfiguration.

As the I-345 item was not briefed, the purpose of this memorandum is to provide the December 6, 2023, City Council briefing presentation. Please note that the I-345 update will be rescheduled for early 2024 and the briefing materials may be revised leading up to the rescheduled City Council briefing.

Should there be any questions, please contact me at [robert.perez@dallas.gov](mailto:robert.perez@dallas.gov).

A handwritten signature in black ink that reads "Robt Perez".

Robert M. Perez, Ph.D.

Assistant City Manager

[Attachment]

c: T.C. Broadnax, City Manager  
Tammy Palomino, City Attorney  
Mark Swann, City Auditor  
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Genesis D. Gavino, Chief of Staff to the City Manager  
Directors and Assistant Directors



# I-345 Schematic Update Council Briefing





- I-345 Project Development History
- City of Dallas May 24, 2023 Resolution Recap
- Subcommittees
  - Formation
  - Progress
  - Potential future subcommittees
- City of Dallas Monthly Meeting Summary
- Alignment of I-345 with City of Dallas Plans
- City Council Briefings
- Truck Re-routing
- City of Dallas independent study or grant requests
- Project Timeline



## CityMap

- Study that looked at 30 miles of urban freeway segments in Dallas
- Study conducted from 2014 to 2016

## I-345 Feasibility Study

- More detailed analysis of only I-345
- Studied multiple alternatives for I-345
- Recommended the “Refined Hybrid Alternative” which includes the freeway mainlanes below grade with the city street network on top of the freeway lanes.
- Study conducted from 2018 to 2022

**City Council passed a resolution on May 24, 2023 that conditionally supported the “Refined Hybrid Option.”**



## Section 1 –

- Interface with D2
- Freeway capping opportunities
- Restoration of the surface street grid
- Development of future surplus ROW
- Connect Dallas

Section 2 – Integration of relevant city design elements, plans, and policies

Section 3 – Council briefings every six months

Section 4 – Structural engineering for capping/decking

Section 5 – Truck re-routing

Section 6 – City of Dallas independent study or grant requests

Section 7 – Meet the needs of all multimodal users

Section 8 – Effective immediately (May 24, 2023)



- Subcommittees were formed to address the various elements of the city council resolution.
- Subcommittees formed:
  - Restoration of Surface Street Grid
  - Surplus ROW
  - Connect Dallas
- Subcommittees include representation from appropriate city departments.

**RESOLUTION SECTION 1.** That the City of Dallas conditionally supports the “Refined Hybrid Option” recommended by TxDOT for the future redevelopment of I-345 to include:

1. Accommodation of the interface with DART’s D2 alignment as described in the City of Dallas Council Resolution (CR) 22-0317 dated February 9, 2022, and other multimodal connectivity including potential City of Dallas streetcar system expansion;
2. Incorporation of freeway capping opportunities for parks and other uses;
3. Restoration of the surface street grid wherever possible;
4. Maximization of development potential of abandoned right-of-way; and
5. Incorporation of the six driving principles noted in *Connect Dallas* covering (a) Safety, (b) Environmental Sustainability, (c) Economic Vitality, (d) Housing, (e) Equity, and (f) Innovation.



- Purpose – restoration of the surface street grid (Section 1 of the resolution)
- Objective – develop typical sections/thoroughfare plan for each cross street over I-345
- Goals:
  - Incorporate into the schematic/EA in coordination with freeway capping opportunities
  - Improve neighborhood connectivity and other modes of transportation, including streetcar and pedestrian/bicycles
  - Update City Thoroughfare Plan/Complete Streets Design Manual (if needed)
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Planning and Urban Development
  - Transportation
  - Public Works



- 11 Sessions held:
  - August 21 – November 7
  
- Discussion highlights:
  - Taylor/Henry Connection and Hawkins Connection
  - Corridor walkability/Pedestrian Access
  - Multimodal accommodations, including streetcar and cycles
  - Potential enhancements/capping (in coordination with other subcommittees)
  
- Action items:
  - City – Cross Street Typical Sections, including lane widths, sidewalk, cycle tracks and future streetcar
  - TxDOT – Accommodations for City typical sections



- Purpose – development of future surplus ROW (Section 1 of the resolution)
- Objective – identify areas/dimensions and utilization of potential surplus ROW along I-345
- Goals:
  - Incorporate into the schematic/EA in coordination with freeway capping opportunities and the street grid
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Transportation
  - Public Works
  - Parks
  - Environmental
  - Planning & Urban Development



- 8 Sessions held:
  - August 21 – October 20
  
- Discussion highlights:
  - Potential enhancements/capping (in coordination with other subcommittees)
  - Locations/dimensions of surplus ROW and potential use
  
- Action items:
  - TxDOT – Develop exhibits for potential capping/development.
  - TxDOT – Provide parcel specific layouts, with City setbacks, for coordination/feedback from the City.



- Purpose – adhere to *Connect Dallas* Strategic Mobility Plan (Section 1 of the resolution)
- Objective – access along I-345 and with adjacent project corridors
- Goals:
  - Incorporate into the schematic/EA and traffic analysis
  - Evaluate/implement different transportation modes, including streetcar and pedestrian/bicycle
- City of Dallas departments represented:
  - Economic Development
  - Housing
  - Planning and Urban Development
  - Transportation
  - Public Works



- 6 Sessions held:
  - August 22- October 13
  
- Discussion highlights:
  - Assurance I-345 and I-30 East Corridor Schematics are coordinated, and access is a priority.
  - Proposed access for I-30 and I-345 to Fair Park, Baylor Hospital, Deep Ellum, Farmer’s Market, and Central Business District
  - Multimodal accommodations, including streetcar and pedestrian/bicycle (in coordination with other subcommittees and Resolution Section 7)
  
- Action Items:
  - COD to provide any updates to *Connect Dallas* Strategic Mobility Plan
  - TxDOT/City of Dallas to meet with local Stakeholders in advance of public meeting (Spring 2024)



- I-345 Schematic accommodates future D2 (Section 1 of the resolution)
  - Do not anticipate needing a subcommittee unless revisions from other subcommittees impact D2 alignment.
  
- Freeway capping opportunities (Section 1 and Section 4 of the resolution)
  - Surface Street Grid and future surplus ROW needed to be reviewed and set prior to looking at capping opportunities.
  - When the Street Grid and Surplus ROW committees wrap up will then work into capping opportunities.

**RESOLUTION SECTION 4.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT incorporating structural engineering for capping and decking into the design phase of the "Refined Hybrid Option" project.



**RESOLUTION SECTION 2.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on the development of TxDOT's design phase for the "Refined Hybrid Option" integrating relevant City of Dallas design elements, plans, and policies, including but not limited to:

1. Comprehensive Environmental & Climate Action Plan;
2. Racial Equity Plan;
3. Economic Development Policy; and
4. Street Design Manual.

- The following monthly meetings were held with the City to address Section 2:
  - August 8, 2023 – Kickoff
  - Sept 12, 2023
  - Oct 17, 2023
  - Nov 14, 2023
  - Next Meeting – Dec 12, 2023



Plans from Section 2 and specifics to I-345:

1. Comprehensive Environmental & Climate Action Plan (presentation Sept 12, 2023)
  - Environmental Assessment – include in environmental analysis presented at public hearing (Fall 2024)
2. Racial Equity Plan (presentation Sept 12, 2023)
  - Connected Communities – Surplus ROW, capping opportunities, cross street connections
3. Economic Development Policy (presentation Sept 12, 2023)
  - Infrastructure Investment – Walkable communities, access to employment, attractive to business development
  - Zoning – potential changes in coordination with Surplus ROW discussion
4. Street Design Manual (presentation Oct 17, 2023)
  - Safety – cross street typical sections, transportation modes



## Other Plans and specifics to I-345:

- Forward Dallas (presentation Oct 17, 2023)
  - Surplus ROW – recommends integrated mixed-use strategy
  
- Dallas Housing Policy 2033 (presentation Nov 14, 2023)
  - Safety – cross street typical sections, transportation modes
  - Surplus ROW – recommends integrated mixed-use strategy
  - Parking requirements – impacts to city street sections
  
- Strategic Mobility Plan 2021 (presentation Nov 14, 2023)
  - Compact & Connected – mode choice, streetscape, city street sections
  - Streetcar planning

## Plans on agenda for next meeting (Dec 12, 2023):

- Bicycle Plan
- Parking
- Dallas 360



**RESOLUTION SECTION 3.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT briefing an appropriate City Council committee at least once every six months throughout the "Refined Hybrid Option" design phase.

- Next Meetings:
  - May 2024
  - October 2024 (in advance of public hearing)



**RESOLUTION SECTION 5.** That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT studying possible truck re-routing from I-345 in connection with the "Refined Hybrid Option" project.

- Feasibility Study reviewed origin/destinations of those that use I-345
  - Most users originated within the City of Dallas and are destined within the City of Dallas.
  
- TxDOT Freight Mobility Plan 2018
  - Blueprint for facilitating economic growth potential in Texas through a solid but flexible strategy for addressing freight transportation needs throughout the state.
  - Currently being updated



**RESOLUTION SECTION 6.** That the City Manager is directed to investigate the availability of, and the City of Dallas' eligibility for, alternate sources of funding, including but not limited to the U.S. Department of Transportation's Reconnecting Communities Pilot Program, for:

1. Studies regarding alternative design options, including other hybrid options and new options, for the future of I-345; and
2. The City of Dallas pursuing an alternative design option; and

That the pursuant to the results of the studies and based on the availability of alternate sources of funding, the City of Dallas reserves the right to fully or partially withdraw its support of the "Refined Hybrid Option" recommended by TxDOT for the future redevelopment of I-345.

- City staff evaluated Reconnecting Communities federal grant but determined a submission would be competing with the NCTCOG's applications for Klyde Warren Park, Southern Gateway, and I-30 Canyon application
- Challenge would be gaining TxDOT approval for any other alternative use of I-345



**WE ARE HERE**

\*Timeline subject to change



# Questions



# Memorandum



CITY OF DALLAS

DATE December 15, 2023

TO Honorable Mayor and Members of the City Council

SUBJECT **2024 Bond Program Funding Level Metrics**

## Background

As follow-up to the December 6, 2023, City Council Briefing, the Office of Bond and Construction Management (BCM) coordinated with the City construction departments, with proposed funding from the 2024 Bond Program, to develop a high-level summary of the improvements that would be realized through the funding amounts proposed by the Community Bond Task Force and City staff. Therefore, the purpose of this memorandum is to provide City Council with general metrics, by funding level, for the various activities, projects, or programs being considered in the 2024 Bond.

## Flood and Erosion Control

### \$75M Allocation

- Erosion Control - \$10.3M; 20 locations,
- Storm Drainage Relief - \$53.1M; 27 locations,
- Flood Management - \$11.6M; 16 locations,
- 3 Citywide Projects - \$35.6M (included in values of 3 categories above),
- Mill Creek/Peaks Branch/East Peaks Branch (Design and ROW Acquisition) - \$33.9M
  - Design and acquisition head start for completion of improvements upstream in watersheds above current tunnel project under construction,
  - ~ \$1.9B in property value protected once final phases constructed,
  - ~ 380 acres protected from flooding in 100-year storm,
  - ~ 2,600 properties protected.

### \$50M Allocation

- Erosion Control - \$9.9M; 18 locations,
- Storm Drainage Relief - \$33.9M; 25 locations,
- Flood Management - \$6.2M; 11 locations,
- 3 Citywide Projects - \$21.7M (included in values of 3 categories above),
- Mill Creek/Peaks Branch/East Peaks Branch (Design) - \$20M
  - Design for completion of improvements upstream in watersheds above current tunnel project under construction,
  - ~ \$1.9B in property value protected once final phases constructed,
  - ~ 380 acres protected from flooding in 100-year storm once final phases constructed.
  - ~ 2,600 properties protected once final phases constructed.

Overall metrics

- \$4,025/LF of erosion control (inflated by 15% to expected cost at mid-point of bond program).

**Housing**

Based on the Department of Housing a& Neighborhood Revitalization’s review of amounts in the recent development project requests, we find that it costs an average of \$52,150 per unit for new construction of multifamily units. With that in mind, the amounts below will yield the following (Note: these are estimates and subject to change based on market conditions):

- \$25M - Housing can assist two (2) development projects or 479 units with this amount.
- \$60M - Housing can assist six (6) development projects or 1,150 units with this amount.

**Parks and Recreation**

Type of Facility	Cost/Unit
Athletic Field Development	\$5,000,000/Field
Athletic Field Lighting	\$1,500,000/Field
Community Pools	\$4,500,000/Pool
Land Acquisition	Dependent upon the parcel
Master Plans	\$200,000/Each
Multi-Developmental Projects	Dependent upon facility
Natatorium/Indoor Pool	\$15,000,000/Pool
Pedestrian Bridge Replacement	\$750,000/Each
Playground- Standard	\$300,000/Each
Playground-All Abilities Regional	\$1,000,000/Each
Racquet Sports Complex	\$15,000,000/Each
Recreation Centers (New/Replacement)	\$17,660,000/Each
Dog Park	\$200,000/Each
Skate Park	\$1,000,000/Each
Spray grounds	\$3,000,000/Each
Trail Improvements	\$1,400,000/Each
Mowing	\$1,300- \$10,400/Acre per year

**Streets and Transportation**

Category	\$375M			\$532M		
<b>STREETS</b>						
		<b>Lane Miles</b>			<b>Lane Miles</b>	
Street Petition	\$3,517,350	0.37	LM	\$4,624,300	0.37	LM
Street Reconstruction-Local Steets	\$40,547,094	14.49	LM	\$54,146,112	19.43	LM
Street Resurfacing-Arterials	\$16,870,937	20.77	LM	\$32,533,686	40.06	LM
Street Resurfacing-Collectors	\$13,343,553	16.43	LM	\$19,954,292	24.57	LM
Street Resurfacing-Local Street	\$52,641,118	64.81	LM	\$94,940,644	113.99	LM
Unimproved Street Construction	\$12,188,568	3.72	LM	\$17,374,266	6.03	LM
<b>Subtotal-Streets</b>	<b>\$139,108,620</b>	<b>120.59</b>	<b>LM</b>	<b>\$223,573,300</b>	<b>204.43</b>	<b>LM</b>
<b>ALLEYS</b>						
		<b>Miles</b>			<b>Miles</b>	
Alley Petitions	-	-	MI	\$1,429,642	0.64	MI
Alley Reconstruction	\$18,966,350	7.89	MI	\$18,406,024	7.60	MI
Unimproved Alley Construction	\$3,644,617	1.51	MI	\$3,644,617	1.51	MI
<b>Subtotal-Alleys</b>	<b>\$22,610,967</b>	<b>9.39</b>	<b>MI</b>	<b>\$23,480,283</b>	<b>9.75</b>	<b>MI</b>
<b>CITYWIDE-STREETS</b>						
Complete Streets	\$22,110,000	7.72	LM	\$60,210,000	31.00	LM
Partnership Projects-Funded	\$60,860,000	56.02	LM	\$60,860,000	56.02	LM
Partnership Projects-Prospective	\$14,900,000	30.08	LM	\$18,900,000	30.08	LM
Street Reconstruction-Arterials	\$6,571,563	1.36	LM	\$32,249,999	6.65	LM
Street Reconstruction-Collectors	\$6,442,632	1.33	LM	\$7,966,529	1.64	LM
<b>Subtotal- Citywide Streets</b>	<b>\$110,884,195</b>	<b>96.51</b>	<b>LM</b>	<b>\$180,186,528</b>	<b>125.40</b>	<b>LM</b>

**Facilities**

Programming numbers for renovation or reconstruction of facilities, these numbers are based on a dollar amount per square-foot of a building and do not include land acquisition, which varies from site to site.

- Libraries - \$17,000,000 for an 18,000 SF facility,
- Fire Stations - \$16,768,000 for a \$13,000 SF facility,

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- Generators - \$ 1,310,000 per generator,
- Electric Panel Upgrades - \$33,100 per panel.

### **Next Steps**

Staff is currently working with Dallas City Council Members to gather input to further refine the proposed 2024 Bond Program proposition funding levels. Should there be any questions, please contact Jenny Nicewander, P.E., Director (I) of the Office of Bond and Construction Management, at [jennifer.nicewander@dallas.gov](mailto:jennifer.nicewander@dallas.gov).



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