

# Memorandum



CITY OF DALLAS

DATE January 14, 2011

TO Members of the Economic Development Committee:  
Ron Natinsky (Chair), Tennell Atkins (Vice Chair), Jerry Allen, Dwaine Caraway,  
Sheffie Kadane, Linda Koop, Ann Margolin, Steve Salazar

SUBJECT Resolution Supporting S.H. 183 from S.H. 161 to I-35E  
Unnumbered Addendum Item on the January 26, 2011 City Council Agenda

A resolution has been scheduled for Council consideration on January 26, 2011, that would support (1) the proposed TxDOT design for S.H. 183 from S.H. 161 to I-35E which includes managed lanes, (2) the use of innovative financing mechanisms, including public private-partnerships, to complete the S.H. 183 improvements in five to seven years, (3) statutory authority for TxDOT to enter into public-private partnerships for the purpose of seeking competitive proposals and awarding the construction of the planned improvements for S.H. 183, and (4) expedited approval of authorization for TxDOT to enter into public-private partnerships with an effective date in the first quarter of calendar year 2011.

## **BACKGROUND**

The Dallas Regional Mobility Coalition (DRMC) will approve the formation of a S.H. 183 Stakeholder Coalition at its January 20, 2011 meeting. It will be comprised of cities, counties and private sector interests, and will advocate for funding to reconstruct S.H. 183 between S.H. 161 and I-35E.

S.H. 183 currently has six general purpose lanes and two-lane service roads, currently carries 150,000 to 200,000 vehicles per day, and is projected to carry 280,000 to 350,000 vehicles per day by 2030. The design developed by the Texas Department of Transportation (TxDOT) would provide eight to ten general purpose lanes, four to six managed lanes, and three-lane service roads. Approximately 1.7 miles of the 9.1 mile, \$1.3 billion project are located in the City of Dallas with the remainder in the City of Irving. The design schematics for S.H. 183 were approved in August 2006, and approval of the environmental assessment is expected by June 2011.

This project supports access to the City-owned DFW International Airport, and will be compatible with the improvements being constructed on I-35E as part of the LBJ Freeway project, as well as future I-35E improvements toward the Central Business District. At its western end, S.H. 183 connects to the North Tarrant Express project that is currently being built through a public-private partnership.

The City of Dallas has been asked to approve a Council resolution supporting the proposed design of S.H. 183 and advocating for TxDOT to be given statutory authority by the state legislature to enter into a public-private partnership to fund and construct the project in an expedited timeframe.

The proposed resolution was briefed to the Council Transportation and Environment Committee on January 10, 2011.

Staff recommends approval.

If you have any questions, please contact me at 214-670-3314.



A.C. Gonzalez  
Assistant City Manager

attachment

c: The Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Thomas P. Perkins, Jr. City Attorney  
Deborah Watkins, City Secretary  
Craig Kinton, City Auditor  
Judge C. Victor Lander, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Forest Turner, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Frank Libro, Public Information Office  
Karl Zavitkovsky, Director, Office of Economic Development  
Theresa O'Donnell, Director, Sustainable Development and Construction  
Helena Stevens-Thompson, Assistant to the City Manager

January 26, 2011

**WHEREAS**, S.H. 183 has been a major transportation corridor in the North Texas area since the 1940s, was constructed as a four-lane divided freeway in 1959, and had two additional lanes added in 1973; and,

**WHEREAS**, there have not been major capital or operational improvements to S.H. 183 in the last 38 years; and,

**WHEREAS**, the segment of S.H. 183 from S.H. 161 to I-35E is approximately 9.1 miles in length with traffic volumes between 150,000 and 200,000 vehicles per day; and,

**WHEREAS**, traffic volumes have continued to increase due to growth in the region and the impact of DFW International Airport such that the freeway typically operates over capacity during peak periods; and,

**WHEREAS**, the 2030 traffic projections show volumes of 350,000 vehicles per day in the most congested sections of S.H. 183; and,

**WHEREAS**, the design schematic for S.H. 183 calls for the construction of four to five general purpose lanes and three service road lanes in each direction, providing a total of fourteen to sixteen lanes for which no toll will be assessed; and,

**WHEREAS**, the capacity for the S.H. 183 general purpose lanes and service road lanes will be enhanced by the inclusion of two to three managed lanes in each direction, and the managed lanes are a critical component to obtain financing necessary to complete development of the project; and,

**WHEREAS**, there has been significant public involvement during the S.H. 183 design process, including multiple public meetings and forums; and,

**WHEREAS**, TxDOT has worked closely with local elected officials, stakeholders, and citizens along S.H. 183 on the planned improvements; and,

**WHEREAS**, the design schematics were approved in 2006, and the environmental assessment is expected to be approved by June 2011; and,

**WHEREAS**, funding for the \$1.3 billion project from public sources is not available, and local officials understand the need for managed lanes and support their inclusion in the congested S.H. 183 corridor; and,

**WHEREAS**, the utilization of innovative financing mechanisms, such as public-private partnerships, remains the only viable alternative to complete the construction of S.H. 183 within a time horizon of five to seven years; and,

**Now, Therefore,**

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

**Section 1.** That the City of Dallas supports the proposed TxDOT design for S.H. 183 from S.H. 161 to I-35E, which incorporates managed lanes.

**Section 2.** That the City of Dallas supports the use of innovative financing mechanisms, including public private-partnerships, in order to complete the S.H. 183 improvements in five to seven years.

**Section 3.** That the City of Dallas supports giving TxDOT statutory authority to enter into public-private partnerships for the purpose of seeking competitive proposals and awarding the construction of the planned improvements for S.H. 183.

**Section 4.** That the City of Dallas supports expedited approval of authorization for TxDOT to enter into public-private partnerships with an effective date in the first quarter of calendar year 2011 to facilitate an early issuance of requests for proposals.

**Section 5.** 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.