


Dallas Regional Mobility Coalition (DRMC)
S.H. 183 Stakeholder Coalition
 Meeting Agenda


 A diagonal stamp with the word "DRAFT" in a bold, sans-serif font, accompanied by a small square icon containing a stylized 'M' or similar symbol.

Introductory Comments	Mr. Rob Franke Chair, DRMC Mayor, Cedar Hill
Meeting Overview	Ms. Linda Koop Vice Chair, DRMC Councilmember, City of Dallas
	Mr. Rick Stopfer Treasurer, DRMC Deputy Mayor Pro Tem, City of Irving
Project Overview	Mr. Bill Hale, P.E. District Engineer, TxDOT
	Mr. Bob Brown, P.E. DFW CDA Program Manager, TxDOT
Coalition Protocol Legislative Strategy Next Steps	Mr. Rider Scott Executive Director, DRMC
Discussion	

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Greater Irving-Las Colinas Chamber of Commerce
 February 3, 2011
 1:30 p.m. to 3:30 p.m.

February xx, 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, the Texas Department of Transportation (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 xx:

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

Section 2. That xx 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 xx 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 xx 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 xx and it is accordingly so resolved.