



Since its completion in early 2015, the innovative LBJ TEXpress has offered cross-town commuters much needed mobility improvements and traffic relief, spurred massive economic development in North Dallas, reduced traffic accidents, and improved the quality of life in nearby neighborhoods, while protecting taxpayers. **Unfortunately, the LBJ TEXpress driving experience comes to a screeching halt when drivers travel east of US 75.**

For years, officials from TxDOT, the North Central Texas Council of Governments (NCTCOG), Dallas County, and the cities of Dallas, Garland and Mesquite have been working in conjunction with dozens of nearby neighborhood and economic development leaders to address the traffic congestion that plagues I-635 between US 75 and I-30. The long-awaited solution, called LBJ East, was scheduled to begin construction in early 2018 ... until officials in Austin essentially pulled the plug on LBJ East in late 2017, in response to political pressure from a San Antonio-based group of anti-toll activists.

The actual people affected by their decision – the 200,000+ drivers who daily endure that stretch of I-635 – need to make our voices heard. **We need our elected officials and their political appointees to know we want LBJ NOW!** Here's why:

LBJ East Would Improve Infrastructure to Relieve Traffic Delays

- LBJ East would provide long-awaited infrastructure enhancements to improve the flow of traffic for commuters who live or work east of US 75.
- LBJ East would expand the road to include **five free lanes in each direction**, with the **addition of two new TEXpress managed toll lanes in each direction**, plus **new continuous frontage roads** that will spur economic growth.
- LBJ East would significantly increase the number of cars that can be safely and efficiently accommodated.
- LBJ East would give drivers the option to drive on TEXpress managed lanes to maintain a higher rate of speed.

LBJ East Would Reduce Accidents and Improve Safety for Drivers

- I-635 from US 75 to I-30 is one of the most congested and dangerous thoroughfares in the region. The NCTCOG reports that I-635 between US 75 and Royal/Miller is "twice as dangerous as the typical freeway in our region."
- From 2012-2014 there were 2,268 reported crashes, of which 14 were fatal and 63 resulted in incapacitating injuries. *(Source: TxDOT Crash Record Information System)*
- NCTCOG analysis shows the crash rate has dropped as much as 30 percent on the recently completed LBJ TEXpress project between Luna Road and Greenville Avenue and the SH 121 project between US 75 and Denton Tap Road.
- LBJ East is critical to reducing congestion and accidents, saving the lives of North Texas drivers.

LBJ East Would Offer Reliability and Mobility Choices for Commuters

- LBJ East commuters would have the freedom to choose their route, streamlining traffic and reducing driver frustration.
- Drivers would still be able choose to drive on expanded free freeway lanes for their daily commutes on I-635.
- Drivers who prefer less traffic and a faster, more predictable drive time could choose LBJ TEXpress managed lanes.
- Real-time traffic, detour and road information would relieve delays and help drivers make informed lane choices.

LBJ East Would Benefit Northeast Dallas, Garland and Mesquite Neighborhoods and Businesses

- Nearby neighborhoods would experience fewer frustrated drivers cutting through adjoining residential streets.
- Businesses along LBJ East would be more accessible because of new, continuous frontage roads.
- Attractive sound barriers would improve the quality of life in nearby neighborhoods.
- LBJ East would attract economic development, new businesses and jobs, and sales tax dollars to the entire region.

LBJ East Would Protect Taxpayers

- Enabling drivers to choose whether they want to drive on free lanes or pay managed tolls would allow critical infrastructure to be built years earlier than would be possible if relying on limited gas tax dollars that fall far short of meeting transportation needs statewide.
- Approximately \$800 million in private sector investment has already been committed to make LBJ East a reality, significantly bolstering the limited taxpayer money that has been promised for the project.
- Developers and investors would absorb the majority of up-front financing, rather than placing full burden on taxpayers.
- Taxpayers would continue to own the roadway and ultimately could scale back future tolls once the road is paid for, according to the NCTCOG.
- But if a few politicians succeed in blocking the inclusion of new managed toll lanes, all the private funding disappears and the project goes back to being just a pipe dream, due to lack of taxpayer dollars.
- NCTCOG estimates that each month of delay adds another \$5 million to the cost of the project, an unnecessary waste of precious taxpayer resources as the LBJ East project continues to be put on hold.

LBJ East Would Improve Air Quality in North Texas

- Maintaining a consistent speed would improve the gas mileage and efficiency of vehicles traveling on I-635.
- Improved traffic flow on LBJ East would reduce emissions released by slow-moving, idling cars stuck in traffic.
- LBJ East commuters would reduce the time their vehicles are operating and emitting pollutants.