



FREQUENTLY ASKED QUESTIONS

WHAT IS **LBJNOW** AND WHY IS IT IMPORTANT?

LBJNOW is a grassroots effort comprised of citizens in Dallas/Lake Highlands, Mesquite and Garland speaking out to keep the I-635 East expansion project moving forward as designed. After two decades of research, planning and community input, LBJ East finally got the state's green-light in 2017, only to be shelved in December.

In a recent *Dallas Morning News* survey, 80 percent of your neighbors made it clear they want the freedom to choose *optional* express toll lanes. LBJ East has been the top transportation priority in the North Texas region and has the potential to be the most transformative project in our lifetime, affecting the future of our community, with regard to public safety, economic development and quality of life. It's your backyard.

WILL THIS IMPROVE SAFETY ON LBJ?

Yes, with more than 200,000 drivers per day, LBJ East (from US 75 to I-30) is one of the region's most congested and dangerous thoroughfares. According to TxDOT, from 2012-2014 there were 2,268 reported crashes, of which 14 were fatal and 63 resulted in incapacitating injuries. This long-overdue expansion will greatly improve safety and get traffic moving in both directions.

WHAT'S THE ECONOMIC IMPACT?

Lack of mobility and traffic congestion pose the greatest threat to economic growth and prosperity. Bad traffic is bad for business. Drivers waste time and fuel. First responders are delayed. Flights are missed. Employers depend on reliable transportation. New business will develop and grow along the corridor with continuous frontage roads.

WHY WAS THIS PROJECT STOPPED?

This past December, our project became a victim of state politics and was abruptly halted by Gov. Greg Abbott, Lt. Gov. Dan Patrick, Sen. Don Huffines and Sen. Bob Hall, because it includes **optional** express toll lanes – and they are against toll roads. Interestingly, Sen. Huffines championed the LBJ TEXpress completed in 2015 on his side of town – west of 75.

ARE “TOLL ROADS” AND “MANAGED TOLL LANES” THE SAME THING?

“Toll Roads” are not the same as “Managed Toll Lanes.”

Managed Toll Lanes give drivers a choice for consistent travel times. According to TxDOT:

- **TOLL ROAD (or TOLLWAY):** On a Toll Road or Tollway, ALL drivers using *any* lanes must pay a toll.
- **MANAGED TOLL LANES:** New toll lanes added to existing freeway corridors where significant reconstruction occurs are called Managed Toll Lanes (or Tolloed Managed Lanes). The existing number of free lanes on the roadway is increased or remains the same, while dynamically priced toll lanes provide additional capacity and mobility choices with a discounted toll for high occupancy vehicles during peak periods. The managed toll lanes in the North Central Texas region are called TEXpress Lanes. Managed Toll Lanes are *optional* for drivers, while vehicles using parallel freeway lanes or frontage lanes on the roadway do not pay a toll (as seen on LBJ West).

WHAT DOES THE LBJ EAST PLAN ENTAIL?

From a design perspective, the project is a continuation of the LBJ TEXpress plan, as seen between 75 and I-35.

The LBJ East plan includes:

- 10 free lanes (5 in each direction)
- Continuous frontage roads with 2 or 3 lanes and much-needed sound walls
- 4 *optional* express managed toll lanes (such as LBJ west of 75)
- Redesign of the Skillman bridge and intersection at LBJ, considered the most dangerous in the region

HOW MUCH WILL IT COST?

The latest figures from TxDOT show that the total project, as previously approved, will cost approximately \$1.5 billion from US 75 to and including the I-30 interchange. Without the optional toll lanes, there is a funding shortfall of \$300-\$400 million. Keep in mind that millions of tax dollars that have been wasted through years of legislative inaction, delays, and engineering redesigns; in fact, lawmakers have calculated that every 30 days of inaction costs taxpayers \$5 million...and counting.

- Without the *optional* express toll lanes, funding to move LBJ East forward would either:
 - 1) Be patched together in phases, which would double or even triple the number of years that drivers and neighbors would have to endure construction; or
 - 2) Be pulled from other local transportation projects that are also needed (i.e. I-30 bridge over Lake Ray Hubbard and I-35E between LBJ and Denton County).
- *Optional* express toll lanes are a win-win:
 - LBJ East gets expanded and improved NOW
 - Drivers begin to enjoy more options and freedom when driving on LBJ East
 - Other needed infrastructure projects in the region are not delayed or de-funded
 - Funds from *optional* express toll lanes in this project go back to TxDOT to be used in other LOCAL projects.

WHAT'S THE TIMELINE?

- With the *optional* express managed toll lanes, the total project would be complete in 5 years.
- Without *optional* express toll lanes, funding would be phased, dragging out construction for 10 to 15 years.

HOW CAN I MAKE A DIFFERENCE?

Make your voice heard. Austin is finally listening. We want them to know our priorities matter and we expect that 20-year-old promises will be kept.

- Like **LBJNOW** on Facebook | Follow/Engage with **LBJ Now** on Twitter
(Tag the following on posts: Gov. Greg Abbott, Lt. Gov. Dan Patrick, Senator Bob Hall and Senator Don Huffines.)
- Sign up at www.lbjnow.com to be on the **LBJNOW** email list for periodic updates and calls to action.
- Share **LBJNOW** social media and email updates with your friends and neighbors and encourage them to engage.
- **MOST IMPORTANTLY!** Contact the officials below with your personal concern and please cc: info@lbjnow.com
 - Gov. Greg Abbott | <https://gov.texas.gov/apps/contact/opinion.aspx> | Call: 512-463-1762
 - Lt. Gov. Dan Patrick | <https://www.ltgov.state.tx.us/contact/contact-general/> | Call: 512-463-001
 - Senator Don Huffines | Email: don.huffines@senate.texas.gov | Call: 512-463-0116
 - Senator Bob Hall | Email: bob.hall@senate.texas.gov | Call: 512-463-0102