

Welcome!



PLEASE TAKE A MOMENT
to sign-in electronically:

Text LBJNow to 46786

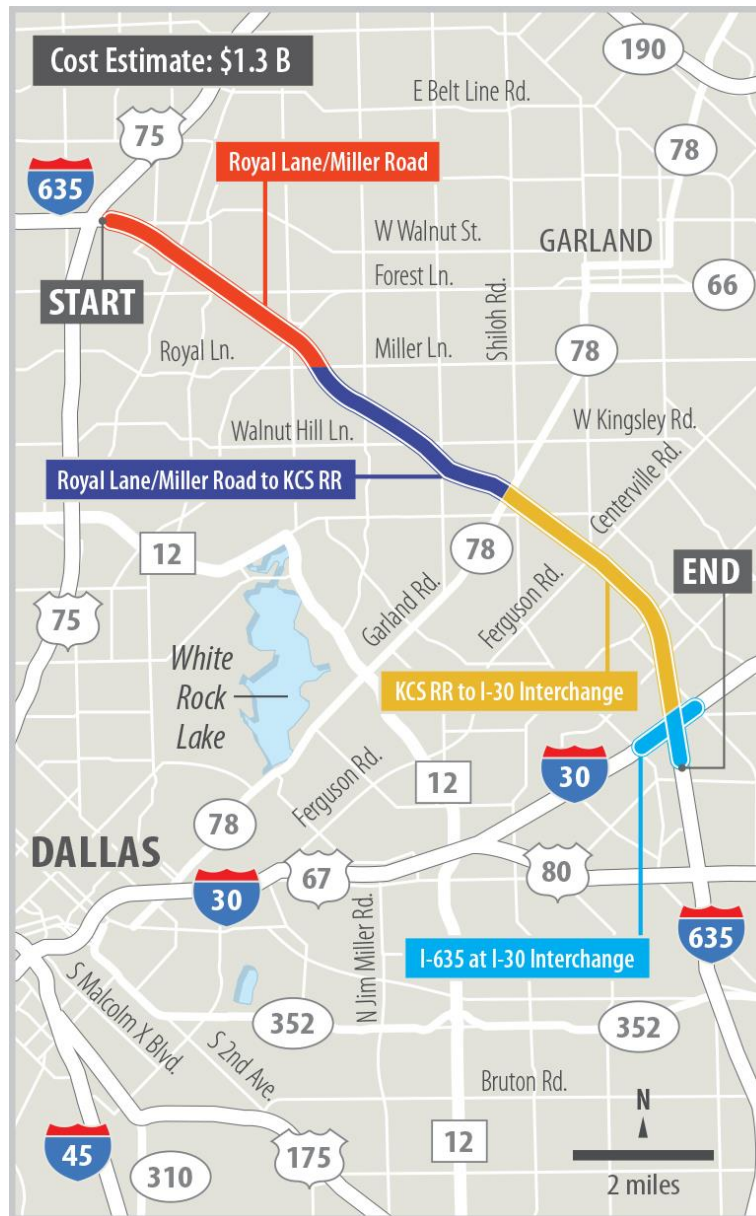
or

Visit <https://tinyurl.com/lbjeast>



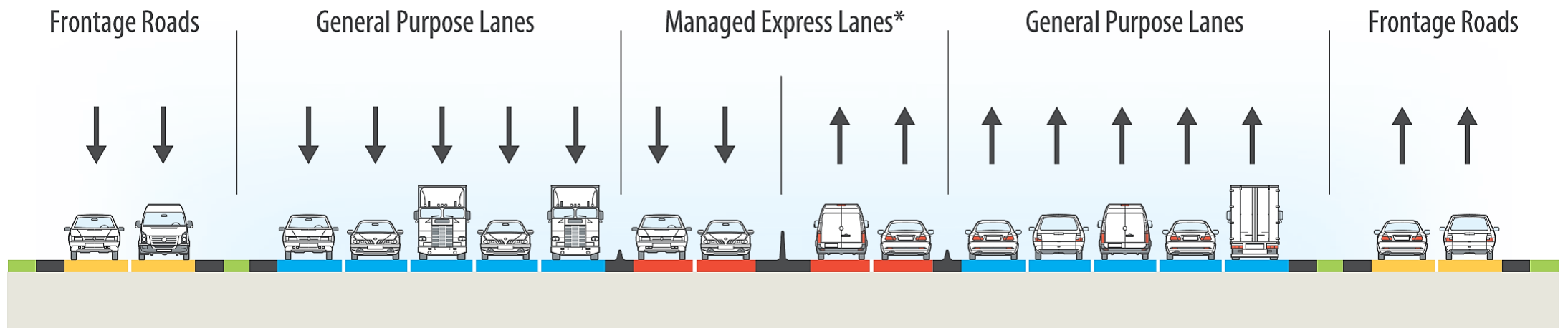
What Is LBJ East?

Adam McGough, Dallas City Council Member





PROPOSED TYPICAL SECTION





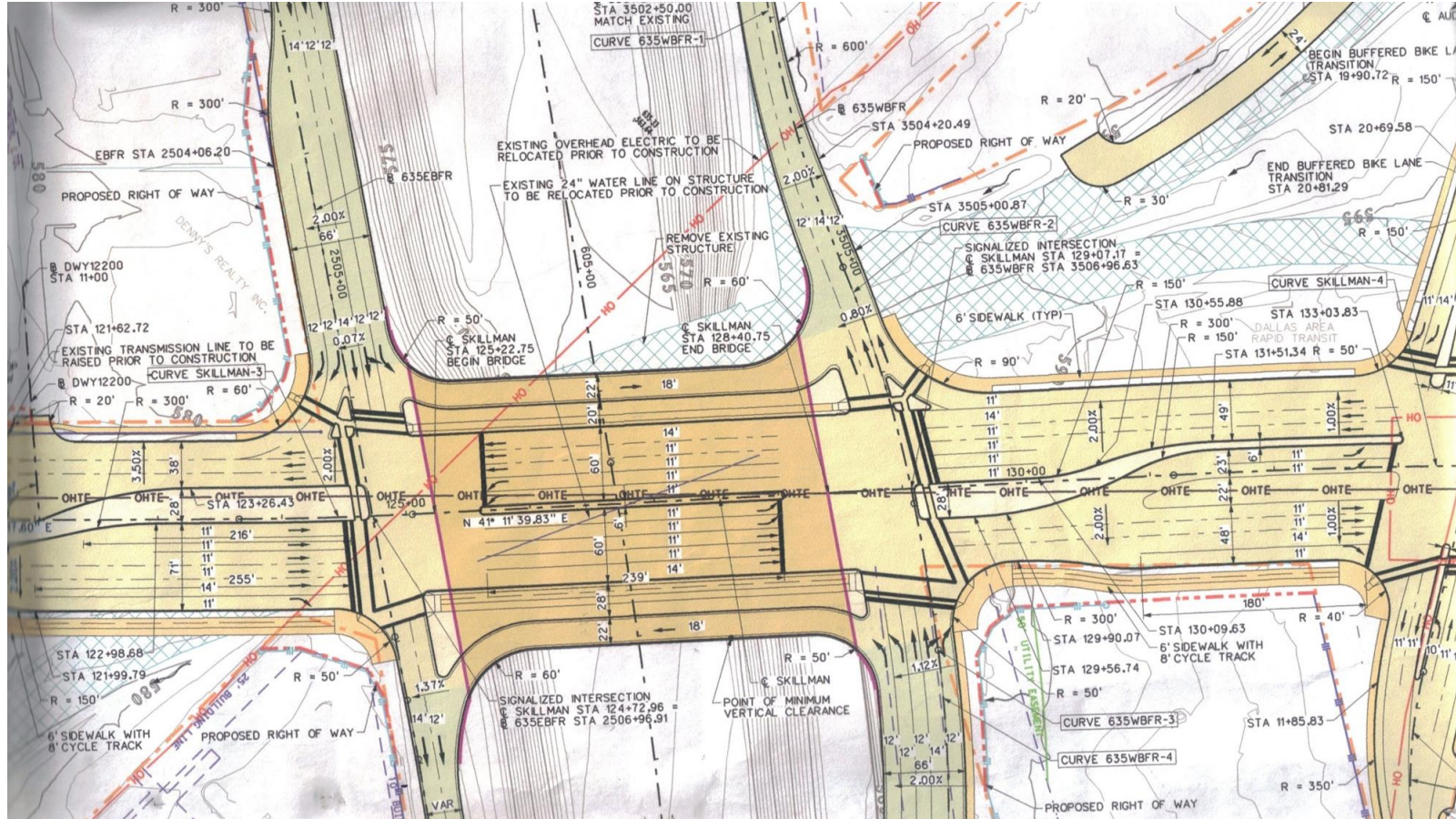
Why Does It Matter?

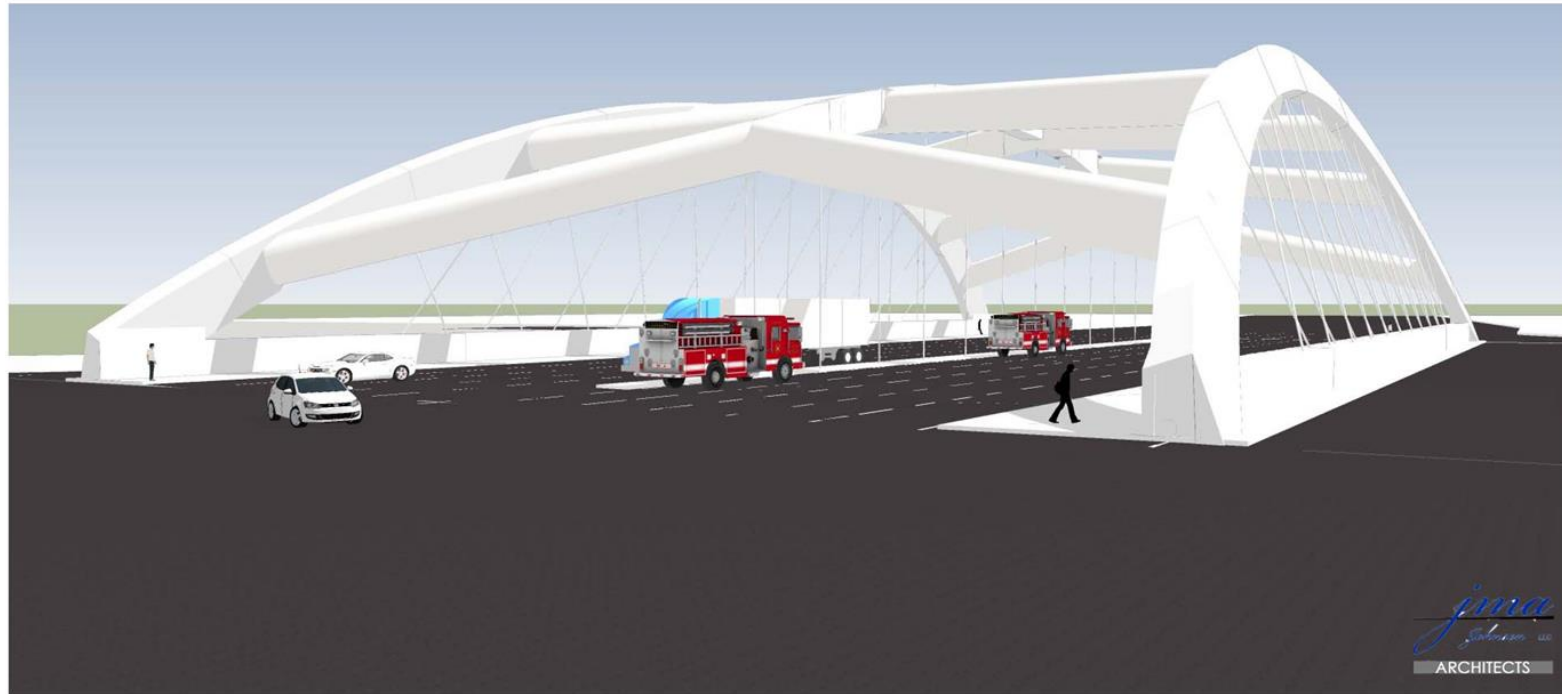
**Kathy Stewart, Executive Director,
Lake Highlands Public Improvement District**



LAKE HIGHLANDS
PUBLIC IMPROVEMENT DISTRICT











How Did We Get Here?

Susan Morgan, Lake Highlands Resident



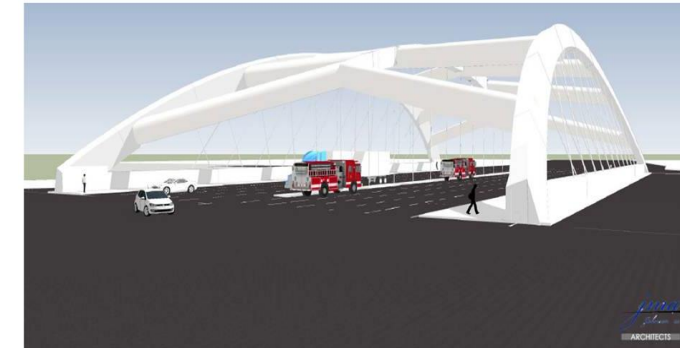
LBJ EAST TIMELINE

TIMELINE		ACTION
1969	I-635 LBJ opened	
1990s	I-635 LBJ “Ultimate” planning and design	20 years after I-635 opened, TxDOT began the design for capacity expansion, called “LBJ Ultimate.” But there was no funding to build it. The Legislature would not increase gas taxes and diverted transportation funds to other priorities. However, the Legislature created ‘tools’ in the funding toolkit, called <i>“tolling managed express lanes.”</i>
2003	LBJ Ultimate redesigned	By 2003, LBJ Ultimate was redesigned to include express toll lanes, approved by the public, and environmentally cleared by the federal government. But there was only enough funding for LBJ West, not LBJ East.
2006	LHAIA TxDOT Task Force	A group of Lake Highlands residents – the Lake Highlands Area Improvement Association – formed a task force to accelerate a critical component of LBJ East, the Skillman/Audelia Interchange. They took the 80:20 view: if you can’t have the whole thing, seek one piece with the most impact.

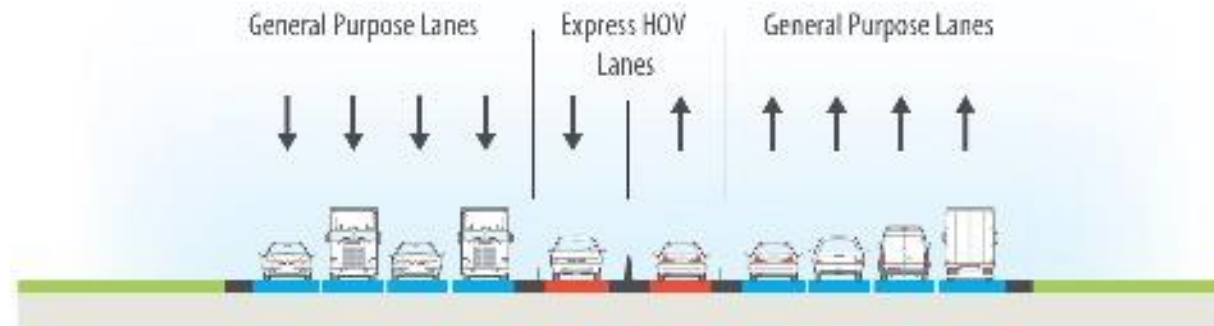




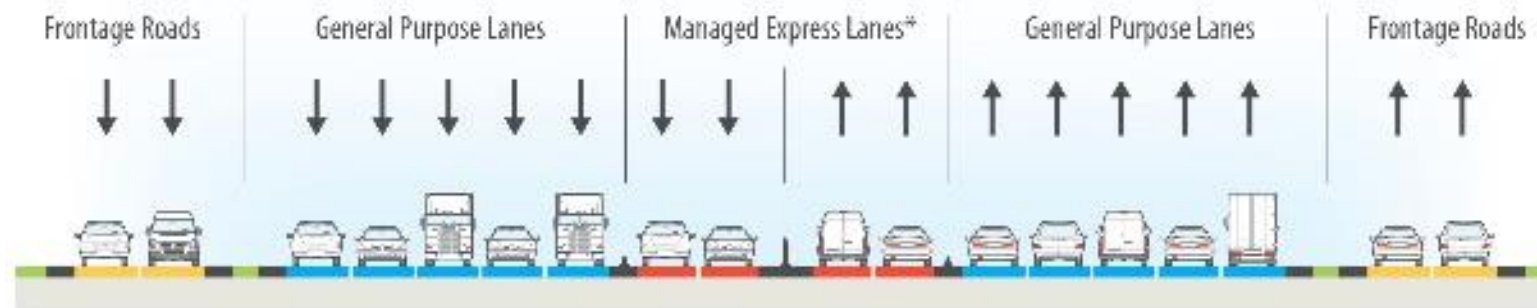
2014	Skillman Bridge work continues... FHWA schematic approved	... and LBJ East catches up
2015	Environmental plan approved	LBJ TEXpress west of 75 opens
2016	\$65M construction approved	Single TEXpress lane opens in each direction on LBJ East
2017	<ul style="list-style-type: none"> -ROW purchased -Utility relocations planned -Oncor begins relocation <p>TxDOT receives approval from City of Dallas and community stakeholders to wrap Skillman Bridge into overall LBJ East project</p>	LBJ East receives public approval to extend similar mixed-lane design as LBJ TEXpress; project scheduled to begin Spring 2018



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



*Managed toll lanes from US 75 to Royal Lane/Miller Road. Express lanes (non-toll) from Royal Lane/Miller Road to I 30. As per currently approved Environmental Document and Schematic.

A Victim of Politics in Austin			
2015	-83 rd Legislature -Hall/Huffines delegation mtgs	No result No result	With new lawmakers in Austin who campaigned on a “no toll roads” platform, the 2015 and 2017 legislative sessions failed to produce viable alternatives, creating delays that are costing taxpayers about \$5 million per month.
2017	-84 th Legislature -LBJ East & Skillman Bridge	No result Shelved <i>An unwelcomed holiday surprise!</i>	Under political pressure, the Texas Transportation Commission (TTC) voted December 14, 2017 to remove LBJ East, as designed, from the 10-year Unified Transportation Plan.
2018	Lake Highlands goes to Austin January 25		In January 2018, the TTC attempted to pass a new plan that would build only a portion of the main lanes, remove the optional express tolled lanes completely, and force our neighborhood to face a piece-meal project that could take 10-15 years of construction to complete. The vote was removed from the agenda.





What Can We Do?

Mark Holmes, Lake Highlands Resident

Know the Difference

“Toll Roads” vs. “Optional Express Toll Lanes”



ALL drivers using
any lanes
must pay a toll.



Drivers have the
freedom to choose
between **free** highway
lanes or *optional*
express toll lanes.

Understand the Real Issue



With the inclusion of *optional* express toll lanes, the LBJ East project is **fully funded and shovel ready** to be built NOW and completed in less than 5 years.



Without *optional* express toll lanes, funding to move LBJ East forward would either:

- Be “found” in phases, which would double or even triple the number of years – think **10-15 years of construction** – that drivers and neighbors would endure; or
- Be **pulled from other local transportation projects** that are also needed
(*i.e. I-30 bridge over Lake Ray Hubbard and/or I-35E between LBJ and Denton County*)



Understand the Real Issue

Optional express toll lanes are a win-win:

- LBJ East gets expanded and improved NOW
 - Other needed infrastructure projects in the region are not delayed or de-funded
 - Drivers begin to enjoy the same freedom to choose on LBJ East as they do when driving LBJ TEXpress west of 75
 - *Optional* express toll lanes in this project generate revenue that goes back to TxDOT to be used for other local projects
-

What Can We Do?



Text: LBJNow to 46786

Facebook: LBJNOW

Twitter: LBJ_Now

Sign Up: www.lbjnow.com

Email your stories: info@lbjnow.com

**Contact Our Elected Officials &
Make Our Voices Heard!**