

## Summary Statement: I-77 HOT Lanes

I-77 is a significant corridor that needs improvements to maintain and improve future mobility in the Charlotte-Mecklenburg region. MUMPO, in partnership with NCDOT, contemplates updating the I-77 HOT lane recommendations found in its adopted 2035 Long Range Transportation Plan and in the 2007 Fast Lanes Study by converting the current High Occupancy Vehicle (HOV) lanes to High Occupancy Tolling (HOT) lanes and extending the HOT lanes north to West Catawba Avenue. In its ongoing analysis, MUMPO and NCDOT are analyzing several variations of the contemplated expansion, including one vs. two HOT lanes in each direction and designating the facility HOT-2 vs. HOT-3. While further extensions to the proposed HOT lane network are under consideration, MUMPO is advancing the following HOT lane scenarios for air conformity analysis:

- I-5405: I-77 from I-277 (Brookshire Freeway) to West Catawba Ave. (exit 28), convert existing HOV lanes to HOT lanes and extend HOT lanes to exit 28. (2015 with HOT2+);
- I-5405: I-77 from I-277 (Brookshire Freeway) to West Catawba Ave. (exit 28), convert existing HOV lanes to HOT lanes and extend HOT lanes to exit 28. (2015 with HOT3+);
- I-5405: I-77 from I-277 (Brookshire Freeway) to West Catawba Ave. (exit 28) convert existing HOV lanes to HOT lanes and extend HOT lanes to exit 28, and from I-85 to exit 28 construct 1 additional HOT lane in each direction. (2015 with 2HOT2+); and
- I-5405: I-77 from I-277 (Brookshire Freeway) to West Catawba Ave. (exit 28) convert existing HOV lanes to HOT lanes and extend HOT lanes to exit 28, and from I-85 to exit 28 construct 1 additional HOT lane in each direction (2015 with 2HOT3+)

MUMPO typically advances a single proposed project for air conformity analysis, but is choosing to advance the four scenarios listed above in order to take advantage of certain schedule synergies and to gather additional data regarding how the scenarios will differ in their ability to advance mobility and environmental objectives. MUMPO's departure from its normal practices should not be viewed as an explicit endorsement of one specific alternative, but rather as an effort to gather feedback from the public on all four scenarios. While MUMPO's review of I-77 and the preferred HOT lane alternative will continue well past the stage at which air conformity analysis is completed, performing that analysis is the first of many important steps in evaluating the merits of the project. After a preferred alternative is selected, MUMPO will carefully consider the policy, operational and environmental implications of the project as well as the way in which citizens will interact with and view the corridor. Some of the issues already under review include:

- Proposed project timeline;
- Traffic flow of managed lanes vs. general purpose lanes;
- Mandatory operational characteristics of the facility;

- Access points at or between interchanges;
- Procurement through a public private partnership;
- Length of proposed partnership agreement; and
- Opportunity to advance transit options within the corridor

MUMPO, NCDOT and other stakeholders intend to utilize the outputs of the conformity analysis to launch a multi-tiered and multi-disciplinary review of the selected alternative to ensure MUMPO's core transportation interests will be optimized.