

*ANALYSIS OF THE MERCATOR POLICY OPTIONS*

***I-77 EXPRESS  
LANES***

*Local Advisory Group Meeting #7*

*May 10, 2018*

# Group Purpose

## ***Advise and Provide Input for the NCDOT Secretary***

- a) Analyze Mercator Report 'Options to Consider'*
- b) Assess potential changes for the I-77 Express Lanes Project's Scope and P3 Contract*



# Introductions and Roles

- **Local Advisory Group**

Provides input; analyzes pros and cons of various options

- **NCTA Staff**

Liaison with NCDOT; point of contact for LAG information requests

- **Mercator / RS&H Team**

Researches and presents options; brings expertise with projects of this size and scope

- **Facilitators**

Helps group have productive discussion and use its time effectively

# Purpose and Approach: Ground Rules

- **“Share the Air”**
- **Listen to Others’ Perspectives**
- **Focus on Interests Before Taking Positions**
- **Seek Common Ground and Action**
- **When Speaking to Press and Public, Share Your Own View; Avoid Attributions About What Others Said**
- **Report Back to Your Respective Appointing Organizations**



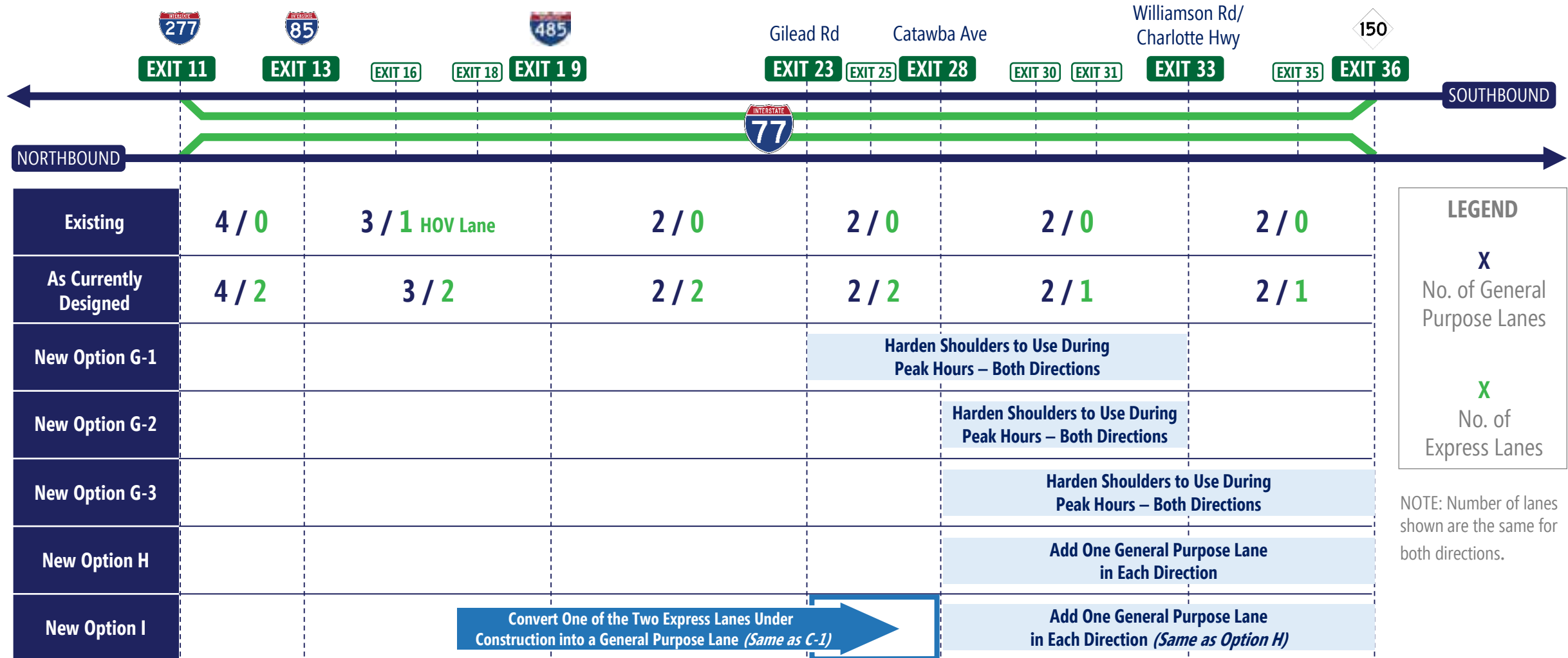


# Agenda – Meeting #7

- **Introduction**
- **Options Presented at Workshop 6**
- **Option Summary Review and Status/Next Steps**
- **Individual Member Input**
- **Closing**



# Scope of Options Presented at Workshop 6



**LEGEND**

**X**  
No. of General Purpose Lanes

**G**  
No. of Express Lanes

NOTE: Number of lanes shown are the same for both directions.

# Local Advisory Group Feedback

Options Discussed	Additional Evaluation?	Summary of LAG Input
Option A Terminate the CA and Complete the Express Lanes Project Using Public Funding or Financing as it Becomes Available	NO	Significant cost and schedule impacts; similar outcome can be pursued after completion of construction
Option B Terminate the CA and Develop Alternative through CRTPO Processes	NO	Significant cost; uncertain when alternative improvements can be identified, funded, and completed
Option D Work with CRTPO to Identify and Advance Additional Improvements to Address Mobility Issues in the Corridor	NO	Option is currently available and does not require NCDOT resources
Option C-2 Negotiate Contract Modification – Frequent User Discounts or Toll Credits	DEFER	Potential benefits and costs of discounts can be better evaluated after initial operating data is available
Option C-3 Negotiate Contract Modification – Allow Medium Trucks	DEFER	Consider modifications to truck restrictions based on project performance. Evaluate potential toll rates and revenue impact.
Option C-4 Negotiate Contract Modification – HOT2+ for Some Period of Time	DEFER	Consider changing HOT3+ to HOT2+ based on project performance and usage. Evaluate potential toll rates and revenue impacts of this change.
Option C-5 Negotiate Contract Modification – Change Compensation Provision for Unplanned Revenue Impacting Facilities	DEFER	Determine what potential improvements within the airspace are desirable and feasible over next 10 years and evaluate potential compensation cost, if any.
Option C-1 Negotiate Contract Modification – Defer or Eliminate Tolling of Certain Lanes	YES	Evaluate costs to convert to 3 GP and 1 EL between exits 23 and 28
Option E Develop Preliminary Plans to Negotiate and Finance the Purchase of the Express Lanes Project After Completion	YES	Evaluate legal and financial aspects associated with assuming existing project debt and financing termination costs.
Option F Complete and Delete	YES	Evaluate legal and financial aspects associated financing termination costs and expediting regulatory approvals.

# Local Advisory Group Feedback

Options Discussed		Additional Evaluation?	Summary of LAG Input
Option G	Run Cars on the Shoulder During Peak Hours Where Opportunities Exist	YES	Identify potential locations and travel time benefits; evaluate costs and schedule.
Option H	Add More Capacity (Non-Tolled) Over the Causeway	YES	Evaluate potential costs and schedule – build a third GP lane in each direction between exits 28 and 36.
Option I	Maintain 3 GP Lanes Throughout Project	YES	Evaluate potential costs and schedule - Convert to 3 GP and 1 EL between exits 23 and 28 and build a third GP in each direction between exits 28 and 36 (combination of Options C-1 and H).



# *INDIVIDUAL MEMBER INPUT*

# Closing

- **Meeting Evaluation**
- **Discuss Next Steps**

***THANK YOU!***