

FBRMPO TCC

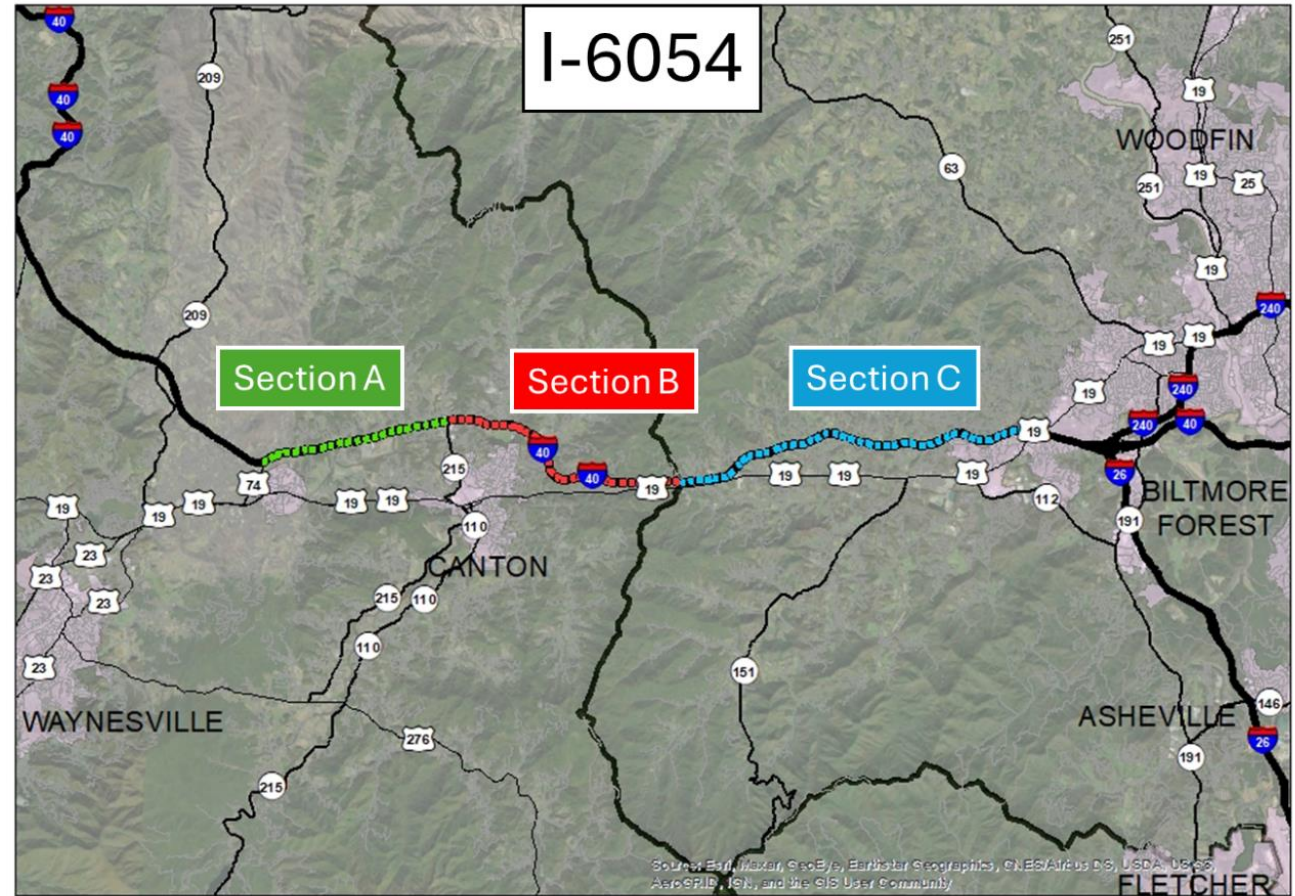
JANUARY 11, 2024

I-40 HOT Lanes

RESOLUTION OF SUPPORT

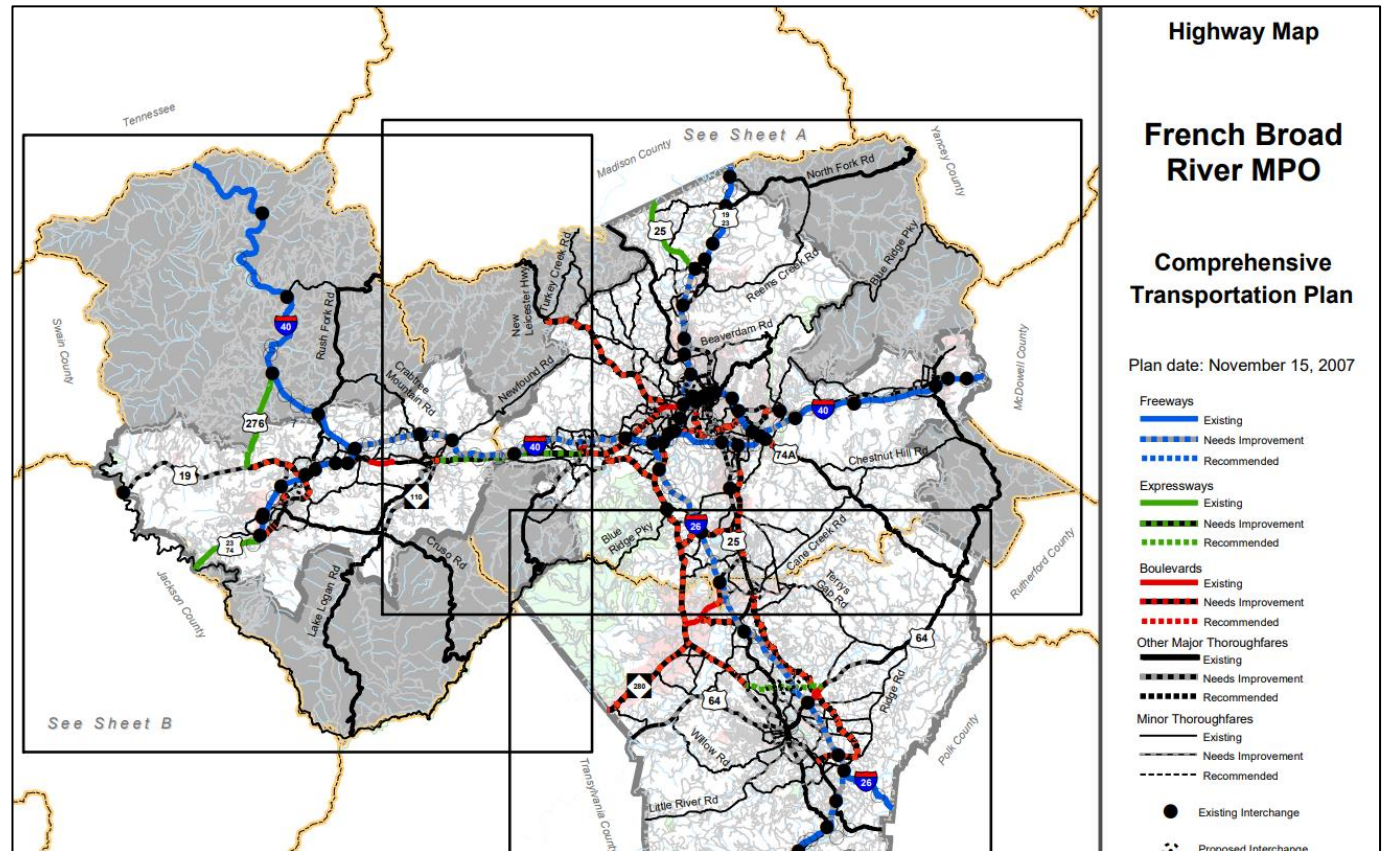
What is the Project (I-6054?)

- Widening of I-40 from the termini of I-2513 (near Exit 44) in Buncombe County to US 23/74 in Haywood County
- All Sections are in P 7.0
- No Section is Currently Funded but Section C is “Uncommitted” in the TIP/STIP



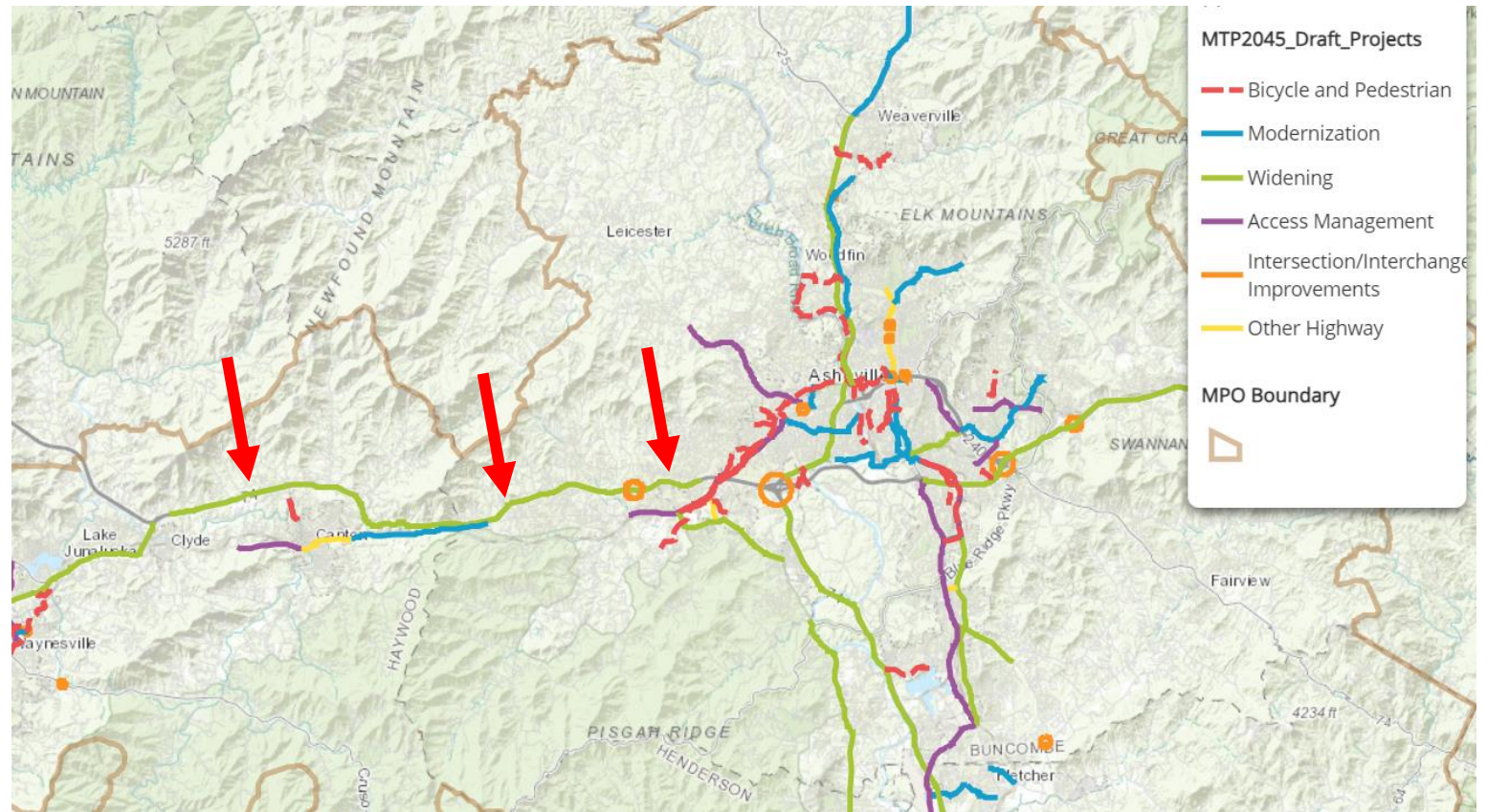
Background

- The widening of I-40 was initially identified in the 2008 Comprehensive Transportation Plan (CTP)



Background

- The widening of I-40 was prioritized in the 2045 Metropolitan Transportation Plan (MTP) and is included in the fiscally constrained project list



Background

- HOT Lanes are specifically recommended as a treatment to be considered to alleviate congestion on I-40 in the 2018 Congestion Management Process (CMP)

FREIGHT ROUTE RECOMMENDATIONS

The freight routes in the MPO planning area cover most of the interstates- and only interstates. These routes primarily serve inter-regional and intra-regional travel and also serve a large amount of freight. In order to maintain the functional integrity of these routes, the following treatments are generally recommended:

- **Add Climbing Lanes Where Appropriate**

Travel-Time Reliability data has shown that a fair amount of congestion on interstate routes in the region correlates with higher inclines. Trucks and larger vehicles can be forced to slow down on these inclines and slow down an entire travel lane as a result. Adding climbing lanes in certain areas can help to separate trucks from faster moving vehicles and prevent slow-downs.

- **Install High Occupancy Toll (HOT) Lanes**

HOT lanes have been installed in metro areas across the country in order to encourage the use of high occupancy vehicles (buses, carpooling, etc.) as well as provide a source of revenue from SOVs willing to pay to move faster through roadway segments. The following routes should be studied to consider HOT lanes: I-26, I-40, I-240

- **Level of Service Exceptions**

Level of Service sets the expectation for congestion on roadway segments and interchanges. It is recommended that I-240 in Asheville aim for a Level of Service E in congestion evaluations.



What are HOT Lanes?

- Managed Lanes that provide drivers an option to use additional lanes at a cost
- Tolls are typically determined by use (if no one is using them, cost is low, if the lane is filling up, costs increase)
- Passes are often provided to transit vehicles and vanpools



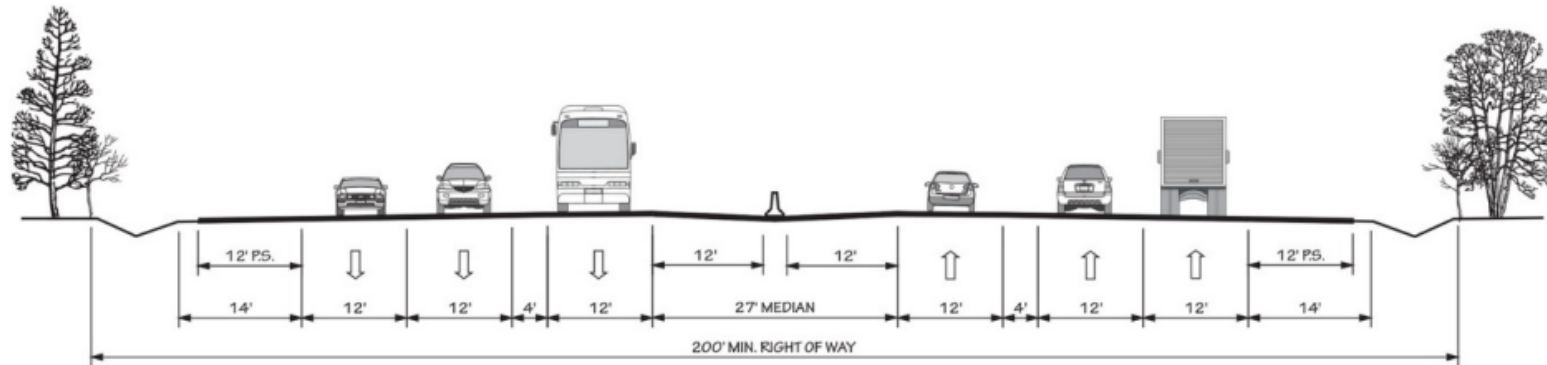
Benefits of HOT Lanes

- Maintains reliable flow of traffic in at least one lane of travel
- Provides revenues that can be used for maintenance and operations (Monroe and Triangle Expressways get 90%+ of Operating Revenues from HOT Lanes)
- Can help mitigate congestion
- Can help improve air quality

Typical Cross-Section With Managed Lanes

TYPICAL SECTION No. 6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

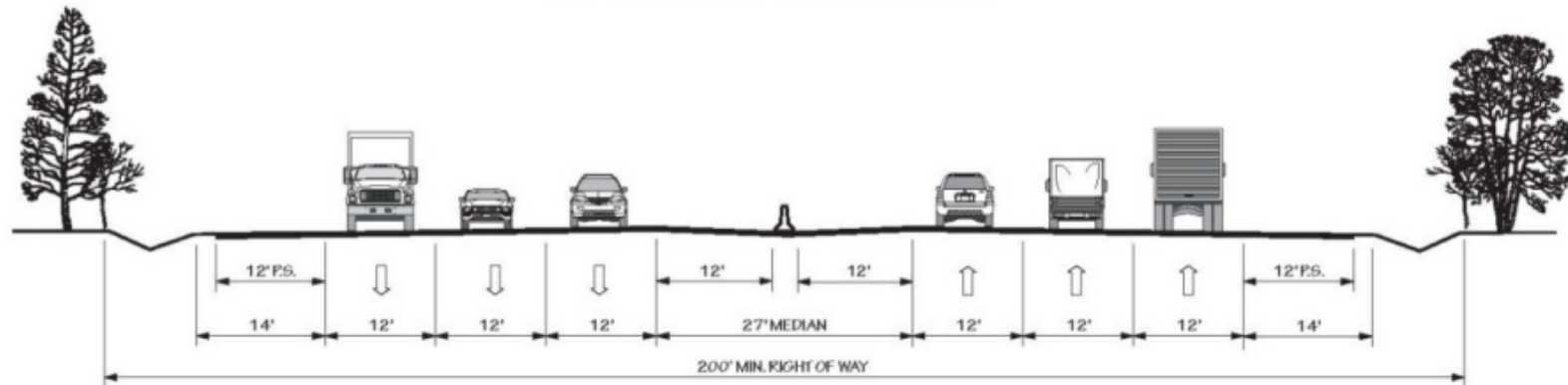


POSTED SPEED 55-70 MPH

Typical Cross-Section wo Managed Lanes

TYPICAL SECTION No. 6B

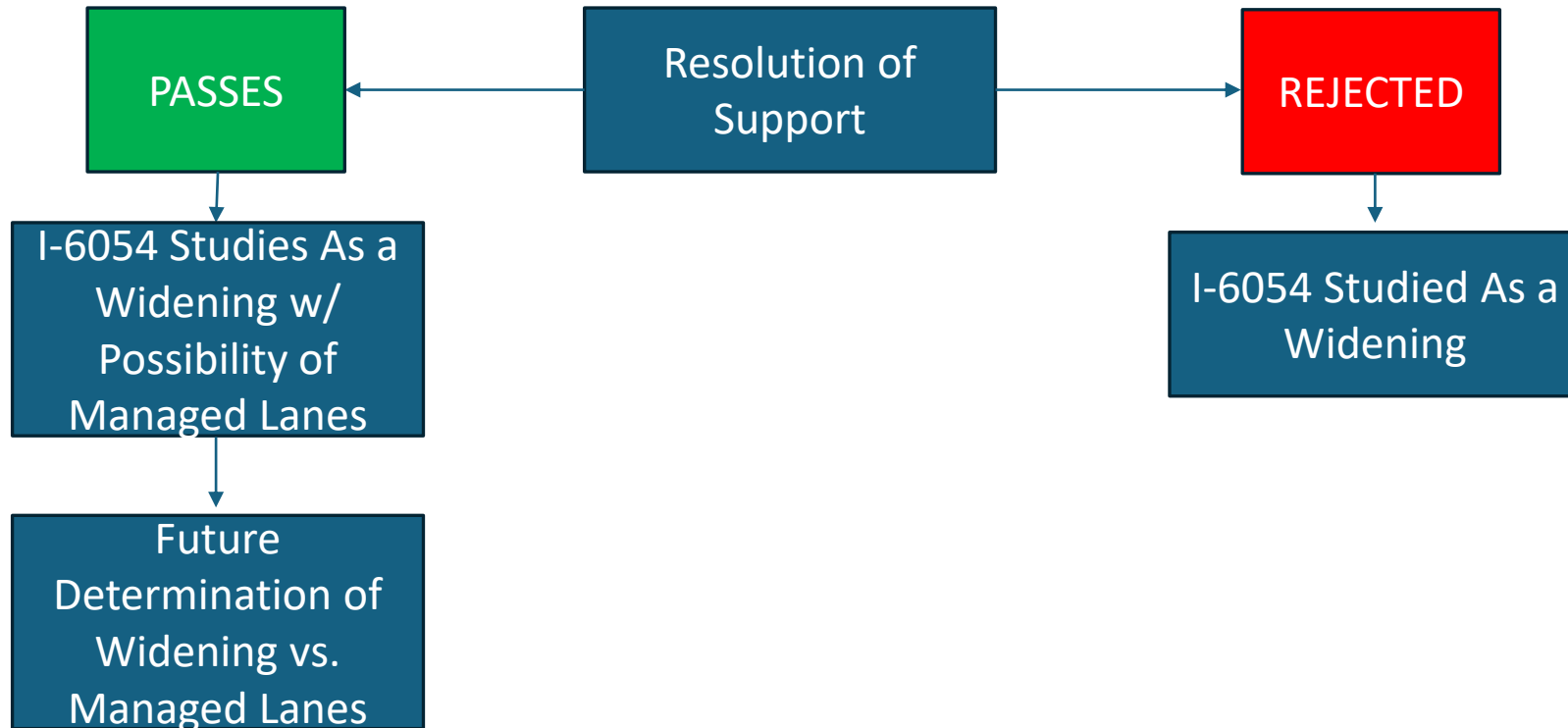
6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS



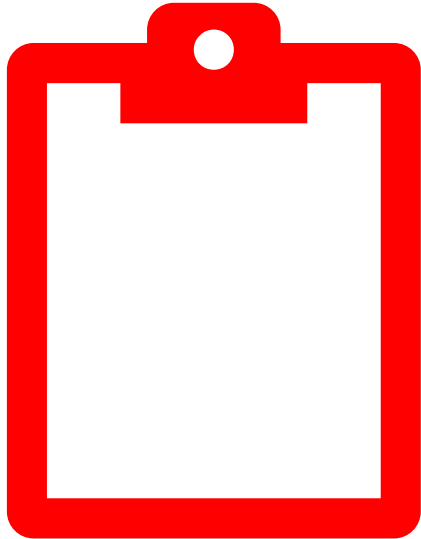
POSTED SPEED 55-70 MPH

Resolution of Support

- Would request NCDOT to study the potential for a widening of I-40 to add HOT Lanes
 - Does not mandate the project to build HOT Lanes

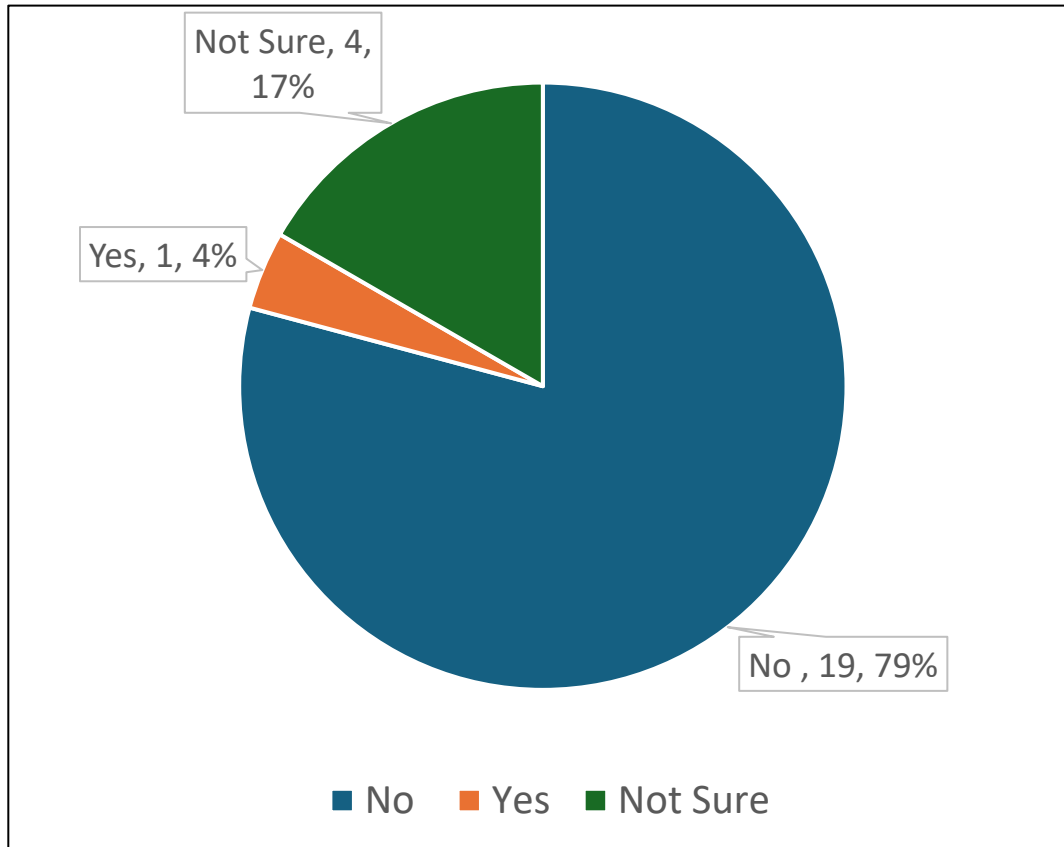


Memorandum of Understanding (MOU) Survey



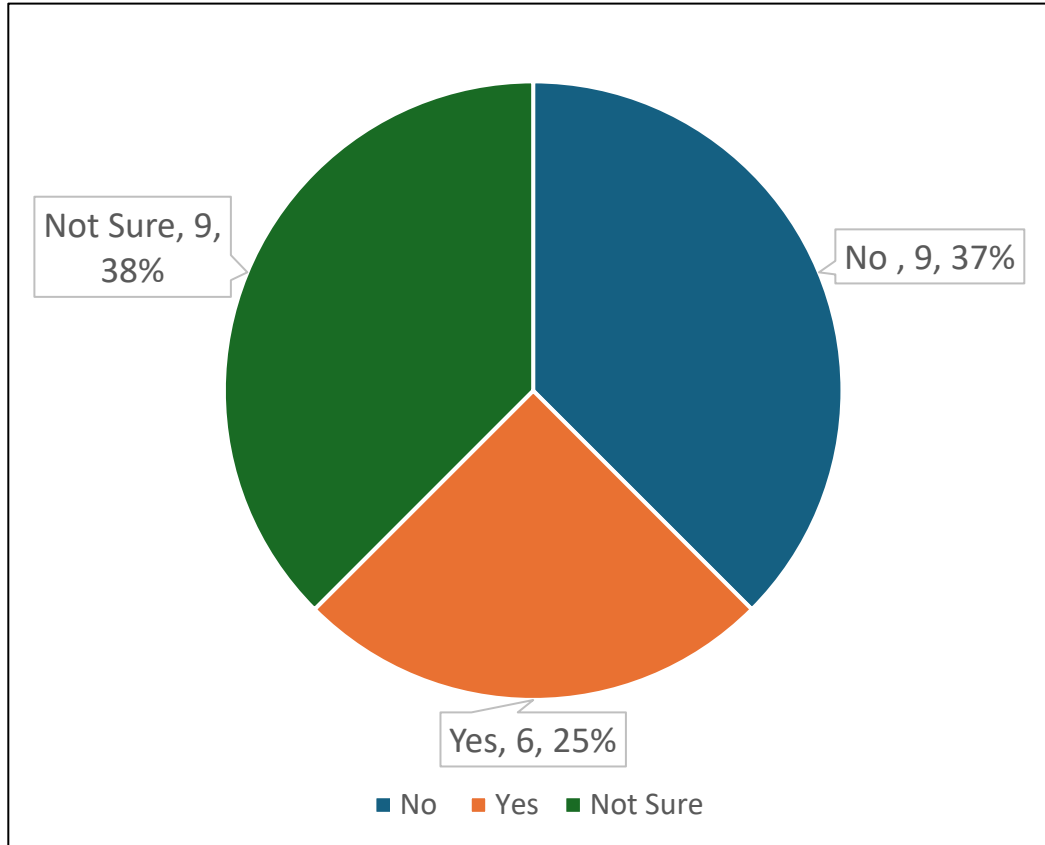
- Surveys were open November 17th - December 22nd
- Used to indicate general direction for changes to the MOU
- 9 Board Member Responses
- 15 TCC Member Responses

Do you think the distribution of votes on the MPO Board should change?



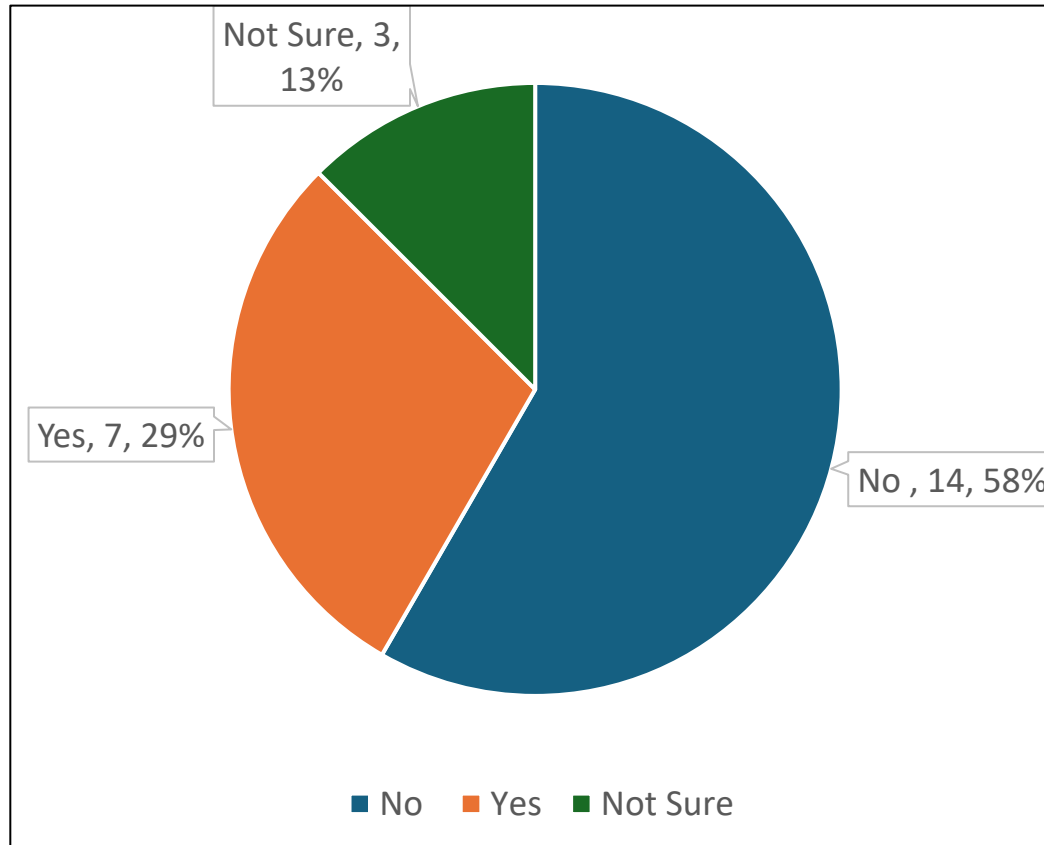
- No Board members voted “Yes”
- Some interest in Reducing the Board (1 Board, 1 TCC)
- Some interest in Consolidation of Seats

Do you think having multiple jurisdictions consolidate votes would be a beneficial approach?



- One note that the MPO Board is already too large and should avoid further expansion

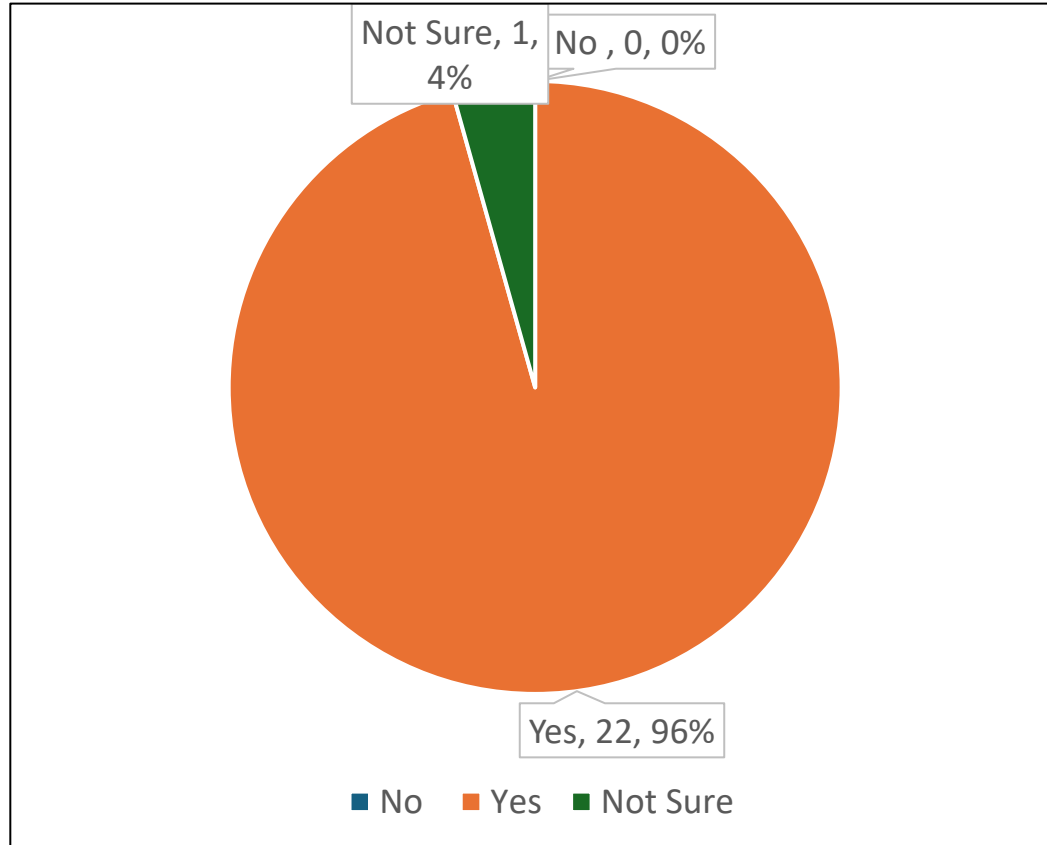
Should the definition of Quorum change?



Follow-up Question on how it should change:

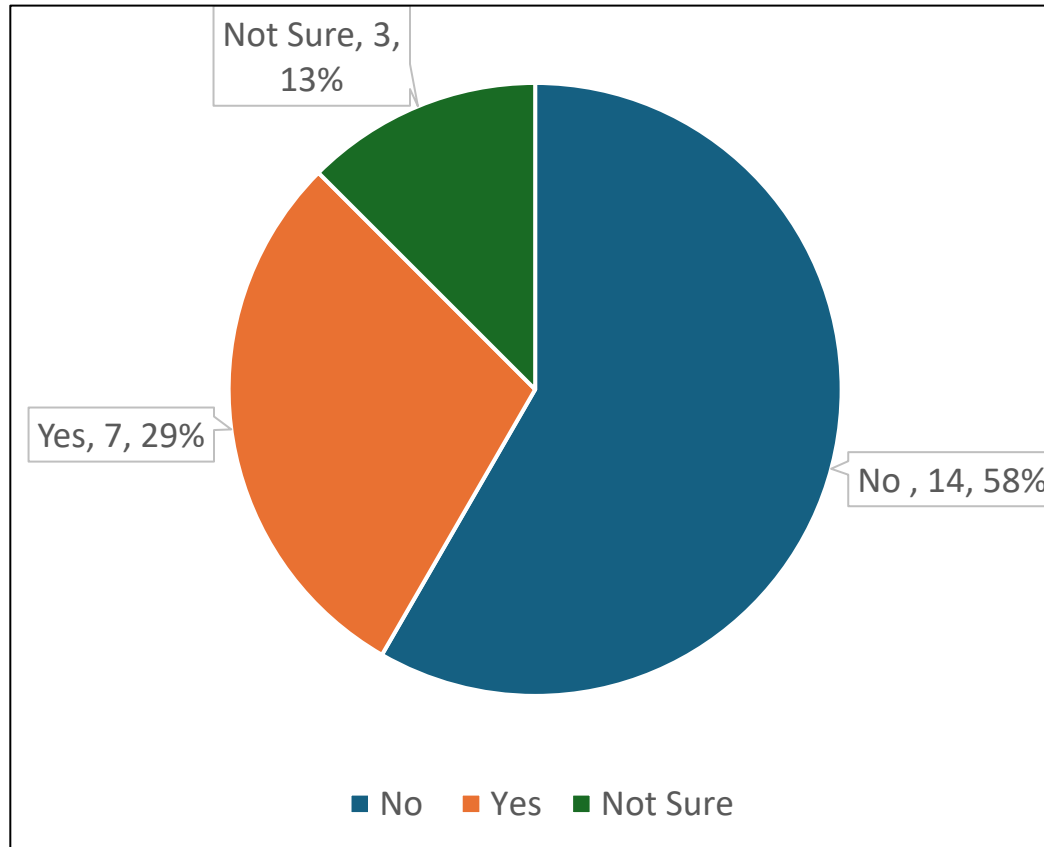
- most respondents put "leave it as is"
- some support for 51% regardless of "active" status
- one response requested that inactive members not be able to vote on their first meeting back

Should a simple majority decide voting outcomes?



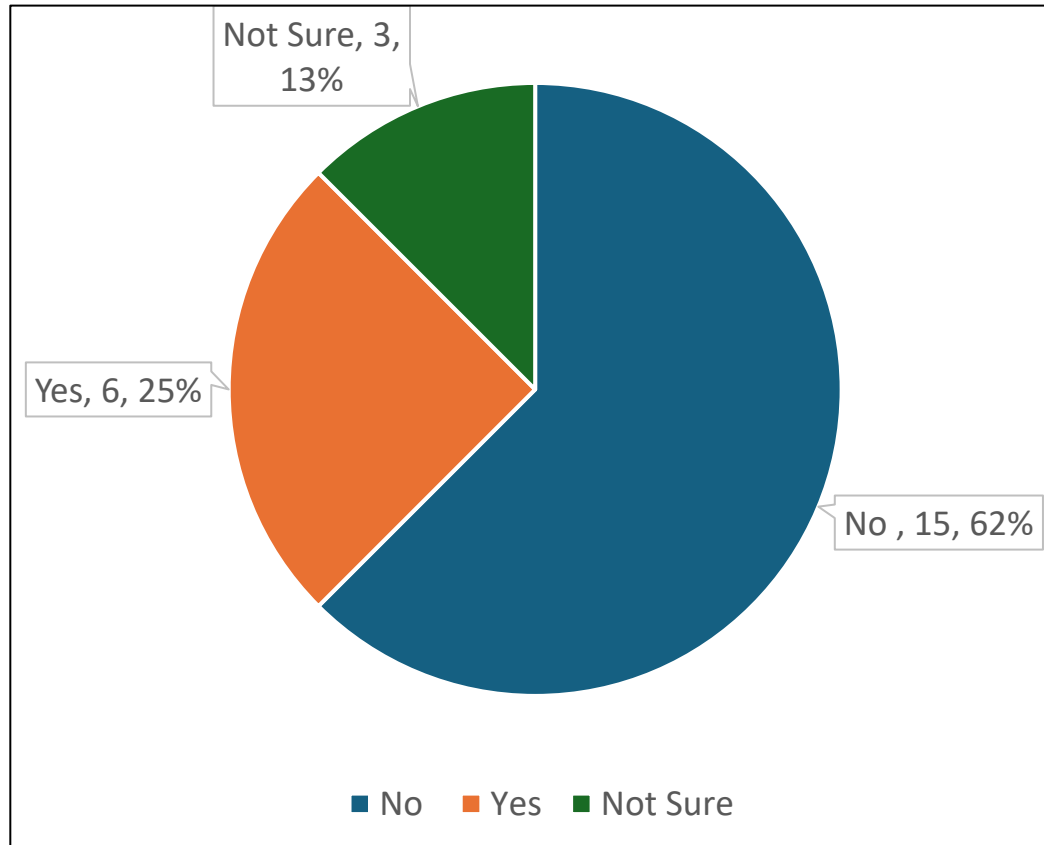
- One response supported moving to two-thirds of votes needed

Do you think the Veto Power Provision Needs to Change?



- Some support for the removal of the Veto Power
- One response to ensure a veto is requested by the Board member's council, not an independent act
- One response to expand the Veto Power to allow any impacted jurisdiction to veto projects

Do you think the Weighted Voting Provision Should Change?



- Some interest in removing the Weighted Vote (7 Votes)
- One response to reduce the Weighted Voting power

Next Steps

- Additional discussions on potential changes based on the survey responses
- Draft MOU
- MOU Approval by the MPO
- MOU Approval by Each Local Government