

What is the Georgia Express Lanes system?

Georgia Express Lanes are new toll lanes that are being constructed along existing interstates in some of the most congested corridors around metro Atlanta. These lanes will be built by the Georgia Department of Transportation (GDOT) and operated by the State Road and Tollway Authority (SRTA). Express lanes rely on variable toll rates, rising as demand increases during peak travel times and falling at off-peak times. Here are some of the great benefits they will offer.

Easy to use

All you need is a Peach Pass transponder to access the Georgia Express Lanes system. Customers can register for a Peach Pass with SRTA. You simply place a small, electronic sticker in your vehicle, which connects to your SRTA account and deducts the proper toll each time. You can also use cash to purchase and reload a Pay n Go Peach Pass at participating stores.

www.PeachPass.com

A reliable trip, even during peak travel times

Whether you need to make it to a meeting on time, pick up the kids, get to the stadium before the first pitch or you simply want to get in and get moving, Georgia Express Lanes offer more reliable and predictable travel times when you need it.

Better options for transit and vanpool riders

Express lanes support transit and registered vanpools with free access that provides riders a speedier, reliable and toll-free ride. These lanes enhance predictability for transit operators, making transit a more attractive alternative and reducing the number of vehicles on the roads.

Economic development opportunities

Express lanes have also been shown to offer economic benefits by providing employers access to a larger pool of job candidates and increasing consumer activity in these corridors.

A cost-effective way for the state to improve and expand transportation options

With increasingly limited state and federal transportation funding, these toll-based lanes increase roadway capacity and offer a funding mechanism to offset capital, operation and maintenance costs for these transportation infrastructure improvements.



Project	Current Phase	Delivery Method*	Request for Proposals*	Opening Year*
I-75 Express Lanes	Design	Design Build	March 2013 (Completed)	2017
I-85 Express Lanes Extension	Environmental/Design	Design Build	2015	2018
I-85 Express Lanes	Opened in October 2011			
I-285 Top End	Environmental	TBD	TBD	TBD
Northwest Corridor Express Lanes	Design	Design Build Finance	December 2012 (Completed)	2018

*Information is best available as of publication date; TBD indicates "To Be Determined"

Planning for a Network of Express Lanes

Metro Atlanta's express lanes system is being developed by GDOT in a comprehensive and highly-coordinated manner under the state's Managed Lane System Plan (MLSP). The plan is designed to address two key challenges: limited transportation funding and growing traffic congestion. This plan introduces a network of express lanes projects on the state's most congested interstate corridors in a manner that addresses priorities, balances cost and meets the unique need of each corridor.

The Department has advanced the MLSP by developing an implementation strategy for the identified express lanes

network in metro Atlanta. Once complete, the Managed Lane Implementation Plan (MLIP) will have successfully updated the MLSP, along with visioning several potential implementation strategies for metro Atlanta's planned express lanes network.

As each project opens to traffic, the entire system of toll lanes will improve connectivity and mobility in the region for commuters, transit riders and the logistics industry, bringing an economic benefit to the Atlanta area and the entire state.

Glossary of Terms

Managed Lanes – Georgia Express Lanes are managed lanes that provide motorists another travel option to the toll-free general purpose lanes that exist today. These lanes are actively managed through pricing, access and/or occupancy requirements in order to maintain free-flowing traffic, even during morning and evening rush hours. When the general purpose lanes are congested, motorists have the choice to use the free-flow express lanes to save trip time.

Occupancy Policy - An occupancy policy defines vehicle eligibility and tolling options for the express lanes. The occupancy policy for each express lane has a significant impact on the revenue that can potentially be generated through tolls to support the construction, operations and maintenance of a facility. Two occupancy policies are currently under consideration for each project in Georgia. These include:

- **High Occupancy Toll Lanes (HOT 3 +)** are limited access lanes that allow vehicles with three or more occupants to register and ride in the lanes toll-free, while single- and double-occupant vehicles will pay a fee. Transit vehicles, motorcycles, alternative fuel vehicles and emergency vehicles can use the lanes toll-free.
- **Express Toll Lanes (ETL)** require tolling of all vehicles. Registered transit vehicles and vanpools, emergency vehicles and motorcycles can ride in the lanes toll-free.

ORT (Open Road Tolling) - Open road tolling is the collection of tolls on toll facilities, such as express lanes, without the use of toll booths. Both HOT Lanes and Express Lanes incorporate the use of electronic toll collection (ETC) equipment, collecting tolls from facility users through the use of an electronic transponder available for public purchase.

Project Delivery Methods - GDOT utilizes a variety of legal structures to organize and finance the design, construction, operations and maintenance of transportation facilities. GDOT considers the overall schedule and financial impacts of each delivery method when making decisions about the implementation of the express lanes program. Commonly used project delivery methods in Georgia include:

- **Design-Bid-Build** - GDOT works with an engineer to finalize the design of a project, then solicits bids and hires a contractor to construct a project.
- **Design-Build** - After the conceptual design for a project is complete, GDOT solicits bids and hires a team of engineers and contractors to finalize the project design and construct the project.
- **P3 (Public Private Partnership)** - A partnership formed by a public entity and a private entity, in this case GDOT and a private company or group of companies. Such a partnership allows the state to further leverage limited funding sources by allowing private-sector participation in the delivery and financing of the transportation projects. P3 arrangements include designing, building, operating, financing and maintaining a transportation facility - or some combination thereof. For more information on Georgia's P3 Program, visit www.dot.ga.gov/p3.
- **PDA (Pre-Development Agreement)** - An agreement formed by a public entity and a private entity to work together on a transportation project's development including design, environmental studies, and financial assessment in order to determine the overall feasibility of a potential P3 project prior to entering into a formal partnership for project delivery.