

Georgia Express Lanes

Frequently Asked Questions



Existing

- I-85 Express Lanes
- I-75 South Metro Express Lanes
- Northwest Corridor Express Lanes
- I-85 Express Lanes Extension

MMIP

- I-285 Top End Express Lanes
- SR 400 Express Lanes
- I-285 Eastside Express Lanes
- I-285 Westside Express Lanes

Long-Range

- I-20 East Express Lanes
- I-20 West Express Lanes
- I-75 Gap Express Lanes

What is the Georgia Express Lanes Network?

The Georgia Express Lanes optional priced managed lanes run alongside existing interstates in some of the most congested corridors around metro Atlanta. These lanes provide a mobility choice and more reliable trip times in peak periods for motorists and transit customers. The result is a network of lanes that provide more reliable and predictable travel times. All Georgia Express Lanes rely on dynamic pricing, with toll rates rising as demand increases during peak travel times and falling at off-peak times.



What are the benefits of express lanes?

- Provides more reliable trip times
- Offers more consistent travel speeds
- Increases transit options
- Impacts regional economic growth positively
- Improves air quality
- Generates revenue and opportunities

Who owns and operates the express lanes?

All Georgia Express Lanes are owned by the Georgia Department of Transportation (Georgia DOT). Operation of the pricing aspects of the lanes, including all customer service functions related to the Peach Pass system is managed by the State Road and Tollway Authority (SRTA).

What are the different express lanes projects?

In Operation

- **I-85 Express Lanes:** Runs I-85 from Chamblee Tucker Road to Old Peachtree Road in Gwinnett County. These lanes are 16 miles long and opened to traffic in 2011.
- **I-75 South Metro Express Lanes:** Lanes run along I-75 from SR 155/McDonough Road in Henry County to SR 138/Stockbridge Highway in Clayton County. These lanes run for 12 miles and opened to traffic in 2017.
- **Northwest Corridor Express Lanes:** Opened in 2018. The most innovative express lanes project in the country running 29.7 miles along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road in Cobb and Cherokee counties.
- **I-85 Express Lanes Extension:** Anticipated to open in late 2018. The lanes will run 10 miles along I-85 north of the existing express lanes at Old Peachtree Road to Hamilton Mill Road in Gwinnett County.

In Development

- **SR 400 Express Lanes:** Adds two new express lanes in each direction on SR 400 between I-285 and McGinnis Ferry Road and one express lane in each direction from McGinnis Ferry Road to McFarland Parkway. The project is estimated to start construction in 2021.
- **I-285 Eastside Express Lanes:** Adds one express lane in each direction on I-285 between I-20 and I-85. The project is estimated to start construction in 2022.
- **I-285 Top End Express Lanes:** Adds two new express lanes along I-285 from I-75 on the west to I-85 on the east. The project is estimated to start construction in 2023.
- **I-285 Westside Express Lanes:** Adds one express lane in each direction on I-285 between I-20 and I-75. The project is estimated to start construction in 2023.

Why are the express lanes tolled instead of being carpool lanes?

Carpool lanes are not as efficient as express lanes.

Studies show that express lanes have a much more reliable travel speed than carpool lanes. Express lanes offer a more efficient choice for motorists throughout the entire trip.

Why did you choose to make more highway lanes rather than building more transit?

Transit expansion is a necessary part of an entire regional transportation system, as are express lanes. Motorists need options for their trips based on how they travel. As Georgia creates a transportation system for the future, areas within the metro Atlanta region will experience growth differently. Express lanes make driving more efficient in areas where transit expansion has not yet occurred.

What is dynamic pricing?

Rates on any express lane are based on a dynamic pricing format, which increases the price during peak travel times and decreases the price during off-peak times. Dynamic pricing facilitates reliable trip times for those utilizing the express lanes including transit vehicles. Dynamic pricing allows as many motorists as possible to use the lanes while still meeting expectations for free-flowing traffic.

How much will it cost to use the express lanes?

SRTA, who manages the pricing on the operational express lanes, has a minimum toll of 10 cents a mile on all Georgia Express Lanes. During periods of very low demand, a minimum toll of 50 cents per trip, regardless of trip length, will be applied. The uniform pricing across all Georgia Express Lanes allows for greater customer ease and a consistent customer experience.

Why do I have to pay to use the express lanes? Don't my taxes already fund the roads?

Road construction is mainly funded through state gas tax collection and federal support; however, both the gas tax and federal funding have already been spent

well in advance of the construction start date. Express lanes are a reliable source of funding that allows Georgia to invest in today's road maintenance, as well as future transportation investments. On top of that, funding from express lanes comes from Georgia and stays in Georgia.

Paying for express lanes seems unfair for some people. How do you plan to make sure everyone has a chance to use the express lanes, regardless of income?

The express lanes prices are set to rise or fall depending on the demand currently in the lane. If anyone chooses to not use the lane, they do not have to pay. In fact, studies show that this option makes the system more fair and drivers of any income consistently choose the travel mode that works best for them and their circumstances.

How do police and other emergency services monitor the express lanes or provide assistance when there's a crash?

First responders have been trained and are well-equipped to operate within the express lanes. They coordinate closely with transportation officials to ensure they have 24-hour access to all parts of the highway, including the express lanes. Using dynamic messaging signs, security gates, and advanced communications systems, transportation officials can allow access to first responders at any time, even making the express lane the quickest way for emergency services to access any part of the corridor.

Are transit riders required to pay anything beyond normal fares on routes that access the express lanes?

No, there is no additional costs to access the express lane for public transit riders, state-registered vanpools,

or public transit providers.

How are fares collected?

The Georgia Express Lanes do not use toll booths. All fares are collected electronically using the Peach Pass, a small electronic sticker that adheres to a vehicle's windshield. This technology, along with the operational express lanes, allows motorists to maintain consistent travel speeds. More information about the Peach Pass is available at www.PeachPass.com.

How do drivers obtain a Peach Pass?

All Georgia Express Lanes users can visit www.PeachPass.com or call the Peach Pass Customer Service Center at 1-855-PCHPASS (1-855-724-7277) to open a Peach Pass account and register their vehicle(s). The Pay n GO! Peach Pass can also be obtained at local retailers, including Walgreens and CVS. Each vehicle in a household must be registered for a separate Peach Pass transponder; however, households with multiple vehicles can list up to 10 vehicles on one Peach Pass personal account.

As an added benefit, Georgia has also partnered with Florida and North Carolina to allow travelers to use the Peach Pass with dynamic pricing systems in these states. In the coming years, the number of states in which the Peach Pass is interoperable will continue to expand. SRTA is currently negotiating with E-Z Pass, which encompasses express lane systems in 14 states, including New York, New Jersey, Virginia, and Pennsylvania.

Is there an option to obtain a Peach Pass without a credit or debit card?

Yes, the Pay n GO! Peach Pass is available for customers who wish to open a Peach Pass account with cash rather than an assigned debit or credit card. No personal or vehicle information is required for this purchase. Much like a prepaid calling card, the Pay n GO! Peach Pass can be purchased and reloaded with cash for credits (\$20-\$500) at participating CVS and Walgreens stores. The Pay N Go! Peach pass can only

