The Case for Choice Lanes: Lessons Learned from Georgia

NCSL Alternative Transportation User Fees Foundation Partnership
Salt Lake City
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KEY FEATURES

- 4 Operational Facilities
- 100% AET, ORT Dynamically Priced Facilities
- 2 High Occupancy Toll Facilities (I-85 & I-85 Ext.)
- 2 Reversible Facilities
- Eligible Vehicles:
  - Two Axles Only
  - Passenger Vehicles
  - Trucks up to 6 wheels
- No Semitrucks; No Trailers

Georgia’s Express Lanes Network

MLS – In Operation
I-85 Express Lanes
I-75 South Metro Express Lanes
Northwest Corridor Express Lanes
I-85 Express Lanes Extension

Total Express Lane Miles

109
Georgia’s Express Lanes Network

FY22 TOLL REVENUE

$52,641,507
NET TOTAL REVENUE

$28,063,282
I-85 EXPRESS LANE REVENUE

$6,109,779
I-75 SOUTH METRO EXPRESS LANE REVENUE

$2,136,422
I-85 EXTENSION EXPRESS LANE REVENUE

$16,332,024
NORTHWEST CORRIDOR EXPRESS LANE REVENUE
The Case for Choice Lanes

01 Urban Congestion Relief
Most urban areas can’t build their way out of congestion; Managed lanes provide a relief valve or express lane bypass for congestion.

02 Improved Speeds & Travel Time Reliability
In some cases, the improvements occur in the managed lanes and in the general-purpose lanes.

03 Increased Safety
Managed lanes often segregate and prohibit certain vehicles (e.g., large trucks), improving both safety and vehicle throughput.

04 Equitable Benefits for all motorists & often transit users
They are not “Lexus lanes.” Can improve transit service; Users span the socio-economic spectrum.

05 Revenue Generation/ Clear User Fees
Projects can offset some or all of their capital or O&M costs. Direct nexus between the roadway & associated user fees; Strong analogies to RUC.

06 The Choice is Yours
Managed Lanes provide an additional option; Users are not forced to use them and there are non-tolled options available in the same corridor.
Thank You.