

I-85 EXPRESS LANES: PROJECTS ACROSS THE U.S.

I-15 in San Diego

Since 1998, single-occupant vehicles pay a per-trip fee each time they use the eight miles of I-15 Express Lanes. Tolls vary “dynamically” (i.e., in real time) with the level of traffic on the lanes. Fees may rise or fall in \$0.25 increments as often as every six minutes to help maintain free-flow traffic conditions on the eight mile segment. In addition, between 1998 and 2006, the number of carpools increased by 50 percent. I-15 commuters, including Express Lane users, carpools, and general purpose lane commuters, overwhelmingly support the Express Lanes.

I-25 in Denver

Seven miles of I-25 High Occupancy Vehicle (HOV) lanes were opened in the mid-1990s with a two+ vehicle occupancy requirement. Although carpool, vanpool, and bus use of the HOV lanes was good, available capacity still existed. In 2006, toll paying solo drivers were allowed to use the I-25 HOV lanes. These Express Lanes use electronic toll collection with preset variable pricing by time of day. The current fees range from a low of \$0.50 on Saturdays, Sundays, and off-peak periods to a high of \$3.25 during peak times to use the seven mile Express Lane. Solo drivers must obtain a transponder (which works similar to the Georgia Cruise Card) and maintain an active account to use the Express Lanes. The transponders can also be used on other toll facilities in Denver.

I-394 in Minneapolis

Implemented in 2005, the I-394 MnPASS Express Lanes enable solo drivers to use the 11 miles of HOV lanes for a fee. Dynamic pricing is used, with tolls based on the level of congestion in the Express Lanes. The base toll is \$0.25, and the maximum toll is \$8.00 to use the 11 mile Express Lane. MnPASS was undertaken to meet a number of objectives including improving the efficiency of I-394 by increasing the person- and vehicle-carrying capabilities of the HOV lanes, maintaining free flow speeds for transit and carpools in the HOV lanes, and enhancing highway and transit in the corridor with project revenues. In 2006, 63 percent of the traffic on MnPASS was buses and carpools, while 32 percent of the traffic was tolled vehicles, and the remaining five percent was toll violators.

SR 167 in Seattle

Seattle’s High Occupancy Toll (HOT) lanes were introduced on nine miles of State Route (SR) 167 in 2008. Toll rates vary to ensure that the HOT lanes are free flowing even when the general purpose lanes are congested. The HOT lanes preserve transit and carpools advantages (reports from Seattle indicate that travel times for carpools and transit have not increased since the introduction of the HOT lane), while allowing solo drivers the option to pay for a faster, more reliable trip when they need it most. Average tolls during rush hour often are between \$2.00 and \$5.00 the nine mile HOT lane segment.



Source: U. S. Department of Transportation

For more information, please visit:
www.peachpass.com

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High Occupancy Toll (HOT) lanes/Express Lanes are currently operating or being planned in a number of cities across the country. Cities with existing HOT lane projects include:

- San Diego
- Minneapolis
- Orange County
- Denver
- Houston
- Seattle
- Miami-Fort Lauderdale
- Salt Lake City

Map of HOT Lane Projects in the U.S.

