



*Media Contact: Natalie Dale, GDOT - 404-772-2836*

**Georgia Revising Public-Private Partnership Model  
for Delivery of Express Lanes Projects on I-285**

*Update expected to yield expanded project scope, greater benefits for travelers in corridor*

**ATLANTA** – The State Road and Tollway Authority (SRTA) and Georgia Department of Transportation (GDOT) will leverage their successful Public-Private Partnership (P3) program to solicit a private partner(s) through a revenue-risk model that will design, construct, finance, operate, and maintain the proposed express lanes projects along I-285 (I-285 Top End, I-285 Eastside, and I-285 Westside Express Lanes). This is a shift from the annual, availability-payment model previously planned. With the change, it is expected that the scope will be expanded to include two, barrier-separated express lanes in each direction across I-285 from I-20 to I-20 on the east and west sides, while the current approach only funded one, buffer-separated express lane in each direction for segments on the I-285 Eastside and I-285 Westside Express Lanes projects in DeKalb and Cobb counties.

SRTA and GDOT anticipate that by shifting to a revenue-risk model, the I-285 improvements will provide increased benefits to users of the express lanes, general purpose lanes, and transit users over the current plan.

The new model provides the opportunity for more innovative solutions to address congestion by improving mobility throughout the corridor, with the potential for additional access points to the express lanes from major local roads or system-to-system connections such as the Stone Mountain Freeway (US 78) and I-20 in both Cobb and DeKalb counties. Both GDOT and SRTA are focused on multi-modal solutions for I-285 and will seek developers to be responsive to potential Express Lanes Transit (ELT) enhancements along I-285 as proposed by both MARTA and the Atlanta-Region Transit Link Authority (ATL), and in the current DeKalb and Fulton counties transit plans.

“We believe through careful review and analysis that this change in our procurement will allow for optimization of contracting, with the proper structuring among all parties, maximize the value to all users, and generate significant private investment interest for Georgia,” said GDOT Commissioner Russell McMurry. “By updating the P3 delivery model we can deliver these Major Mobility Investment Program (MMIP) projects along one of the nation’s busiest and most congested corridors, ultimately delivering far more value to all users.”

“The user experience in the I-285 Express Lanes will be seamless for Peach Pass users and we anticipate a high level of service and more reliable trip times, just as we have seen with other existing express lanes projects in Georgia,” said Chris Tomlinson, Executive Director of SRTA and the ATL. “As with the express lanes corridors currently in operation, a Peach Pass will be required for use, which also offers compatibility with systems in Florida and North Carolina. I’m also excited to explore how the private sector can provide value for transit use along I-285.”



SRTA and GDOT plan to have market outreach and will host an industry forum later in the year specifically for potential industry partners and providing schedule updates. The MMIP team is working to structure a procurement approach that maximizes competitive interest and opportunities for qualified developers and contractors.

The revised P3 delivery model for the I-285 Express Lanes projects has no impact on the two interchange projects currently planned for I-285 at I-20 in Cobb and DeKalb counties, or any of the original MMIP projects.

*(See project map graphic, next page)*

###

## **Current P3 Approach**



**Revised P3 Approach**

