COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

I-495 SOUTHSIDE EXPRESS LANES

Updated Project Concept and Commitments

October 2026

VIRGINIA DEPARTMENT of Aviation

DMV Virginia Department of Motor Vehicles

MVDB

Office of INTERMODAL Planning and Investment

THE PORT OF VIRGINIA

VIRGINIA PASSENGER RAIL AUTHORITY

DRPT VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

VIRGINIA SPACEPORT AUTHORITY

VDOT Virginia Department of Transportation

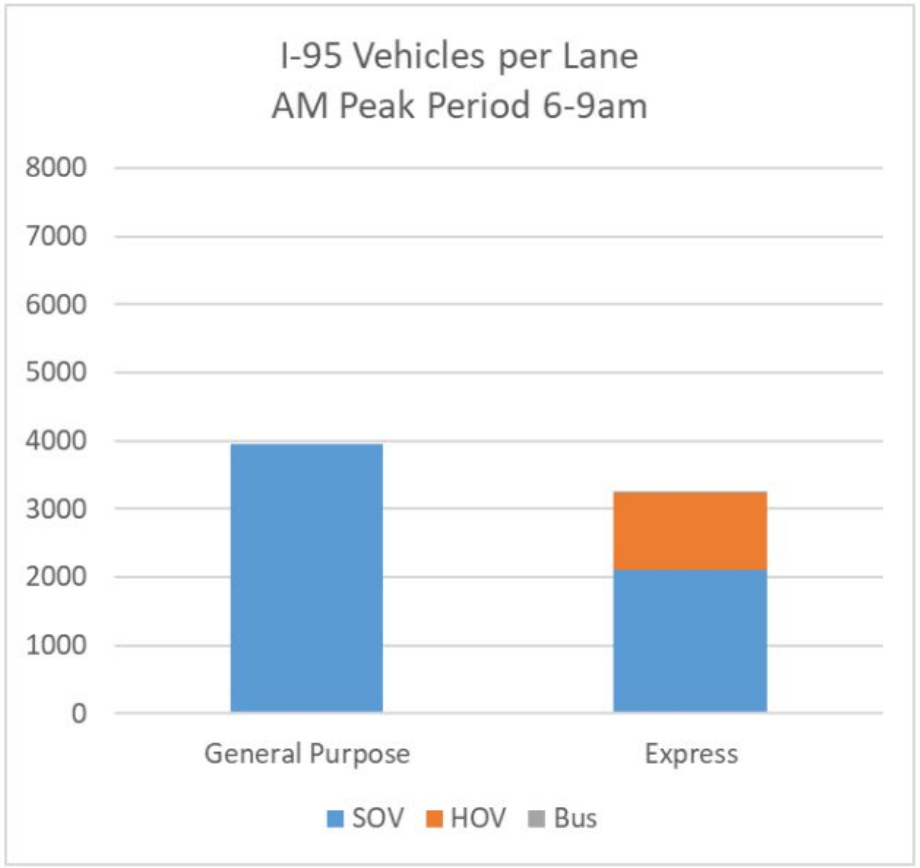
I-495 Southside Express Lanes - History

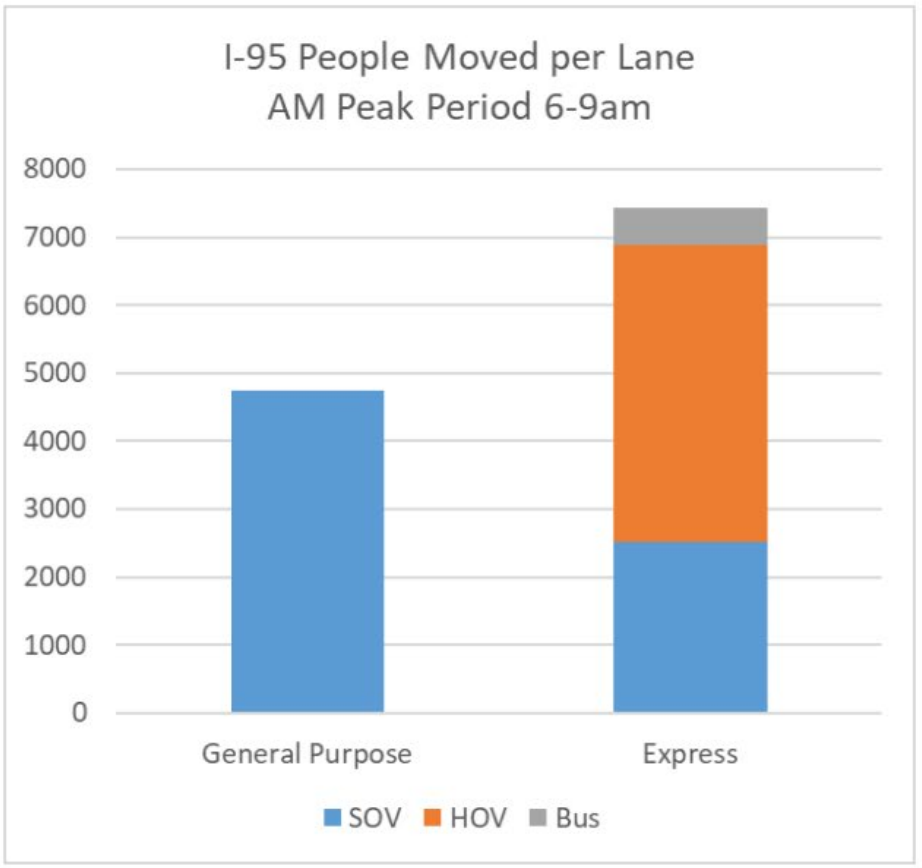
- NEPA study in Jan 2022 adding express lanes on I-495 from the Springfield Interchange across the Woodrow Wilson Bridge to the 210 Interchange
- VDOT coordinated with FHWA, MDOT, DRPT and local partners in both VA and MD
- VDOT solicited public comment several times
- Would complete missing link in NOVA express lanes network





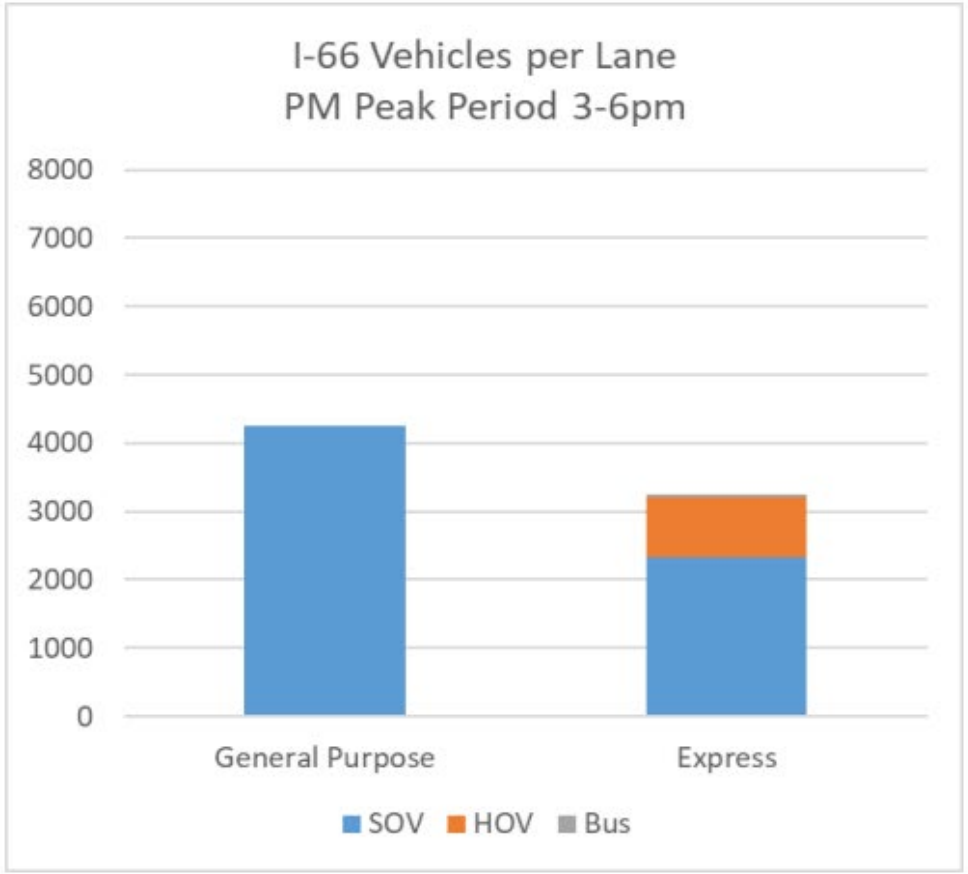
Moving More People – 95 Express Lanes

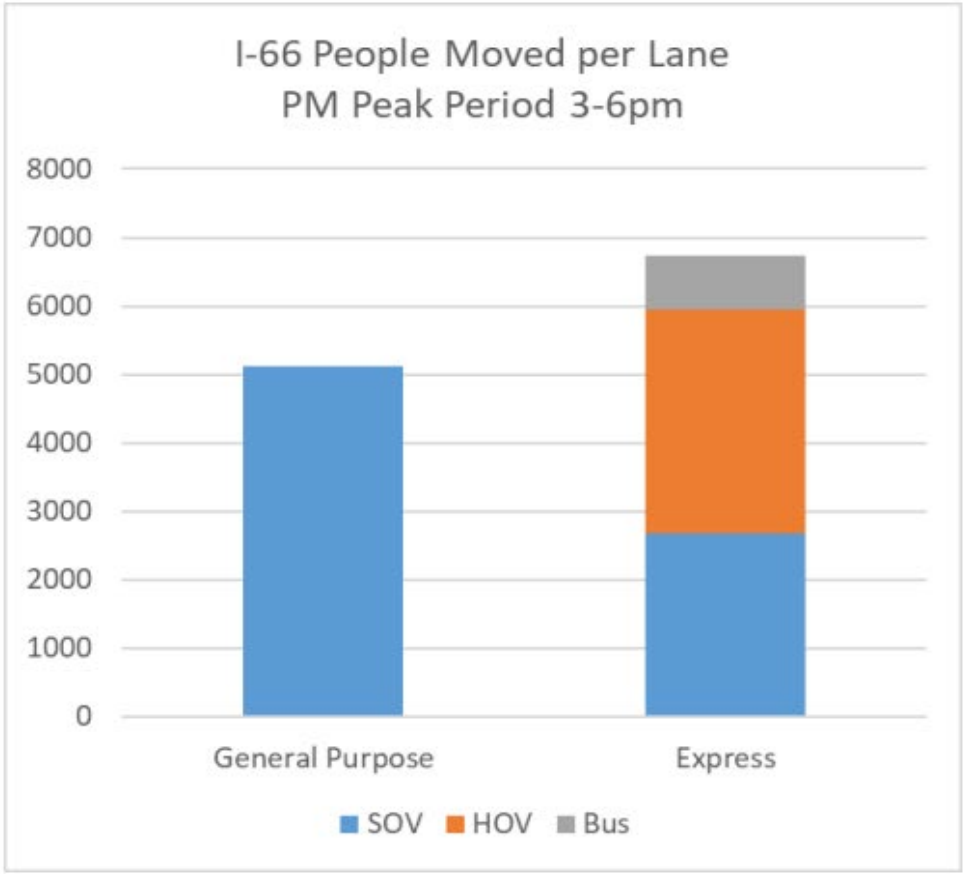




(2025) Northbound I-95, North of Interchange with Fairfax County Parkway (Rt 286)

Moving More People – 66 Express Lanes





(2025) I-66 Westbound West of Chain Bridge Road (Rt 123)

Why is Virginia Considering Express Lanes?

- Express lanes provide fast, reliable trips for carpoolers and bus riders
- Revenues from express lanes help support new and enhanced transit services
  - I-66 Inside the Beltway has provided $120M since 2018
  - I-95/I-395 has provided $113M since 2019
  - I-66 Outside the Beltway has provided $118M since 2021
  - I-495 has provided $4.5M since 2025

Will this project support transit?
Will this project hurt transit?

- Virginia supports transit as important tool and option in this corridor
- Virginia will provide region with a minimum ‘floor’ of at least $15M for transit funding with goal to increase amount through competitive procurement
- Working with WMATA to explore costs for rapid, frequent bus service between Huntington Metrorail station and Oxon Hill
- Revised project concept preserves WMATA space on the WWB and eliminates proposed ramps that complicate future WMATA expansion

WMATA Considerations

- Virginia supports the region's plan to add Metrorail across the Bridge
- Expansion of Metrorail would require a minimum 50% non-federal share—equivalent to billions of dollars
- An Express lane project is not anticipated to require a tax-supported contribution as tolls from new lanes will pay for full cost of project
  - These funds cannot be redirected to pay for Metrorail as they only exist with the project

Why is Virginia Proposing to Use Private Sector Partner?

- Virginia has not made the decision on whether the express lanes will be publicly or privately operated

- Regardless of the operator, Virginia will approve key standards for the project, including:
  - Project scope, including ramps
  - On-going financial support for new transit service
  - Free trips for carpoolers

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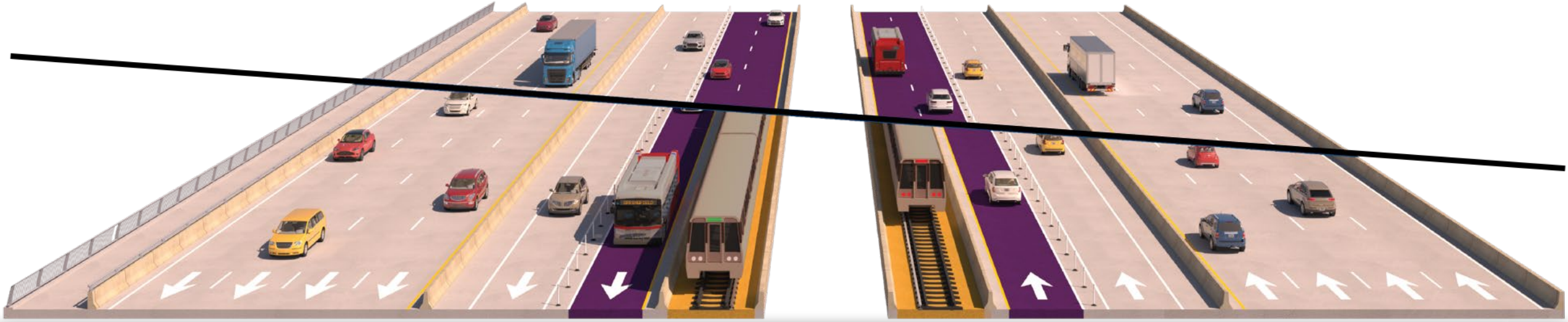
- Virginia will determine the best deal it can deliver with public financing—a 'public option'
- Private sector will have an opportunity to compete with Virginia's 'public option', while still having to meet the standards being required
- If a private sector partner can provide a better deal to taxpayers, then we will move forward with a private operator
- If the private sector cannot deliver a better deal than 'public option', then Virginia will publicly finance the project

Outreach & Engagement

- VDOT has continued to engage with MDOT vetting the concept design and traffic analyses
- Secretary's Office has reinitiated outreach with elected officials and other key stakeholders in Virginia and Maryland
- Engagement is ongoing and feedback will continue to shape final project and associated policies
- Additional public meetings are planned for Fall 2026

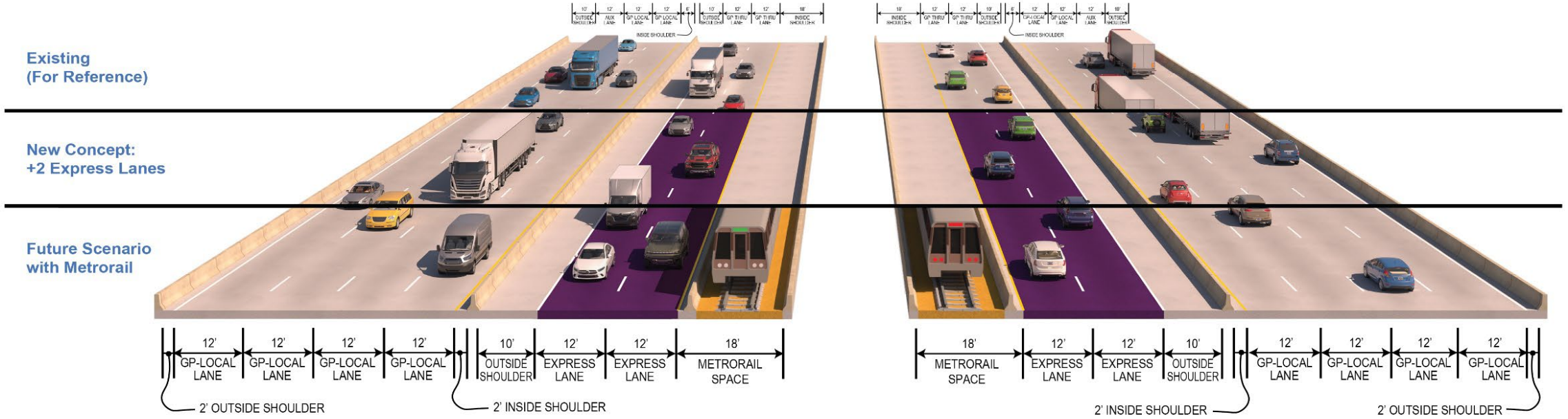
I-495 Southside Express Lanes – Previous Proposal

- Virginia's previous plan involved using the space dedicated for Metro by a 2000-era environmental review
- Lack of trust and communication between VA and MD at the time resulted in the project not being added to the region's long-range transportation plan in the Fall of 2025
- This effectively paused the project as it cannot complete the NEPA review or move to procurement until the project is included in the region's plan



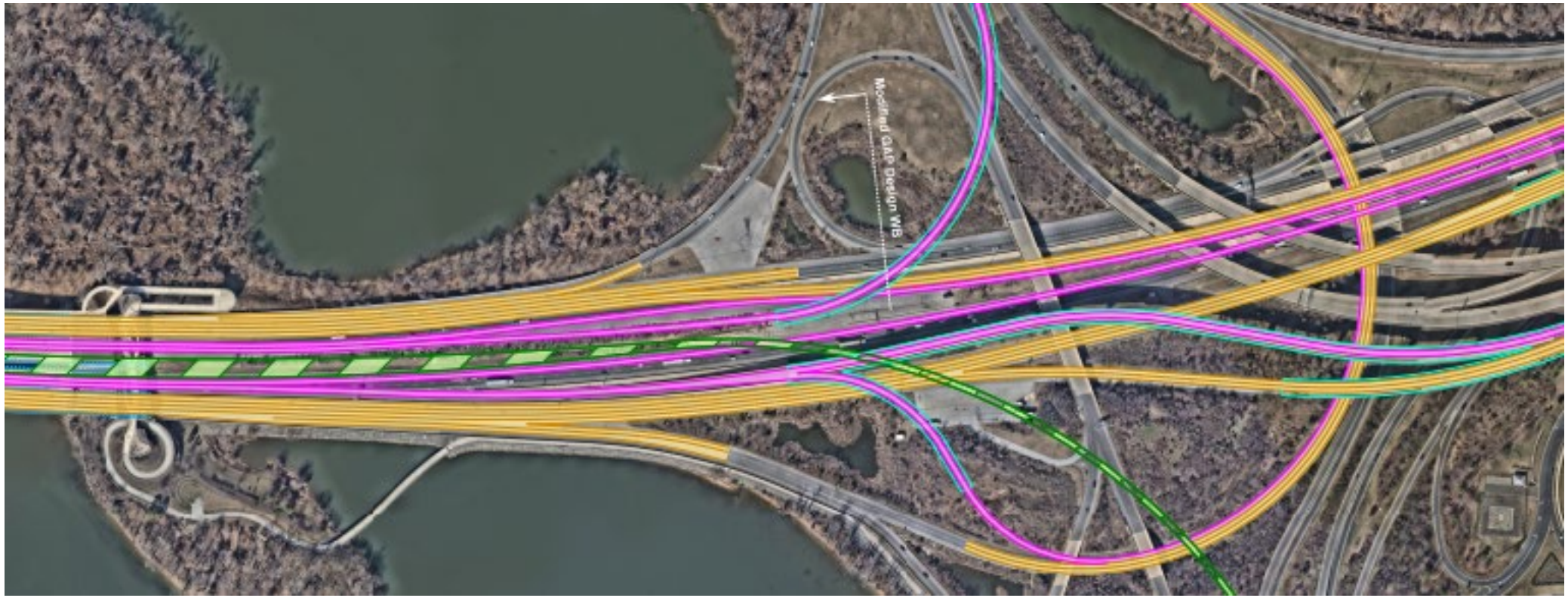
I-495 Southside Express Lanes – New Concept

- Since January 2026, VDOT has worked internally to address the concerns expressed with the previous proposal
  - Key Change: Ensuring Metro space on the bridge is not impacted and future Metro is not precluded by the project—revised concept (below) reserves the 18' inside shoulder to accommodate Metro
- Conversations are underway with counterparts in Maryland to solicit feedback on revised proposal, as well as discussion of consensus building efforts with key local partners



I-495 SEL New Concept – WMATA Accommodation

WMATA Metro alignment (green) from 2002/2020 Studies



New Concept Moves More People, Faster

Travel Direction	Peak Travel Time	GP Lane Travel Times	Vehicle Throughput	Person Throughput
Westbound	AM	- 20%	+ 12%	+ 20%
Eastbound	AM	- 19%	+ 19%	+ 30%
Westbound	PM	- 17%	+ 14%	+ 23%
Eastbound	PM	- 32%	+ 21%	+ 31%

**** Comparisons to 2050 no build conditions – (i) 2022 traffic data, (ii) travel times from Braddock Road in Virginia to MD 414 in Maryland (8a-9a and 5p-6p), and (iii) throughput at WWB (6a-9a and 3p-6p)***

New Concept Includes Transit Payment

- Based on foreseeable market conditions, Virginia commits an annual transit funding amount of at least $15M growing over time
- Goal is to increase the minimum transit payment figure through the competitive procurement process
- Proceeds will be used to benefit users in the corridor
- Will work with MDOT and local partners to determine how to fairly share revenues between two states and jurisdictions

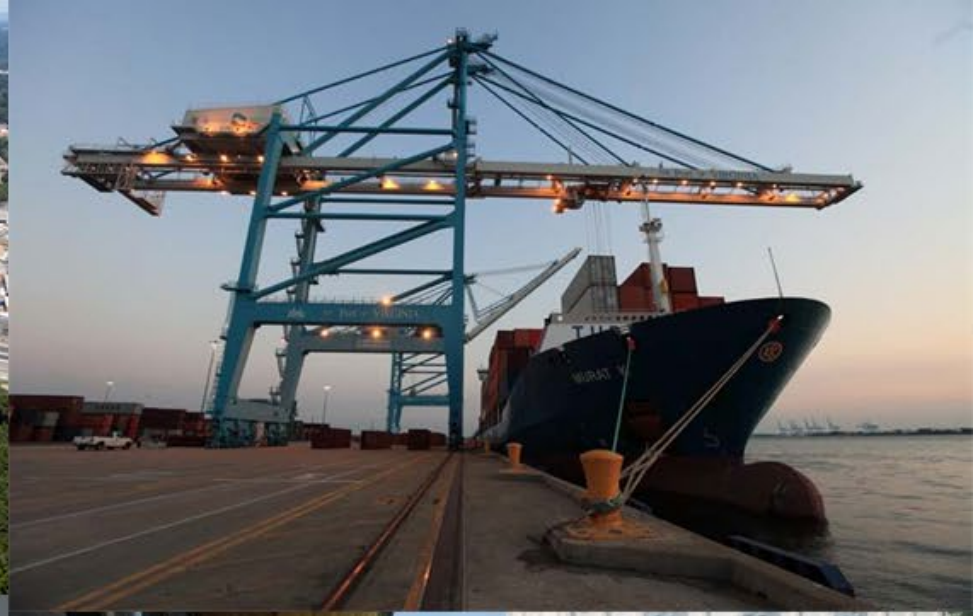
New Concept Includes Mitigation to Impacts on Local Streets

- VDOT will commit to binding requirements to analyze local streets both in VA and in MD to determine if there are negative impacts from the project
- The project will pay for and construct necessary modifications to mitigate those impacts

Next Steps

- Continue outreach to and solicitation of feedback from elected officials, localities, key stakeholders and the public
- Present New Concept to the Transportation Planning Board in late 2026 targeting early 2027 for inclusion of the project in the Constrained Long-Range Plan
  - Requesting TPB action in November to revise the regional air quality conformity analysis
- Other 2027 Goals: Releasing Environmental Document for review; CTB approval of the Preferred Alternative; Procurement initiation







Passes
BROAD/MAIN

