COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

I-495 SOUTHSIDE EXPRESS LANES

Updated Project Concept and Commitments

Deputy Secretary of Transportation Carter Hutchinson

September 2026

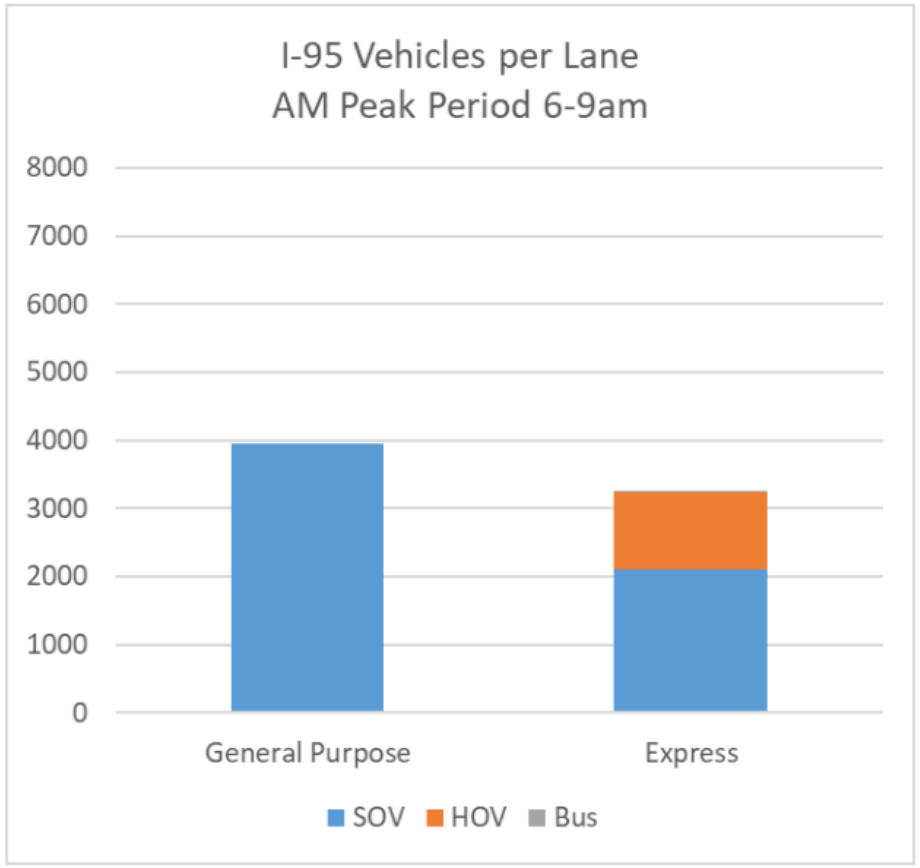
I-495 Southside Express Lanes - History

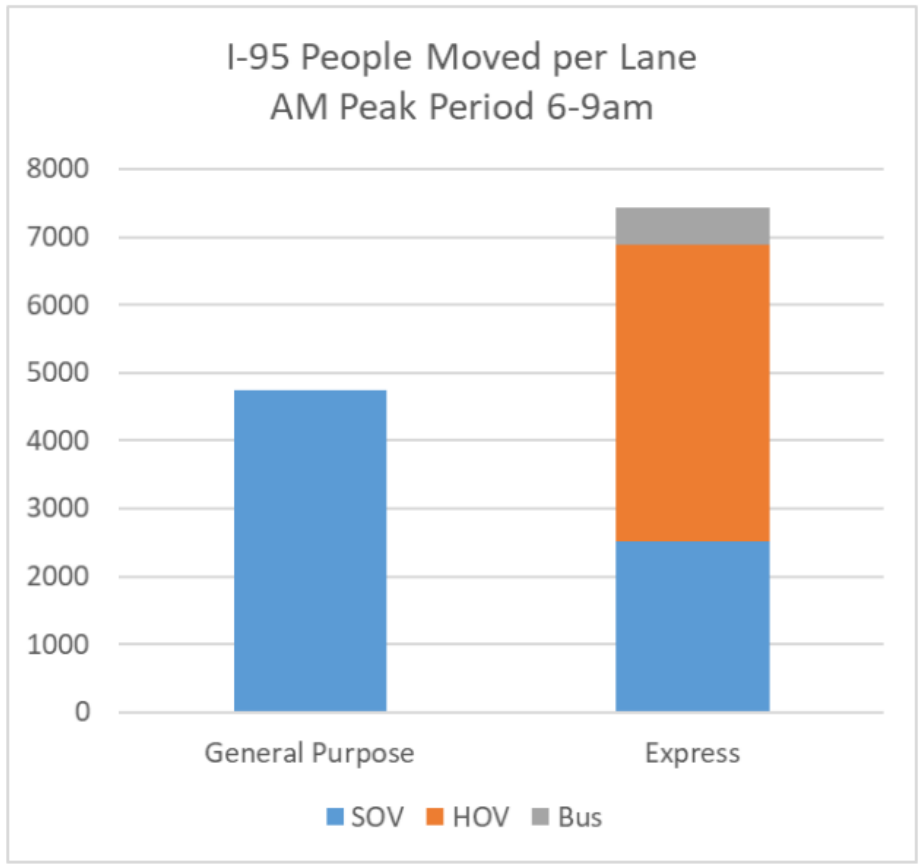
- NEPA study in Jan 2022 adding express lanes on I-495 from the Springfield Interchange across the Woodrow Wilson Bridge to the 210 Interchange
- VDOT coordinated with FHWA, MDOT, DRPT and local partners in both VA and MD
- VDOT solicited public comment several times
- Would complete missing link in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





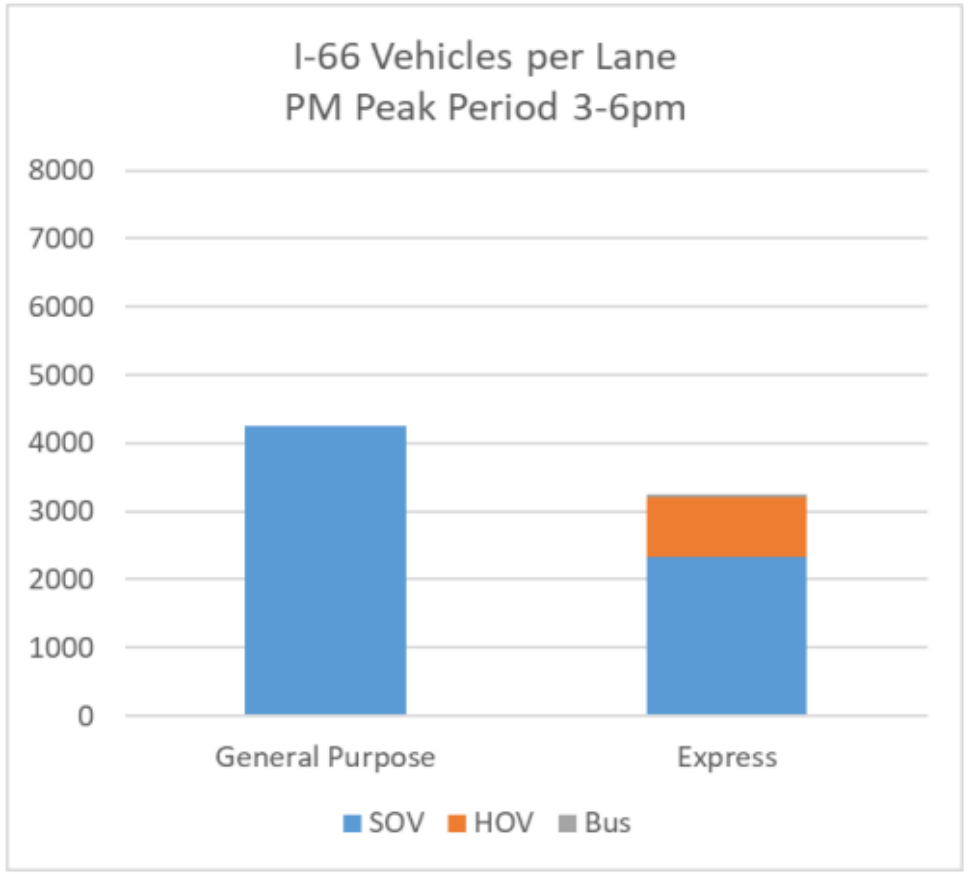
Moving More People – 95 Express Lanes

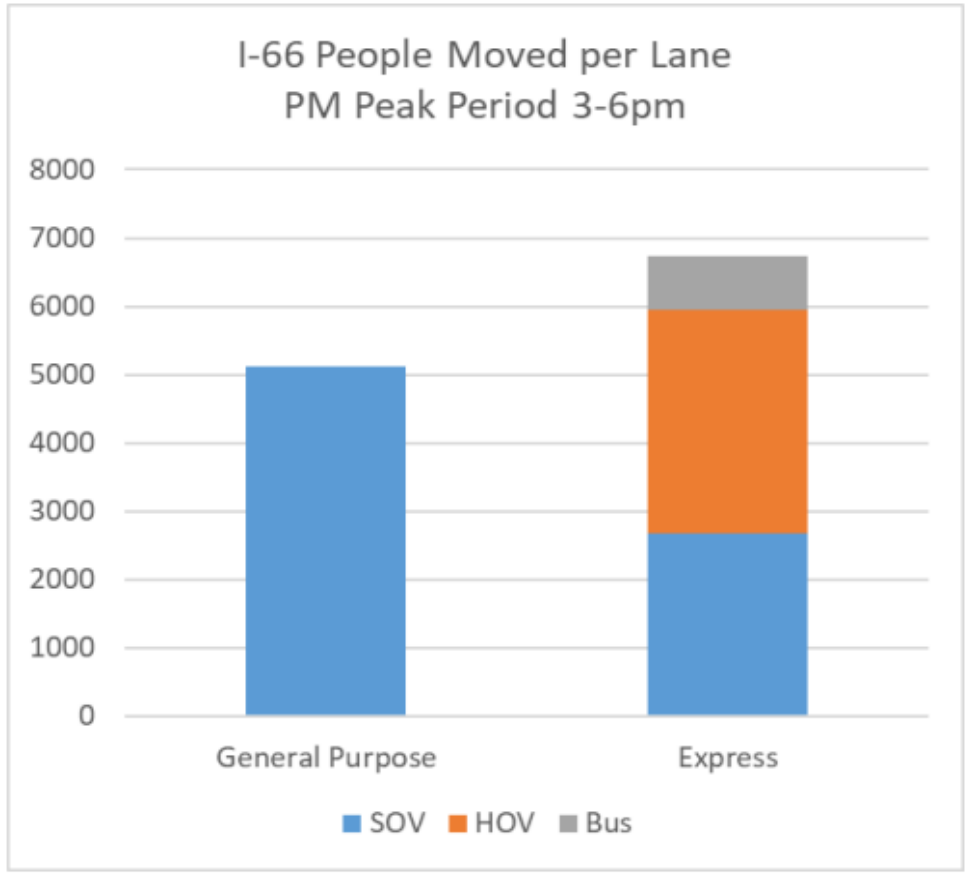




(2025) Northbound I-95, North of Interchange with Fairfax County Parkway (Rt 286)

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’ 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

Why Isn't Virginia Advancing a WMATA Solution today?

- 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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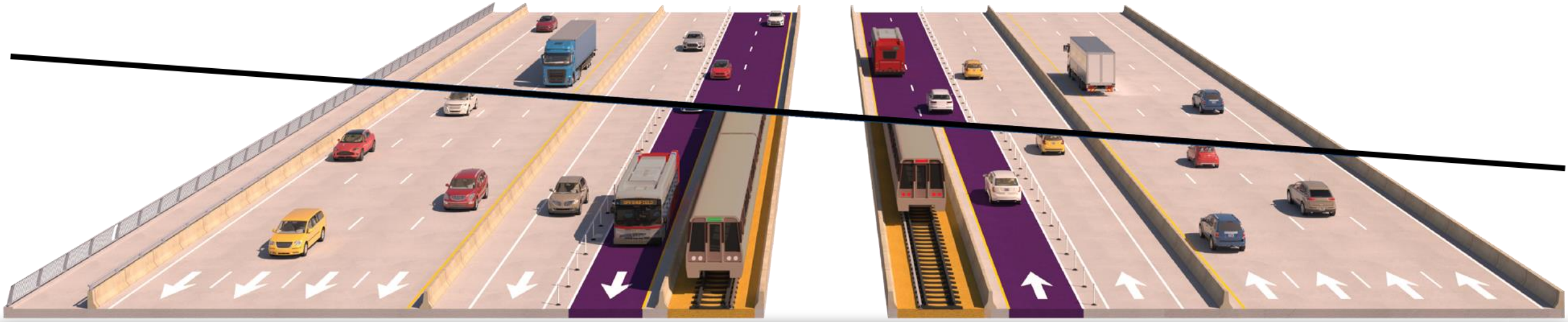
- Virginia will determine the best deal it can deliver with public financing—a 'public option'
- Private sector will have an opportunity to compete with Virginia's 'public option', while still having to meet the standards being required
- If a private sector partner can provide a better deal to taxpayers, 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

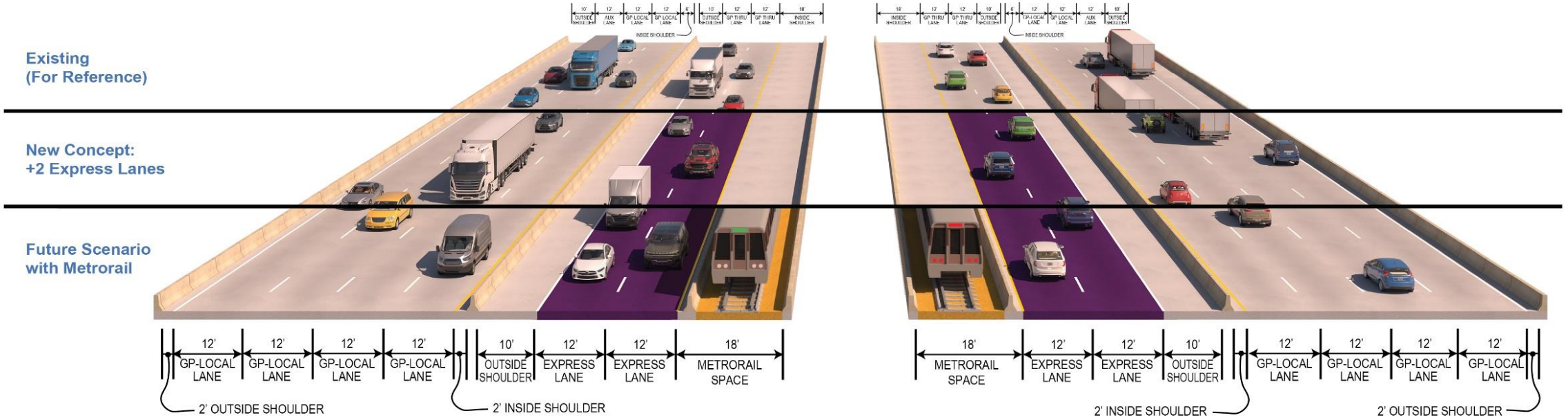
I-495 Southside Express Lanes – Previous Proposal

- 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) travel times from Braddock Road in Virginia to MD 414 in Maryland (8a-9a and 5p-6p), and (ii) 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

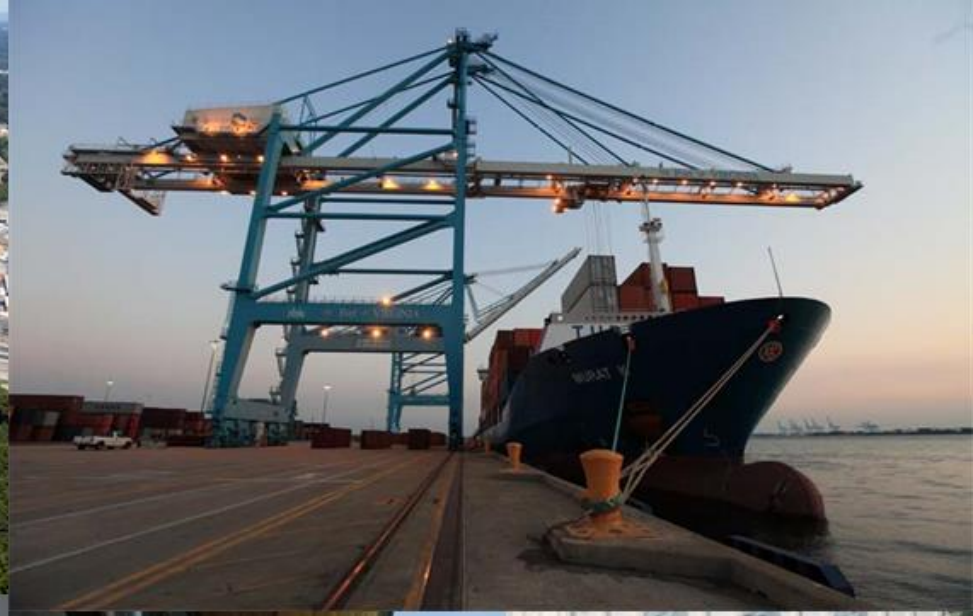
New Concept Includes Mitigation to Impacts on Local Streets

- 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
- Other 2027 Goals: Releasing Environmental Document for review; CTB approval of the Preferred Alternative; Procurement initiation







Passes
BROADWAIN

