

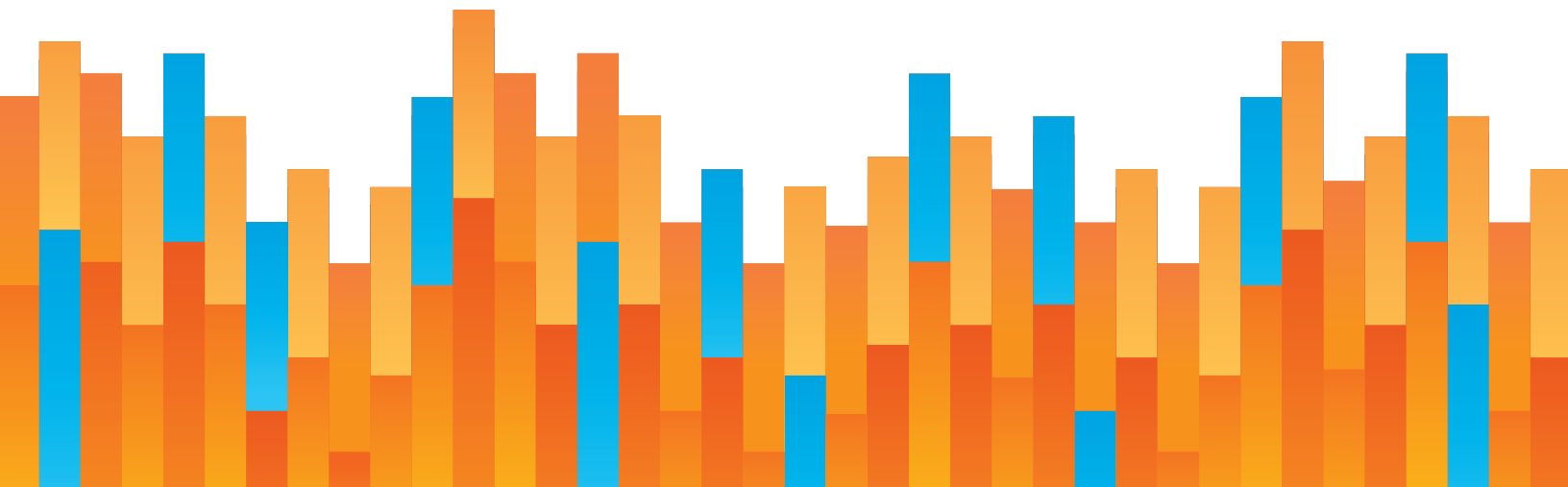


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THE VALUE OF MANAGED LANES NETWORKS

by Baruch Feigenbaum

June 2026





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PART 1

INTRODUCTION

Traffic congestion in major metropolitan areas limits economic activity, reduces safety, and robs commuters of personal time. Dynamic tolling, in which toll rates rise or fall based on traffic congestion, has been the most effective way to manage congestion. Since drivers may or may not want to pay tolls at all times, giving drivers a choice is important from a political and policy perspective.

As a result, express toll lanes (ETLs) are expanding in multiple U.S. metro areas. These facilities are grade-separated, limited-access lanes, built alongside existing general purpose (non-tolled) lanes. The express lanes are dynamically priced to manage demand. The dynamic tolls ensure that the lanes maximize vehicle throughput regardless of the traffic conditions. The toll prices for using these lanes rise based on congestion in the general-purpose lanes and in the managed lanes, ensuring that the express lanes provide consistent travel times. Transit vehicles (as well as carpools in some regions) can use these lanes free of charge, making service speedier and more reliable and increasing person throughput. On many highways the tolls collected on express lanes can provide a significant portion of the funds needed to build and maintain them.

The first variably priced (based on time-of-day) express lanes were built on SR 91 in Orange County, California more than 30 years ago. Inspired by a paper written by Reason Foundation's Robert Poole, the SR 91 lanes showed that express toll lanes were viable. During the past 20 years, multiple metro areas such as Atlanta, Denver, Los Angeles, Miami,

Minneapolis, San Francisco, Seattle, and Washington, D.C., have added express toll lanes to at least one of their major existing freeways. But since variably priced express toll lanes were a new concept, many transportation agencies implemented them on only one or two highways in a region, typically on the freeway with the greatest congestion.



The express lanes are dynamically priced to manage demand. The dynamic tolls ensure that the lanes maximize vehicle throughput regardless of the traffic conditions.



State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) have worked to expand the number of express toll lanes in a region, but several factors slowed the expansion. Some DOTs simply did not have the resources for the projects. In other instances, the projects were planned but not under construction due to delays such as those arising from the environmental review process.

Commuters often use multiple freeways on their journeys and do not receive the full benefit of express toll lanes if they have a reliable travel time on one highway but encounter stop-and-go travel on another. While some of the regions that pioneered express toll lanes have developed robust networks, no region in the country has added these lanes to all feasible highways where right-of-way and construction costs allow additional capacity.

This policy brief starts by providing an overview of the express toll lane concept, government support, and financing tools that help advance express tolled lanes. It details the advantages of express toll lanes compared to general-purpose lanes and carpool lanes. Finally, it introduces each of the major regions in the country with express toll lanes and explains lanes that are currently operated, under construction, and planned. It also recommends additional express toll lane projects where warranted.

PART 2

EXPRESS TOLL LANES BACKGROUND

The Federal Highway Administration (FHWA) defines express toll lanes as variably priced highway lanes that use dynamic pricing to manage congestion, maintain free-flow conditions and reliable travel times, and often provide free or discounted access for transit vehicles and high-occupancy users.¹ Express toll lanes were created for several reasons. Traditionally, DOTs built general-purpose lanes without tolling or occupancy restrictions on freeways. These lanes were open to all vehicles. However, by the 1990s adding new general-purpose lanes became disfavored in many places.

From a philosophical perspective, transportation economists criticized the expansion of highways as part of the failure to price transportation accurately.² They noted that the highway system itself and many of the supporting policies for the limited-access highway network—such as road funding based on fuel consumed instead of miles traveled and auto insurance that allowed an unlimited number of miles to be driven per year—are inefficient.

¹ “Priced Managed Lane Guide,” Federal Highway Administration, U.S. Department of Transportation, 2020. www.ops.fhwa.dot.gov/publications/fhwahop13007/ (13 Apr. 2026).

² “Pricing, Demand, and Economic Efficiency: A Primer,” Federal Highway Administration, U.S. Department of Transportation, Nov. 2008. www.ops.fhwa.dot.gov/publications/fhwahop08041/fhwahop08041.pdf (8 Jan. 2026).

More importantly, from a practical perspective, in growing urban areas, this new capacity could become congested five years after widening.³ As a result, DOTs needed to continually widen the highway to manage congestion. In addition to being expensive, DOTs often ran out of right-of-way on their Interstate corridors, necessitating use of eminent domain, elevating roadway segments, or tunneling under segments, which were even more costly.

Further, another type of managed capacity—high-occupancy vehicle (HOV) lanes—were failing to meet their policy goals. HOV lanes were created in the 1970s to encourage carpools following an oil embargo stemming from the 1973 Middle East War.⁴ Yet carpooling never achieved its intended goal and has declined by more than 50% over the past 40 years.⁵ Most HOV lanes suffer from a so-called Goldilocks phenomenon—they are either “too hot,” in which the lanes are just as congested as the general-purpose lanes and don’t provide faster travel time to carpoolers, or “too cold” in that the lanes have too few users to justify their allocations of scarce roadway.



... carpooling never achieved its intended goal and has declined by more than 50% over the past 40 years.



Creating priced managed lanes was a viable solution to each of these problems. Pricing brought principles of economics to highway planning and engineering and provided a signal against unneeded expenditures on capacity. The managed lanes allowed DOTs to widen roadways less frequently and ensure that a subset of lanes on these roadways operated congestion-free, even in regions with rapid population and employment growth. Finally, pricing more effectively managed capacity better than simple occupancy restrictions, allowing DOTs to convert their existing HOV lanes to high-occupancy toll (HOT) lanes and replace carpool lanes in their long-range plans with express lanes. By

³ Kent Hymel, “If You Build It, They Will Drive: Measuring Induced Demand for Vehicle Travel in Urban Areas,” *Transport Policy* 76 (April 2019). 57–66. www.sciencedirect.com/science/article/pii/S0967070X18301720 (8 Jan. 2026).

⁴ Baruch Feigenbaum and Robert Poole, “Why High-Occupancy Vehicle (HOV) Lanes Are a Failed Policy,” Reason Foundation, 2022. www.reason.org/backgrounder/hov-lanes-have-failed-to-reduce-traffic-congestion-or-emissions (8 Jan. 2026).

⁵ Ibid.

providing a reliable running way, express toll lanes encouraged larger, organized carpools known as vanpools and express bus service.

Two United States Department of Transportation (USDOT) discretionary programs encouraged the creation of express toll lanes: Urban Partnership Agreements and the Congestion Reduction Demonstration Program. While the programs were part of a broader pricing push, four of the six grants funded express toll lanes.⁶ The Urban Partnership Agreements awarded funding to Florida and Minnesota DOTs to implement managed lane projects to reduce congestion using the “four Ts”: tolling, transit, telecommunications, and technology in South Florida and the Twin Cities regions. The Congestion Reduction Demonstration Program provided funding to LA Metro and the Georgia Department of Transportation to create an integrated system of congestion-priced lanes, enhanced transit service, and innovative technology.

Finally, two federal financing programs encouraged the construction of new managed lanes: Transportation Infrastructure Finance and Innovation Act (TIFIA) loans and private activity bonds (PABs). TIFIA loans provide credit assistance to qualified projects that have dedicated funding sources such as tolling but might not be fully financeable without assistance.⁷ For highway projects, TIFIA’s subordinated loans cannot account for more than 33% of a project’s funding. This protects taxpayers against default risk and also ensures that TIFIA remains gap, and not primary source, funding.



Today, there are 68 priced lane facilities in 11 states and Puerto Rico.



⁶ “Contemporary Approaches in Congestion Pricing: Lessons Learned from the National Evaluation of Congestion Pricing Strategies at Six Sites,” U.S. Department of Transportation, August 2015. www.govinfo.gov/content/pkg/GOVPUB-TD10-PURL-gpo66314/pdf/GOVPUB-TD10-PURL-gpo66314.pdf (31 March 2026).

⁷ “TIFIA Credit Program Overview,” U.S. Department of Transportation, Build America Bureau, transportation.gov, July 2025. www.transportation.gov/buildamerica/financing/tifiatifia-credit-program-overview (13 Oct 2025).

PABs level the financing playing field between the public and private markets.⁸ They extend to private bonds the same tax exemption on interest income that municipal bonds enjoy and thereby reduce financing costs. PABs have helped increase private sector investment in highways. Fourteen managed lanes projects have used PABs to help finance projects.

Today, there are 68 priced lane facilities in 11 states and Puerto Rico. Thirty-nine are high occupancy toll (HOT) lane facilities and 29 are express toll lane facilities.⁹ Express toll lanes are clustered in corridors in suburban parts of large metro areas in high population states. These areas are the most conducive to priced managed lanes due to large overall area population, willingness to pay, and the importance of transit choice.

⁸ Federal Highway Administration, "Private Activity Bonds (PABs)," Federal Highway Administration, U.S. Department of Transportation. www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/private_activity_bonds/ (8 Jan. 2026).

⁹ "2024 National Inventory of Specialty Lanes and Roads," Federal Highway Administration, U.S. Department of Transportation, Dec. 2024. www.ops.fhwa.dot.gov/publications/fhwahop24006/fhwahop24006.pdf (13 Oct 2025).

PART 3

EXPRESS TOLL LANE REGIONS

This section catalogs managed lanes activities in 15 U.S. regions. The regions are Atlanta, Charlotte, Dallas-Fort Worth, Denver, Houston, Los Angeles, Miami-Fort Lauderdale-West Palm Beach, Minneapolis-St. Paul, Nashville, Salt Lake City, San Diego, San Francisco, Seattle, Tampa-St. Petersburg, and Washington, D.C. Each region is a separate subsection. In each subsection, this analysis does the following:

- Describes the managed lanes in operation;
- Details the managed lanes under construction;
- Explains what expansions are planned for the region; and
- Makes recommendations based on projected growth and economic plans on future expansions.

We have used the Census Bureau definition of combined metropolitan statistical areas (CMSAs) to define regions, since they are based on traffic patterns.

3.1

ATLANTA

Currently, there are four managed lane facilities in operation in the Atlanta region: the I-85 Express Lanes, the I-85 Express Lanes Extension, the I-75 South Metro Express Lanes, and the Northwest Corridor Express Lanes.¹⁰ The I-85 Express Lanes and I-85 Express Lanes Extension provide toll-free travel for verified 3+ carpools when customers use Peach Pass Verify and meet program requirements.¹¹ The I-85 Express Lanes opened on October 1, 2011 as a conversion of the existing HOV lane to HOT lane operations.¹² The Northwest Corridor Express Lanes are approximately 29.7 miles of reversible toll lanes along I-75 and I-575 and opened to traffic in 2018.¹³ The I-75 South Metro Express Lanes are 12 miles of reversible toll lanes from SR 155 (McDonough Road) in Henry County to SR 138 (Stockbridge Highway) in Clayton County and opened to traffic in 2017.¹⁴ Georgia Department of Transportation's (GDOT) constructs and maintains the lane while the State Road and Tollway Authority administers toll-collection functions.¹⁵

The I-75 South Metro Express Lanes operate on a published reversible schedule, with the lanes open northbound from approximately 1:00 a.m. to 11:00 a.m., closed for reversal from about 11:00 a.m. to 1:30 p.m., open southbound from about 1:30 p.m. to 11:00 p.m., and then closed again overnight for reversal and maintenance.¹⁶ The Northwest Corridor Express Lanes also operate as a reversible facility with a similar schedule.¹⁷ The I-85 and I-85 Extension express lanes operate 24 hours per day using continuous dynamic tolling based on real-time traffic conditions.¹⁸

¹⁰ "Georgia Express Lanes Frequently Asked Questions," Georgia Department of Transportation, dot.ga.gov, 9 March 2021. www.dot.ga.gov/DriveSmart/GEL/Documents/GEL%20FAQ.pdf (13 Oct 2025).

¹¹ "Peach Pass Verify," PeachPass.com, State Road and Tollway Authority. www.peachpass.com/peachpassverify/ (13 Oct 2025).

¹² "Background on Atlanta I-85 HOV to HOT Conversion," Georgia Institute of Technology, www.transportation.ce.gatech.edu/managed-lanes/i-85-express-lane-commute-survey/background-on-atlanta-i-85-hov-to-hot-conversion/ (13 Oct 2025).

¹³ "Northwest Corridor Express Lanes," PeachPass.com, Peach Pass. www.peachpass.com/travel-the-express-lanes/northwest-corridor/ (13 Oct 2025).

¹⁴ "I-75 South Metro Express Lanes," PeachPass.com, Peach Pass. www.peachpass.com/travel-the-express-lanes/i-75-south-metro-express-lanes/ (13 Oct 2025).

¹⁵ Georgia Department of Transportation. *Georgia Express Lanes FAQ*

¹⁶ "I-75 South Metro Express Lanes."

¹⁷ Peach Pass. Northwest Corridor Express Lanes.

¹⁸ "I-85 and I-85 Extension Express Lanes," Peach Pass, State Road and Tollway Authority, www.peachpass.com/travel-the-express-lanes/i-85-and-i-85-ext/ (13 Oct 2025).

Under Construction

The SR 400 Express Lanes project reached financial close on August 5, 2025.¹⁹ The SR 400 Express Lanes project is scheduled for completion in spring 2031.²⁰ It is GDOT's first long-term public-private partnership (P3) transportation project.

Planned

GDOT's I-285 Express Lanes program proposes approximately 30 miles of new express lanes in both directions along I-285 from Northside Drive to I-20 (east) as part of the Major Mobility Investment Program.²¹ The state is also planning to add two lanes on I-75 South, converting them from reversible to bi-directional. GDOT also plans to add lanes on I-20 East and I-20 West outside the Perimeter (I-285 or Atlanta's Beltway).

Recommendations

GDOT needs to finish its managed lane network by converting HOV lanes to HOT lanes on I-20, I-75, and I-85 inside the Perimeter. Given that the lanes inside the Perimeter are conversions, they are not included as new capacity in the Atlanta Regional Commission's (the region's metropolitan planning organization's (MPO)) 2050 Metropolitan Transportation Plan.²²

¹⁹ "SR 400 Express Lanes," ArcGIS Hub, Georgia Department of Transportation. www.0001757-gdot.hub.arcgis.com (13 Oct 2025).

²⁰ "Meridiam-led Consortium Successfully Reaches Financial Close on SR 400 Express Lanes Project," Meridiam, 5 Aug. 2025. www.meridiam.com/news/meridiam-led-consortium-successfully-reaches-financial-close-on-sr-400-express-lanes-project/ (13 Oct 2025).

²¹ "I-285 Express Lanes," Major Mobility Investment Program, Georgia Department of Transportation. www.majormobilityga.com/i-285-express-lanes/ (13 Oct 2025).

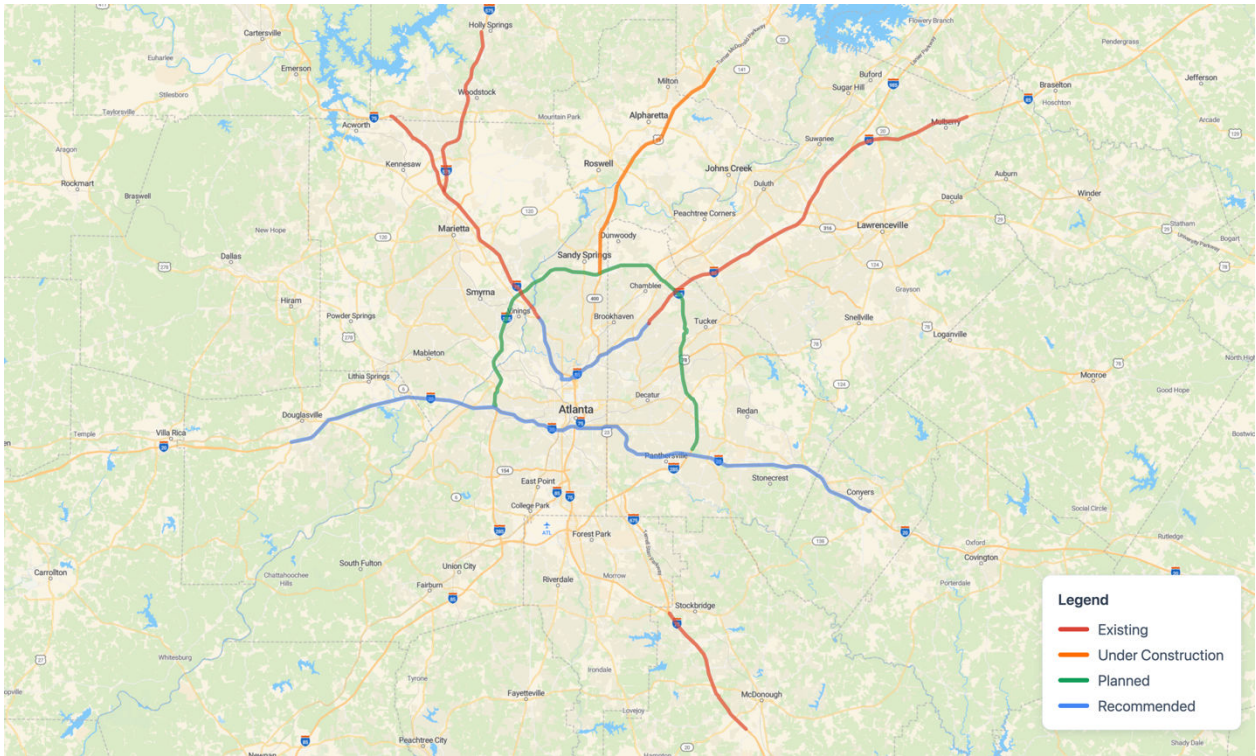
²² "Volume I: 2050 Metropolitan Transportation Plan," Atlanta Regional Commission, Feb. 2024. www.atlantaregional.org/wp-content/uploads/volume-i-complete-document-12042025-2.pdf (13 Oct 2025).

Table 1 details the managed lanes in Atlanta.

TABLE 1: ATLANTA MANAGED LANES

Facility	Type	Center-line-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-85 Express Lanes	HOT	16.0	32.0	Painted buffer	Conversion	Operating (HOV-3+ toll-free)
I-85 Express Lanes Extension	HOT	10.0	20.0	Painted buffer	New	Operating (HOV-3+ toll-free)
Northwest Corridor Express Lanes	ETL	29.7	44.0	Barrier	New	Operating (reversible; scheduled closure windows)
I-75 South Metro Express Lanes	ETL	12.0	24.0	Barrier	New	Operating (reversible; scheduled closure windows)
SR 400 Express Lanes	ETL	16.0	56.0	Pylon / barrier	New	Under construction
I-285 North + East Express Lanes	ETL	12.8	51.2	Pylon / barrier	New	Planned
I-285 North + West Express Lanes	ETL	10.0	40.0	Pylon / barrier	New	Planned
I-75 Inside the Perimeter (ITP)	HOT	8.0	16.0	Painted	Conversion	Recommended
I-85 ITP	HOT	10.6	21.2	Painted	Conversion	Recommended
I-20 ITP	HOT	10.0	20.0	Painted	Conversion	Recommended
I-20 East Outside the Perimeter (OTP)	ETL	18.0	72.0	Pylon	New	Recommended
I-20 West OTP	ETL	16.0	64.0	Pylon	New	Recommended

FIGURE 1: ATLANTA MANAGED LANES



3.2

CHARLOTTE

There are two managed lane facilities operated in the region. The first is the I-77 Express Lanes, which extend for approximately 26 miles from I-277 near Uptown Charlotte to NC 150 in Mooresville.²³ The I-77 Express Lanes allow HOV-3+ vehicles to travel toll-free when drivers declare HOV status using an NC Quick Pass Flex transponder or the NC Quick Pass mobile app; vehicles that do not meet the occupancy requirement pay a dynamically priced toll.²⁴ The I-77 Express Lanes were delivered through a public-private partnership and are operated by I-77 Mobility Partners under contract with the North Carolina Turnpike Authority.²⁵ The newest facility is the I-485 Express Lanes project between I-77 and US 74. The project has one managed lane in each direction.²⁶ Unlike the I-77 Express Lanes, the I-485 project does not include free HOV travel. Tolls are initially set by time of day and day of week and will move to dynamic pricing after about 12 months of operations.

Under Construction

There are no managed lanes under construction in the region.

Planned

The I-77 South Express Lanes project remains in the development phase. The project extends roughly 11 miles from I-277/NC 16 in Charlotte to the South Carolina state line.²⁷ Regional transportation agencies are also planning to complete the managed lane network on I-485 between I-77 (west of Pineville) and I-85 (west of Concord) and along parts of US 74 to improve regional mobility and travel-time reliability. Both recommendations are in the Charlotte Regional Transportation Planning Organization's (the region's MPO's) 2050 transportation plan.²⁸

²³ "I-77 Express Lanes," NCDOT, North Carolina Department of Transportation, 22 Feb. 2024. www.ncdot.gov/projects/i-77-express-lanes/Pages/default.aspx (22 Dec 2025).

²⁴ "HOV (High-Occupancy Vehicle)," NC Quick Pass, North Carolina Turnpike Authority. www.ncquickpass.com/hov/ (22 Dec 2025).

²⁵ North Carolina Department of Transportation, "I-77 Express Lanes."

²⁶ "I-485 Express Lanes," NCDOT.gov, North Carolina Department of Transportation. www.ncdot.gov/projects/i-485-express-lanes/Pages/default.aspx (22 Dec 2025).

²⁷ North Carolina Department of Transportation, "I-77 Express Lanes."

²⁸ "2050 Metropolitan Transportation Plan," Charlotte Regional Transportation Planning Organization, CRTPO, 23 March 2022. www.crtpo.org/PDFs/MTP/2050/2050_MTP_AdoptedWeb.pdf (9 Mar 2026).

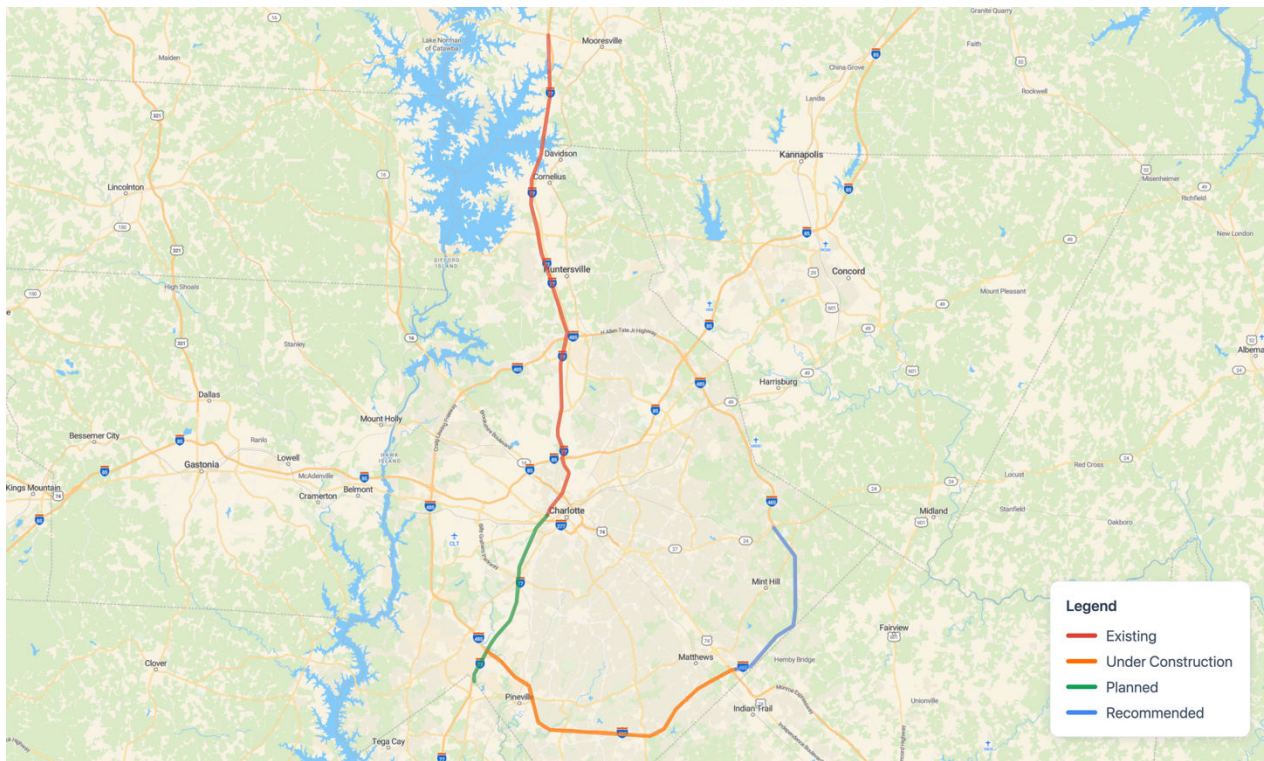
Recommendations

There are no recommendations beyond the planned projects.

TABLE 2: CHARLOTTE MANAGED LANES

Facility	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-77 Express Lanes	ETL	26.0	82.0	Barrier / Pylon	New	Operating (HOV-3+ free; dynamic toll)
I-77 South Express Lanes	ETL (planned)	11.0	44.0	TBD	New	Recommended
US 74/Independence Blvd Express Lanes	ETL (planned)	11.3	22.6	TBD	New	Recommended

FIGURE 2: CHARLOTTE MANAGED LANES



3.3

DALLAS-FORT WORTH

Currently, there are eight managed lane facilities in the region.²⁹ The I-635 (LBJ Express)—fully opened to traffic in September 2015—runs along I-635 from just west of I-35E near Luna Road to just east of US 75 near Greenville Avenue.³⁰ The North Tarrant Express (NTE) corridor includes the I-820 and SH 121/183 segment, which opened in October 2014, and the NTE | I-35W segment, which spans from north of I-30 to US 81/287.³¹ The Midtown Express project delivered TEXpress Lanes on SH 114 (International Parkway to SH 183), which opened on November 4, 2017.³² The same project delivered TEXpress Lanes on SH 183 (SH 121 to I-35E) and Loop 12 (SH 183 to I-35E), which opened on October 27, 2018.³³ The I-30 TEXpress Lanes, which opened in 2023, run from SH 161 to east of Sylvan Avenue.³⁴ The I-35E TEXpress Lanes, which opened in May 2017, include reversible managed lanes from Swisher Road in Corinth to I-635 in Dallas.³⁵ These managed lanes are delivered through long-term concession and alternative delivery arrangements between TxDOT and private developers, including NTE Mobility Partners and the LBJ Infrastructure Group.

Vehicles with two or more occupants (HOV-2+) and motorcycles receive a 50% toll discount during weekday peak hours (Monday–Friday, 6:30–9:00 a.m. and 3:00–6:30 p.m.) if registered with the TEXpress HOV Rewards program. All other users pay a dynamically priced toll that adjusts every few minutes based on congestion to maintain free-flow speeds. The express lanes operate 24 hours a day, seven days a week.

²⁹ “TEXpress Lanes,” TxDOT, Texas Department of Transportation. www.txdot.gov/discover/toll-roads-managed-lanes/managed-lanes/txpress-lanes.html (8 Jan. 2026).

³⁰ “Project Profile: LBJ Express/IH 635 Managed Lanes,” Federal Highway Administration, U.S. Department of Transportation, www.fhwa.dot.gov/ipd/project_profiles/tx_lbj_express.aspx (8 Jan. 2026).

³¹ “North Tarrant Express,” TxDOT.gov, Texas Department of Transportation. www.txdot.gov/projects/projects-studies/fort-worth/north-tarrant-express.html (8 Jan. 2026).

³² “Midtown Express - SH 183 Managed Lanes,” TxDOT.gov, Texas Department of Transportation. www.txdot.gov/projects/projects-studies/dallas/sh-183-managed-lanes.html (8 Jan. 2026).

³³ Ibid.

³⁴ “Interstate 30 TEXpress Lanes,” Texas Department of Transportation, www.txdot.gov/content/dam/docs/district/dal/managed-lanes/i30-texpress-lanes.pdf (8 Jan. 2026).

³⁵ “Interstate 35E TEXpress Lanes Project Fact Sheet,” Texas Department of Transportation, www.txdot.gov/content/dam/docs/district/dal/managed-lanes/ih35e-texpress-fact-sheet.pdf (8 Jan. 2026).

Under Construction

The I-635 East TEXpress Lanes project is being reconstructed under a design-build contract with TxDOT. Construction began in spring 2020 and will continue through 2026. The reconstructed corridor, including the new TEXpress managed lanes, is expected to begin operations in late 2026 according to the Texas Department of Transportation.³⁶

Planned

At this time there are no planned managed lanes in the Dallas region. Expanding managed lanes in Texas has become more difficult in recent years due to legal and political constraints. State law generally prohibits converting existing non-tolled highway lanes into toll lanes, meaning most projects must add new tolled capacity while preserving free lanes.³⁷ Texas also relied heavily on P3s to finance earlier managed lane projects, but the state has reduced its use of long-term concession agreements in recent years.³⁸ These changes create a more constrained policy environment for TxDOT when considering new toll or managed lane projects.

Recommendations

TxDOT should complete the regional express toll lane network by extending lanes along I-30 west to I-35W and east to I-635; I-35E south to I-20 and north to I-635; I-35W south to I-20 and north to SH 170; I-635 south to I-20; and I-820 west to I-20. Projects on three highways: I-30 and I-35E, SH 170 are included in the North Central Texas Council of Governments (NCTCOG), the region's MPO, 2050 long-range plan.³⁹

³⁶ Texas Department of Transportation, "TEXpress Lanes."

³⁷ "SB 1420 Bill Analysis (Introduced)," Texas Legislature, Texas Legislature Online. www.capitol.texas.gov/tlodocs/82R/analysis/html/SB01420I.htm (9 Mar 2026).

³⁸ "Report on Highway Public-Private Partnership Concessions in the United States," U.S. Department of Transportation, Build America Bureau, Dec. 2016. www.transportation.gov/buildamerica/sites/buildamerica.dot.gov/files/2019-08/p3-toolkit_report_on_highway_p3s_122916.pdf (9 Mar 2026).

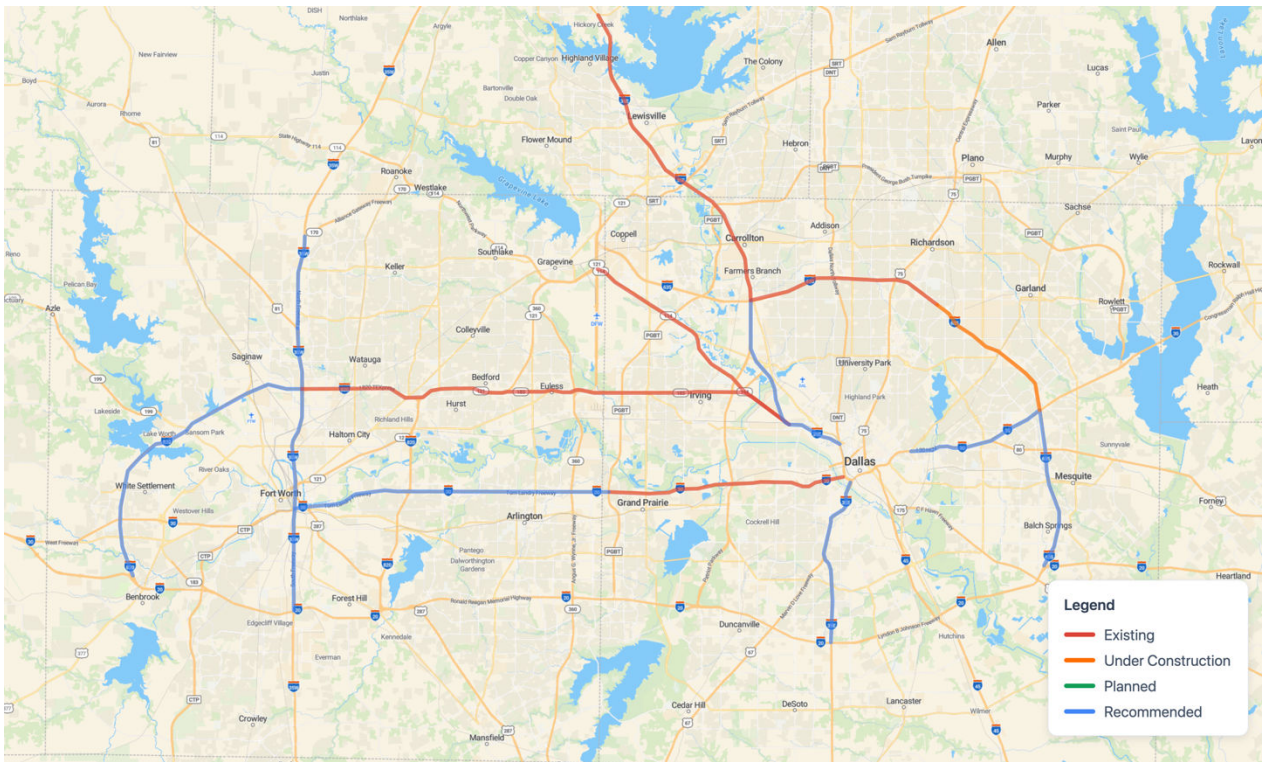
³⁹ "Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary," North Central Texas Council of Governments, 2 June 2025. www.nctcog.org/getContentAsset/07271eaa-a25f-48eb-a8c1-fb85bc309392/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Freeway-Tollway.pdf (9 Mar 2026).

TABLE 3: DALLAS METRO AREA MANAGED LANES

Facility	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-635 East	HOT	9.3	18.6	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
NTE (I-820 / SH 121 / SH 183)	HOT	13.0	52.0	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
NTE 35W	HOT	18.0	72.0	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
SH 114	HOT	14.5	29.0	Barrier / Buffer	New	Operating (HOV-2+ 50% disc
SH 183	HOT	14.8	29.6	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
I-30	HOT*	18.7	24.0	37.4	Conversion	Operating (HOV-2+ 50% discount; reversible; 24/7 overall)
I-35E	HOT*	18.0	36.0	Barrier	Conversion	Operating (HOV-2+ 50% discount; reversible; 24/7 overall)
LBJ Express	HOT	13.3	53.2	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
Loop 12	HOT	2.5	5.0	Barrier	New	Operating (HOV-2+ 50% discount; 24/7)
I-30 West	ETL	9.0	36.0	Pylon	New	Recommended
I-30 East	ETL	12.0	54.5	Pylon	New	Recommended
I-35E South	ETL	11.0	8.8	Painted	New	Recommended
I-35E North	ETL	28.2	34.0	Pylon	New	Recommended
I-635	ETL	9.6	38.4	Pylon	New	Recommended
I-820	ETL	16.0	32.0	Pylon/Painted	New	Recommended

*Reversible

FIGURE 3: DALLAS MANAGED LANES



3.4

DENVER

Currently, seven managed lane facilities operate in the region.⁴⁰ The I-70 (Central 70) Express Lanes, which began tolling on July 11, 2023, run between I-25 and Chambers Road.⁴¹ The I-70 Mountain Express Lanes, open since 2015, extend from US 40 to Central City Parkway.⁴² The I-25 Central Express Lanes, which opened on June 2006, span from US 36 to 20th Street. The I-25 North Express Lanes, opened in July 2016, operate between SH 7 and SH 14.⁴³ The I-25 South Gap Express Lanes, which began tolling on January 17, 2024, serve the stretch between Monument and Castle Rock.⁴⁴ The US 36 Express Lanes, with Phase 1 tolling starting on July 22, 2015, and Phase 2 on March 30, 2016, run between Table Mesa and I-25.⁴⁵ The C-470 Express Lanes, tolling since August 18, 2020, extend from Wadsworth Boulevard to I-25.⁴⁶ Managed lanes in the Denver region are owned by CDOT and operated by Colorado Transportation Investment Office (CTIO) in partnership with the E-470 Public Highway Authority through ExpressToll.⁴⁷

Most managed lanes in the Denver region allow HOV-3+ carpools, buses, and motorcycles travel toll-free when using a Switchable HOV Transponder set to “HOV” mode linked to an ExpressToll account.⁴⁸ However, the I-70 Mountain Express Lanes and the C-470 Express

⁴⁰ “Colorado Express Lanes,” codot.gov, Colorado Department of Transportation. www.codot.gov/programs/expresslanes (8 Jan. 2026).

⁴¹ “Tolls begin July 11 on Central 70 Express Lanes,” Colorado Department of Transportation, 7 July 2023. www.codot.gov/news/2023/july/tolls-begin-july-11-on-central-70-express-lanes (8 Jan. 2026).

⁴² “CTIO 2023 Annual Report,” Colorado Transportation Investment Office, Colorado Department of Transportation, 2023. www.codot.gov/programs/ctio/assets/hpte-annual-reports-1/annual-and-legislative/ctio-2023-annual-report-final-online-2.pdf (8 Jan. 2026).

⁴³ “2020 Annual Report,” High Performance Transportation Enterprise, Colorado Department of Transportation, 15 Jan. 2021. www.spl.cde.state.co.us/artemis/traserials/tra14010internet/tra140102020internet.pdf (8 Jan. 2026).

⁴⁴ “I-25: Monument to Castle Rock,” Colorado Department of Transportation, www.codot.gov/programs/expresslanes/i-25-south-gap (8 Jan. 2026).

⁴⁵ “Project Profile: US 36 Express Lanes (Phase 1),” Federal Highway Administration, U.S. Department of Transportation, www.fhwa.dot.gov/ipd/project_profiles/co_us36_express_lanes.aspx (8 Jan. 2026).

⁴⁶ “Colorado High Performance Transportation Enterprise, Fiscal Years Ended June 30, 2024 and 2023,” Colorado Office of the State Auditor, Colorado General Assembly, December 2024. www.content.leg.colorado.gov/sites/default/files/documents/audits/2432f_colorado_high_performance_transportation_enterprise_fy24.pdf (8 Jan. 2026).

⁴⁷ “Colorado Express Lanes,” CDOT, Colorado Department of Transportation. www.codot.gov/programs/expresslanes (8 Jan. 2026).

“E470 Public Highway Authority - Express Toll Colorado,” E470, E470 Public Highway Authority. www.e470.com (8 Jan. 2026).

⁴⁸ “Express Lanes – Using the Lanes,” Colorado Department of Transportation, www.codot.gov/programs/expresslanes/use (8 Jan. 2026).

Lanes do not provide an HOV exemption— all vehicles except motorcycles must pay a toll on those routes. All other vehicles are subject to a dynamically priced toll that adjusts every few minutes to keep free-flow speeds.

The I-25 Central managed lanes are reversible, operating southbound from 5:00 a.m. to 11:00 a.m. and northbound from 12:00 p.m. to 3:00 a.m. The I-70 Mountain managed lane operates east-bound only and during peak periods on weekends and holidays only.⁴⁹ All other managed lanes in the region are bidirectional and operate 24 hours a day, seven days a week.

Under Construction

The I-25 North Express Lanes Segment 5 (Mead to Berthoud) reached financial close in early 2024 and began construction on May 12, 2024. The project is scheduled to open to traffic in 2028. An extension of the I-70 Mountain Express Lanes from Evergreen to Idaho Springs is scheduled to open to traffic in 2029.

Planned

CDOT has plans to add managed lanes on I-70 from C-470 to I-25, on I-25 between C-470 and 20th St, on I-76 between I-70 and E-470, on I-225 between I-25 and I-70, on I-270 between I-25 and I-70, on C-470 between I-70 and Wadsworth Blvd, and on Pena Blvd between I-70 and E-470, and on I-70 from West Main St in Frisco to US 40 in Soda Creek.⁵⁰

Recommendations

CDOT has an extensive managed lane network. The region should fill in some of the missing links on the I-70 mountain shoulder lanes by filling in the missing gap and adding a lane westbound from Denver. Prior Denver Regional Council of Government (DRCOG), the region's MPO, studies have supported both projects, but the 2050 Metro Vision Regional Transportation Plan did not include them for cost reasons.⁵¹

⁴⁹ Ibid.

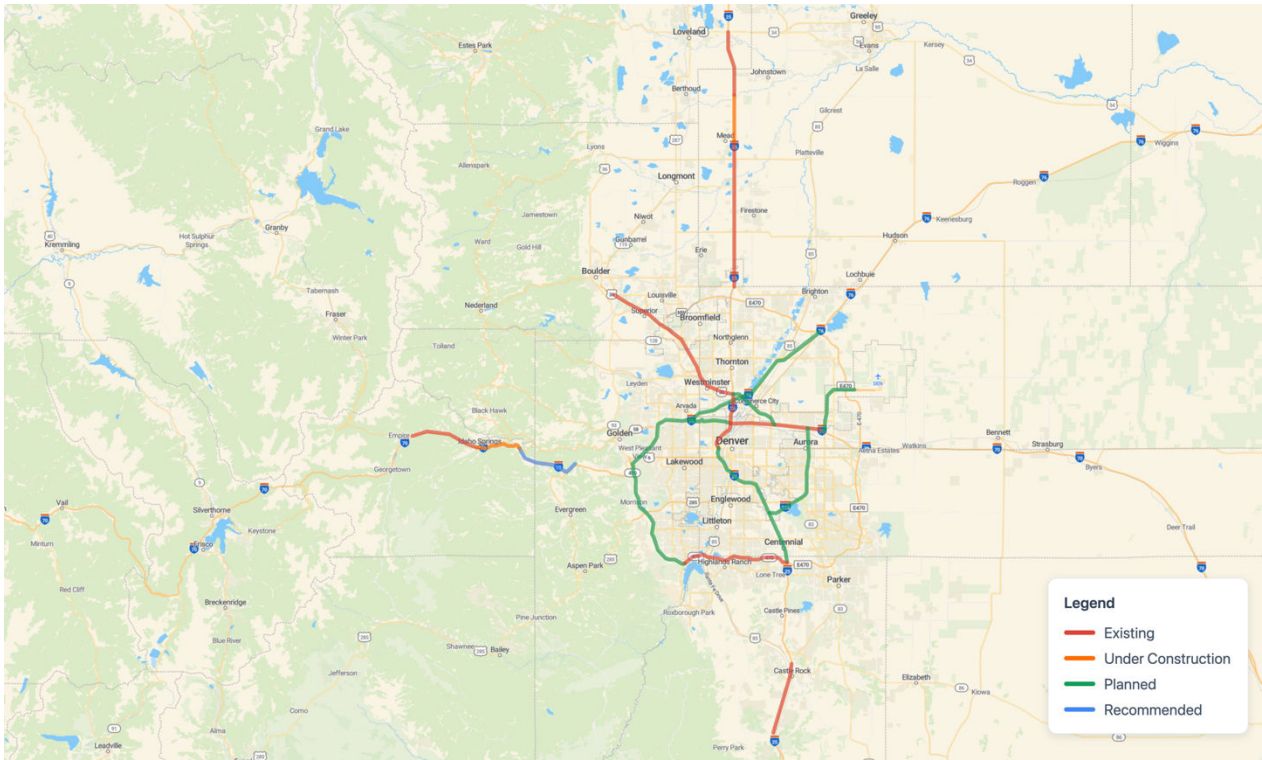
⁵⁰ "Colorado Express Lane Master Plan Final Report," Colorado Department of Transportation, Feb. 2020. www.codot.gov/programs/expresslanes/assets/elmp-final-report.pdf (13 Oct 2025).

⁵¹ "2050 Metro Vision Regional Transportation Plan," Denver Regional Council of Governments, 2024. www.drcog.org/sites/default/files/acc/TPO-RP-50MVRTP-EN-ACC-17x11-24-06-04-V1.pdf (5 Mar 2026).

TABLE 4: DENVER MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-70 Mountain Express Lanes (US 40–Central City Pkwy)	Express / Managed Lanes (one-way peak)	13.0	25.0	Dynamic shoulder / marked	New	Operating (toll-only; time-limited)
I-25 Managed Lanes (20th St–E-470 north junction)	Express / Managed Lanes (reversible)	7.0	14.0	Buffer / Barrier	New	Operating (HOV3+ free; reversible schedule)
I-25 North Managed Lanes (SR 7–just S of SR 14)	Express / Managed Lanes	11.0	22.0	Buffer / Barrier	New	Operating (HOV3+ free; southern part under construction; completion ~2028)
I-25 South Gap Express Lanes (Monument–south of Castle Rock)	Express / Managed Lanes	18.0	36.0	Buffer / Barrier	New	Operating (toll-only; 24/7)
US 36 Managed Lanes (Foothills Pkwy–I-25)	Express / Managed Lanes	18.3	36.0	Buffer / Barrier	New	Operating (HOV3+ free; 24/7)
C-470 Managed Lanes (SR 121–I-25)	Express / Managed Lanes	16.0	32.0	Barrier	New	Operating (toll-only; 24/7)
I-70 Floyd Hill Westbound Express Lane (Evergreen–Idaho Springs)	Express / Managed Lanes (one-way peak)	8.0	8.0	Buffer	New	Under Construction
I-70 (C-470 to I-25)	Express Lanes	12.0	41.0	Barrier	New	Planned
I-70 (Pena Blvd to E-470)	Express Lanes	5.5	11.0	Buffer	New	Planned
I-225 (I-25 to I-70)	Express Lanes	12.0	24.0	Barrier	New	Planned
I-270 (I-25 to I-70)	Express Lanes	6.5	14.0	Buffer	New	Planned
C-470 (I-70-SR 121)	Express Lanes	13.7	27.4	Barrier	New	Recommended
Pena Blvd (I-70 to E-470)	Express Lanes	7.0	14.0	Buffer	New	Recommended

FIGURE 4: DENVER MANAGED LANES



3.5

HOUSTON

Currently, Houston’s managed lane network includes the I-45 North, I-45 South, I-69/US 59 (north and south), US 290, I-10 Katy Managed Lanes, and SH 288 toll lanes.⁵² The I-45 North lanes, converted to HOT operation during METRO’s 2012 HOT-lane rollout, run between downtown Houston and just south of Cypresswood Drive.⁵³ The I-45 South lanes, which first allowed solo drivers to use HOT lanes in February 2012, run between downtown Houston and Webster, Texas.⁵⁴ The I-69/US 59 managed lanes include the Hwy. 59 North (Eastex Freeway) segment between downtown and Humble, Texas, (converted in July 2025) and the Hwy. 59 South (Southwest Freeway) segment between downtown and Stafford, Texas; METRO opened the Southwest Freeway HOT lane in July 2012.⁵⁵ The US-290 managed lanes, opened for HOT tolling on May 20, 2013, run between I-10/I-610 and Cypress, Texas.⁵⁶ The I-10 Katy Managed Lanes, which started tolling on April 18, 2009, operate between I-610 and Highway 6.⁵⁷ The SH 288 Toll Lanes, which opened to traffic on November 16, 2020, with tolling beginning on November 30, 2020, run along SH 288 from U.S. 59/I-69 in Harris County to the Harris County/Brazoria County line at Clear Creek.

All managed lanes in Houston are operated by one of three agencies: the Metropolitan Transit Authority of Harris County (METRO), the Harris County Toll Road Authority (HCTRA), or the Texas Department of Transportation (TxDOT). METRO operates the I-45, I-69/US 59, and US 290 HOV/HOT express lanes; HCTRA operates the I-10 Katy Managed Lanes; and the SH 288 toll lanes are now operated by TxDOT after the state acquired the concession from Blueridge Transportation Group (BTG).

Vehicles meeting HOV-2+ or (in some cases) HOV-3+ occupancy requirements can travel toll-free during designated HOV periods, while single-occupant vehicles may use the lanes

⁵² “HOV / HOT Express Lanes,” RideMETRO.org, Metropolitan Transit Authority of Harris County. www.ridemetro.org/riding-metro/hov-hot-express-lanes (21 Jan 2026).

⁵³ “‘HOT lanes’ open on North Freeway, allowing solo drivers with EZ tags to use HOV lanes,” ABC13, 4 Dec. 2012. ABC13.com. www.abc13.com/archive/8906946 (21 Jan 2026).

⁵⁴ Carol Christian, “Metro’s toll HOV lanes to open Monday,” Houston Chronicle, 10 Feb. 2012. Chron.com. www.chron.com/news/houston-texas/article/metro-s-toll-hov-lanes-to-open-monday-3254673.php (21 Jan 2026).

⁵⁵ “HOV/HOT Express Lanes,” ridemetro.org, 2026. Metro, <https://www.ridemetro.org/riding-metro/hov-hot-express-lanes> (1 May 2026), Houston Chronicle, “Metro HOT lane open for business on Southwest Freeway.” <https://www.chron.com/news/houston-texas/article/metro-hot-lane-open-for-business-on-southwest-3745020.php> 21 Jan. 2026.

⁵⁶ Ibid.

⁵⁷ “Katy Managed Lanes Map,” Harris County Toll Road Authority, HCTRA. www.hctra.org/Content/hctra3rdPartyPages/katymanagedlanes/media/katy_managed_lanes_map.pdf (21 Jan 2026).

by paying a toll outside the HOV-only peak windows; METRO notes that toll amounts vary by corridor and hour and can change from one hour to the next.⁵⁸ METRO's HOT operations rely on declaration points and monitoring (including observation booths) to ensure solo drivers are properly tolled.⁵⁹ The I-45, I-69/US-59, and US-290 express lanes operate inbound toward downtown from 5 a.m. to 11 a.m. and outbound away from downtown from 1 p.m. to 8 p.m. daily, while the I-10 managed lanes are open 24 hours a day, with weekday HOV hours from 5 a.m. to 11 a.m. and 2 p.m. to 8 p.m.⁶⁰

Under Construction

TxDOT is advancing capacity on the I-10 Inner Katy Corridor (Voss Road to I-45), including alternatives that add new managed lanes and extend connectivity into downtown Houston.⁶¹

Planned

TxDOT has plans to expand and better connect managed lanes in the Houston region, including extending managed lane connectivity on I-10 from the current terminus near Voss Road toward I-45 as part of the Inner Katy Managed Lanes project and on I-45.⁶² The agency is also developing the Regional Express Access Lanes (REAL) Plan, a comprehensive Houston District effort that examines a future network of "REAL" lanes and supporting mobility hubs.⁶³

Recommendations

In addition to extending managed lanes on I-10 and I-45, the region should add managed lanes along the entire I-610 loop, and on non-tolled segments of SH 99. HOV lanes are being added to I-610 and I-69 but tolled lanes would be a better choice for both

⁵⁸ "Frequently Asked Questions – How to Ride METRO," RideMETRO.org, Metropolitan Transit Authority of Harris County. www.ridemetro.org/riding-metro/faqs/-in-category/topics/trip-planning-hov (21 Jan 2026).

⁵⁹ "HOV / HOT Express Lanes."

⁶⁰ "Frequently Asked Questions – How to Ride METRO."

⁶¹ "I-10 Inner Katy Managed Lanes Project (Voss Road to I-45)," Texas Department of Transportation, TxDOT.gov. www.txdot.gov/projects/projects-studies/houston/i10-inner-katy-voss-road-to-i45.html (21 Jan 2026).

⁶² Ibid.

⁶³ "The REAL Plan," TxDOT.gov, Texas Department of Transportation. www.txdot.gov/projects/projects-studies/houston/real-plan.html (21 Jan 2026).

highways.⁶⁴ Given Houston’s high congestion and regional growth, additional managed lanes would enhance travel-time reliability and regional mobility.

TABLE 5: HOUSTON MANAGED LANES

Facility	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-45 North Express/HOV Lanes (Downtown–just south of Cypresswood Dr)	Reversible HOT/HOV	17.2	17.2	Buffer/Barrier	Conversion	Operating (HOV-2+ free during HOV periods; reversible)
I-45 South Express/HOV Lanes (Downtown–Webster)	Reversible HOT/HOV	14.8	14.8	Buffer/Barrier	Conversion	Operating (HOV-2+ free during HOV periods; reversible)
I-69/US 59 North Express/HOV Lanes (Downtown–Humble)	Reversible HOT/HOV	11.5	11.5	Buffer/Barrier	Conversion	Operating (HOV-2+ free during HOV periods; reversible)
I-69/US 59 South Express/HOV Lanes (Downtown–just north of Stafford)	Reversible HOT/HOV	9.8	9.8	Buffer/Barrier	Conversion	Operating (HOV-2+ free during HOV periods; reversible)
US 290 Express/HOV Lanes (I-10/I-610–Cypress)	Reversible HOT/HOV	13.5	13.5	Buffer/Barrier	Conversion	Operating (HOV-2+ free during HOV periods; reversible)
I-10 Katy Managed Lanes (I-610–Highway 6)	Bidirectional Managed Lanes	12.0	24.0	Barrier	Conversion	Operating (Open 24/7; weekday HOV hours)
SH 288 Toll Lanes (US 59/I-69–Clear Creek)	Bidirectional Toll Lanes	10.3	41.2	Barrier/Median	New	Operating (Toll only; no HOV-free)
I-10 from Voss Rd to I-45	Bidirectional Managed Lanes	6.3	25.2	Barrier	New	Planned
I-10 from Garth Rd to I-610	Bidirectional Toll Lanes	6.3	25.2	Barrier	New	Recommended
I-45 North (Downtown to Beltway 8)	Bidirectional Toll Lanes	17.2	68.9	Barrier	New	Recommended

⁶⁴ “Draft Project Listing – 2045 Regional Transportation Plan (RTP) Update Amendment,” Houston-Galveston Area Council, H-GAC. www.h-gac.com/getmedia/2e6979f8-e834-46d2-b109-d68ad7bb752a/Draft-Project-Listing-2045-RTP-Update-Amendment (21 Jan. 2026).

FIGURE 5: HOUSTON MANAGED LANES



3.6

LOS ANGELES

Currently, there are six managed lane facilities operating in the region.⁶⁵ The I-10 (El Monte Busway) Express Lanes, which converted to HOT operation on February 22, 2013, run between downtown Los Angeles and Interstate 605.⁶⁶ The I-110 (Harbor Transitway) Express Lanes, which converted to HOT operation on November 10, 2012, connect Adams Boulevard and the Harbor Gateway Transit Center.⁶⁷ The SR 91 Express Lanes opened as an express facility in December 1995 in Orange County, with the Riverside County extension opening in March 2017.⁶⁸ The I-405 Express Lanes, managed by the Orange County Transportation Authority (OCTA), operate between State Route 73 and Interstate 605 and opened in December 2023.⁶⁹ The I-15 Express Lanes in Riverside County, which run between State Route 60 and Cajalco Road, opened to traffic in April 2021.⁷⁰ The San Bernardino County Transportation Authority (SBCTA) I-10 Express Lanes Phase 1, extending from the Los Angeles County line to Interstate 15, opened in late August 2024.⁷¹ These facilities are delivered and/or operated by LA Metro (I-10 and I-110), OCTA and RCTC (SR 91), OCTA (I-405), RCTC (I-15), and SBCTA (I-10), in partnership with Caltrans on the state highway system.⁷²

⁶⁵ “Express Lanes,” CA.gov, California Department of Transportation. www.dot.ca.gov/programs/traffic-operations/express-lanes (21 Jan. 2026).

⁶⁶ LA Metro, “Metro and Caltrans mark the opening of Metro ExpressLanes along 14 miles of the I-10 San Bernardino Freeway on Saturday,” Weblog post, The Source, Los Angeles County Metropolitan Transportation Authority, 22 Feb. 2013. www.thesearchives.metro.net/2013/02/22/metro-and-caltrans-mark-the-opening-of-metro-expresslanes-along-14-miles-of-the-i-10-san-bernardino-freeway-on-saturday/ (21 Jan. 2026).

⁶⁷ Steve Hymon, “ExpressLanes to Open on 110 Freeway on Nov. 10,” Weblog post, The Source, Los Angeles County Metropolitan Transportation Authority, 18 Sept. 2012. www.thesource.metro.net/2012/09/18/expresslanes-to-open-on-110-freeway-on-nov-10 (21 Jan. 2026).

⁶⁸ “SR-91 Express Lanes, Orange County, CA,” Transportation.gov, U.S. Department of Transportation. www.transportation.gov/buildamerica/projects/project-highlights/sr-91-express-lanes-orange-county-ca (21 Jan. 2026).

⁶⁹ “OCTA Set to Open I-405 Project 405 Express Lanes With Dedication Event Friday, Dec. 1,” OCTA.net, Orange County Transportation Authority, 27 Nov. 2023. www.octa.net/news/news-releases/octa-set-to-open-i-405-project-405-express-lanes-with-dedication-event-friday-dec-1 (21 Jan. 2026).

⁷⁰ Riverside County Transportation Commission, “15 Express Lanes to Open Saturday, April 10 in Riverside County,” RCTC.org, Riverside County Transportation Commission, 8 April 2021. www.rctc.org/15-express-lanes-to-open-april-10/ (21 Jan. 2026).

⁷¹ “SB Express Lanes on Interstate 10 Open Ahead of Labor Day Holiday Weekend,” GoSBCTA.com, San Bernardino County Transportation Authority, 29 Aug. 2024. www.gosbcta.com/sbexpresslanesnowopen (21 Jan. 2026).

⁷² “Express Lanes,” CA.gov, California Department of Transportation. www.dot.ca.gov/programs/traffic-operations/express-lanes (21 Jan. 2026).

Vehicles that meet corridor-specific occupancy requirements may travel toll-free or receive discounts using a FasTrak Flex switchable transponder.⁷³ On I-10, HOV-3+ vehicles travel toll-free at all hours, while vehicles with two occupants pay a toll during weekday peak periods (Monday–Friday, 5:00–9:00 a.m. and 4:00–7:00 p.m.) and travel toll-free off-peak.⁷⁴ On I-110, HOV-2+ vehicles travel toll-free at all hours.⁷⁵ On I-405, carpools with three or more occupants travel toll-free. The Riverside County I-15 Express Lanes provide a carpool discount for vehicles with three or more occupants.⁷⁶ The San Bernardino County Transportation Authority (SBCTA) I-10 Express Lanes allow HOV-3+ vehicles to travel toll-free. All of these managed lane facilities are open 24 hours a day, seven days a week.

Under Construction

The I-105 Express Lanes Segment 1 (Sepulveda Blvd to Central Avenue) is scheduled to open in 2029.⁷⁷

Planned

The remaining segments of the I-105 ExpressLanes project will extend the system from I-605 to I-405.⁷⁸ The San Bernardino County Transportation Authority (SBCTA) is advancing additional phases of the I-10 Express Lanes east of I-15 toward Redlands, as well as the I-15 Corridor Freight and Express Lanes project between Jurupa Valley and Rancho Cucamonga.⁷⁹ The Riverside County Transportation Commission (RCTC) is planning the I-15 Express Lanes Southern Extension from Corona toward SR 74 in Lake Elsinore.⁸⁰ SBCTA is also planning managed lanes on SR 60 between I-15 and I-215, complementing Metro’s planned SR-60 ExpressLanes segment between I-605 and the Los Angeles/San Bernardino County line.⁸¹ In Orange County, Caltrans is studying managed lanes on I-5 between Red

⁷³ “Frequently Asked Questions,” MetroExpressLanes.net, Los Angeles County Metropolitan Transportation Authority. www.metroexpresslanes.net/frequently-asked-questions (21 Jan. 2026).

⁷⁴ Ibid.

⁷⁵ Ibid.

⁷⁶ “Frequently Asked Question,” RiversideExpress.com, Riverside Express. www.riversideexpress.com/information (21 Jan. 2026).

⁷⁷ “I-105 ExpressLanes Project,” Metro.net, Los Angeles County Metropolitan Transportation Authority. www.metro.net/projects/i105-expresslanes/ (21 Jan. 2026).

⁷⁸ Ibid.

⁷⁹ “I-10 Express Lanes,” GoSBCTA.com, San Bernardino County Transportation Authority. www.gosbcta.com/project/i-10-corridor-project (9 Mar 2026).

⁸⁰ “Interstate 15 Express Lanes Project Southern Extension,” GoSBCTA.com, San Bernardino County Transportation Authority. www.gosbcta.com/project/i-15-express-lanes-project-southern-extension (9 Mar 2026).

⁸¹ “Plan. Build. Move.,” goSBCTA.com, San Bernardino County Transportation Authority. www.gosbcta.com/planbuildmove/ (19 Mar 2026).

Hill Avenue and the Los Angeles County line, while Metro and Caltrans are also studying ExpressLanes on I-405 between I-10 and US 101 in the Sepulveda Pass corridor.⁸²

Recommendations

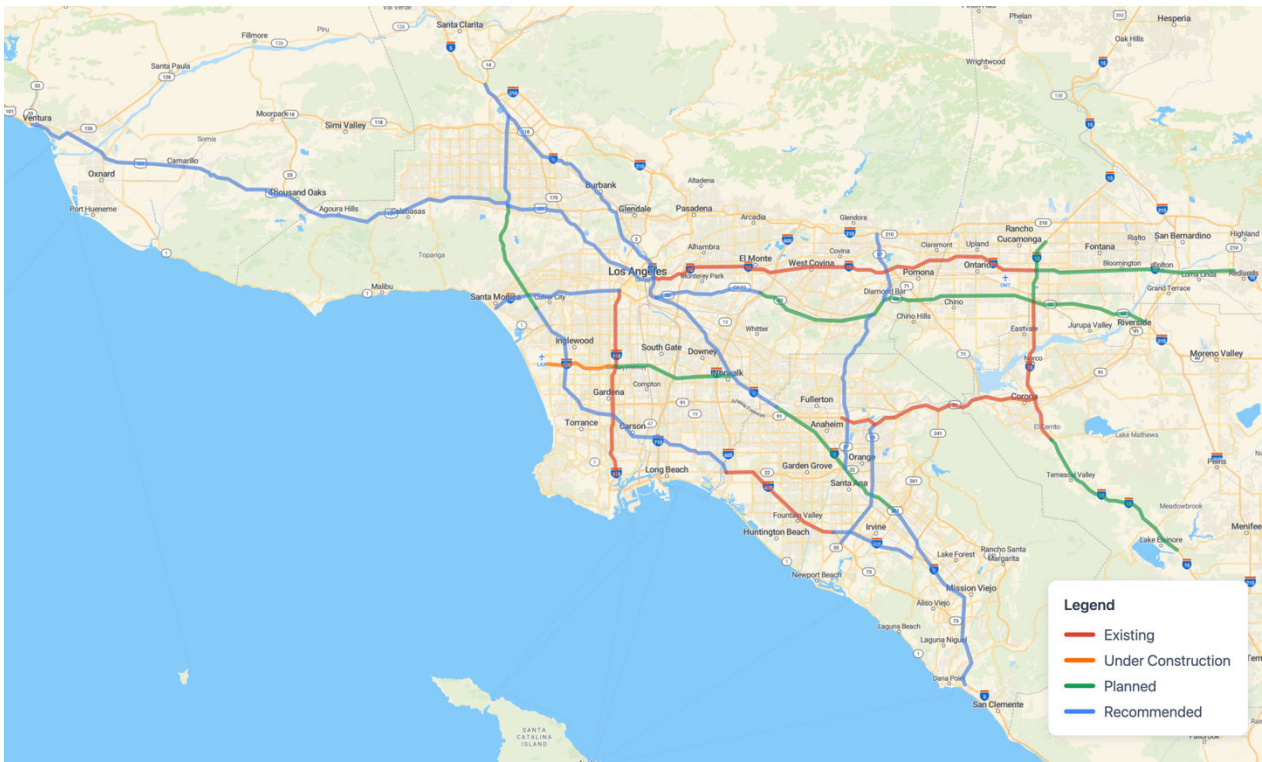
Los Angeles has several viable corridors for future managed lane expansion. New managed lanes could be added on remaining sections of I-5 in Los Angeles and Orange Counties. Existing HOV lanes can be converted to HOT or Express Lanes, with one additional managed lane in each direction added on I-10, I-405, US 101, SR 55, SR 57, and SR 60. These projects were not included in the Southern California Association of Government’s (SCAG—the region’s MPO) long-range plan for reasons of high cost and limited political support.

TABLE 6: LOS ANGELES MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-10 Metro Express Lanes (El Monte Busway)	HOT	14.0	28.0	Buffer / Painted	Conversion	Operating (HOV-3+ free all hours; HOV-2+ off-peak Mon–Fri).
I-110 Metro Express Lanes (Harbor Transitway)	HOT	11.0	22.0	Buffer / Painted	Conversion	Operating (HOV-2+ free all hours).
SR 91 Express Lanes (Orange & Riverside Counties)	Express Toll (Managed)	18.0	72.0	Median Barrier	New + Extensions	Operating (24/7)
I-405 Express Lanes (OCTA: SR 73 to I-605)	ETL/HOT	16.0	64.0	Median Barrier	New	Operating (opened Dec 1, 2023)
I-15 Express Lanes (Riverside: SR 60–Cajalco Rd)	ETL	15.0	60.0	Barrier	New	Operating (opened Apr 10, 2021)
I-10 Express Lanes – Phase 1 (SBCTA: LA County line–I-15)	ETL	10.0	40.0	Barrier	New	Operating (opened Aug 29, 2024)
I-5 (San Diego County Line to SR 60)	ETL	61.1	244.4	Barrier	New	Proposed
I-5 (I-10 East to SR 14)	ETL	17.1	68.2	Barrier	New	Proposed
I-405 (I-5 South to I-5 North)	HOT-3	72.4	289.5	Barrier	Conversion and New	Proposed
US 101 (SR 27 to I-5)	ETL	15.2	60.8	Barrier	New	Proposed
SR 55 (SR 73 to SR 91)	ETL	13.0	52.0	Barrier	New	Proposed
SR 57 (I-5 to SR 210)	ETL	25.3	101.1	Barrier	New	Proposed
SR 60 (I-5 to I-215)	ETL	52.9	211.5	Barrier	New	Proposed

⁸² “I-405 Sepulveda Pass ExpressLanes,” CA.gov, California Department of Transportation, District 7. www.dot.ca.gov/caltrans-near-me/district-7/district-7-projects/d7-i405-sepulveda-expresslanes (9 Mar 2026).

FIGURE 6: LOS ANGELES MANAGED LANES



3.7

MIAMI

Currently, there are four managed lane facilities operating in South Florida: the I-95 Express, the I-595 Express, the I-75 Express, and the Palmetto Express (SR 826).⁸³ Tolling on the I-95 Express began in December 2008 for Phase 1A, in January 2010 for Phase 1B, and in February 2026 for Phase 3. Phase 1 was Florida's first dynamically priced managed lane.⁸⁴ Tolling on the I-595 Express began on April 2014, following completion of the reversible express lanes in the median of the corridor.⁸⁵ The I-75 Express opened to traffic on March 24, 2018, as a dynamically priced managed lane facility in Broward and Miami-Dade counties.⁸⁶ Tolling on the Palmetto Express (SR 826) began in September 2019 as part of FDOT's express-lane expansion along the Palmetto Expressway.⁸⁷

The I-95 Express runs between downtown Miami and Broward Boulevard and was converted from an HOV.⁸⁸ The I-595 Express operates as a reversible express facility between I-75/Sawgrass Expressway and Florida's Turnpike.⁸⁹ The I-75 Express extends from NW 170th Street in Miami-Dade County to I-595 in Broward County. The Palmetto Express (SR 826) corridor was developed in phases from NW 36th Street to I-95. All South Florida express lanes are owned and operated by the Florida Department of Transportation (FDOT) Districts 4 and 6 and are integrated with the SunPass electronic toll-collection system.⁹⁰

Senate Bill 1662 repealed the Florida statewide HOV-lane statute and hybrid-vehicle decal exemptions effective July 1, 2025.⁹¹ However, the policy conflicts with federal policy. The I-95 Express and other South Florida express lanes operate as dynamically priced managed lanes designed to maintain free-flow conditions rather than fixed-hour toll facilities. All

⁸³ "Managed Lanes Program," FDOT.gov, Florida Department of Transportation. www.fdot.gov/traffic/teo-divisions.shtm/cmt/managedlanes.shtm (21 Jan. 2026).

⁸⁴ "Project Profile: 95 Express," Federal Highway Administration, U.S. Department of Transportation. www.fhwa.dot.gov/ipd/project_profiles/fl_95_express.aspx (21 Jan. 2026).

⁸⁵ "I-595 Corridor Roadway Improvements, Fort Lauderdale, FL," Transportation.gov, U.S. Department of Transportation, 9 Sept. 2014. www.transportation.gov/buildamerica/projects/project-highlights/i-595-corridor-roadway-improvements-fort-lauderdale-fl (21 Jan. 2026).

⁸⁶ Alicia Torrez, "FDOT Begins Operations on Palmetto Express and 75 Express," SunGuide.info, 9 Oct. 2019. www.sunguide.info/fdot-begins-operations-on-palmetto-express-and-75-express/ (21 Jan. 2026).

⁸⁷ Ibid.

⁸⁸ "Project Profile: 95 Express."

⁸⁹ "I-595 Corridor Roadway Improvements, Fort Lauderdale, FL."

⁹⁰ FDOT, South Florida Express Lanes (SFEL) Program Overview.

⁹¹ "CS/CS/CS/SB 1662: Transportation," Florida Senate, flsenate.gov. www.flsenate.gov/Session/Bill/2025/1662 (21 Jan. 2026).

South Florida express lanes are physically open 24 hours a day, seven days a week, with toll rates varying based on traffic demand.⁹²

Planned

FDOT District 4 is conducting the I-95 South Broward PD&E Study, evaluating interchange improvements and managed lane operational enhancements between SR 858 (Hallandale Beach Boulevard) and SR 820 (Hollywood Boulevard).⁹³ The study focuses on improving access, safety, and reliability where managed lanes already exist via Phase 3C.

Recommendations

South Florida has managed lanes on all corridors where capacity is economically justified.

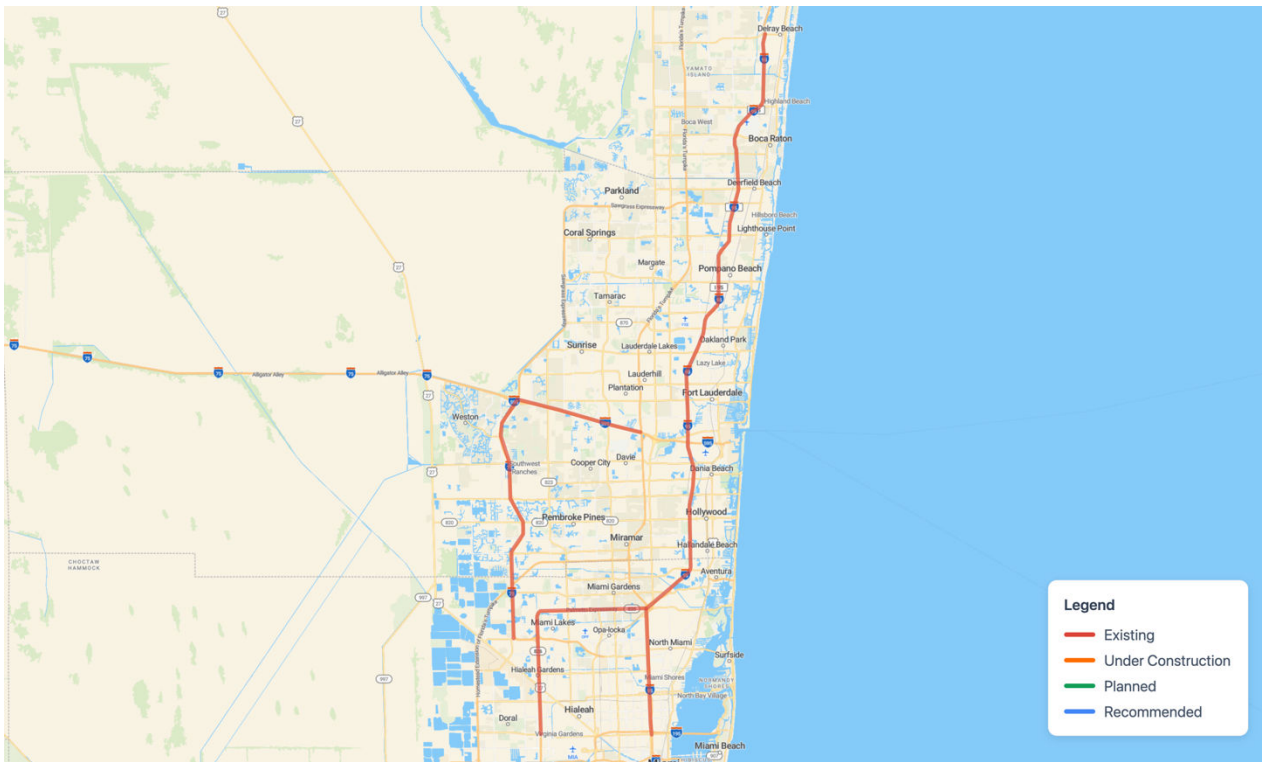
TABLE 7: MIAMI MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-95 Express (Phases 1 & 2)	Express Lanes	21.0	84.0	Barrier / Buffer	Conversion	Operating (dynamic tolling)
I-95 Express Phase 3C (I-95 / I-595 connectors)	Express Lanes	9.0	18.0	Barrier / Buffer	Expansion	Operating
I-595 Express	Express Lanes	10.5	31.5	Barrier	New	Operating (opened 2014)
I-75 Express	Express Lanes	15.0	60.0	Barrier / Median separation	New	Operating (dynamic tolling)
Palmetto Express (SR 826)	Express Lanes (project)	13.0	40.0	Barrier / Buffer	New (phased)	Operating / Under final segments construction (estimated June 2025)

⁹² "Drive Safe 95 Express Fact Card," Florida Department of Transportation, FDOT Miami-Dade. www.fdotmiamidade.com/userfiles/files/drivesafe/Drive%20Safe%2095%20Express%20FactCard.pdf (21 Jan. 2026).

⁹³ "SR-9/I-95 PD&E Study," FDOT.gov, Florida Department of Transportation. www.fdot.gov/projects/i95southbrowardpde/home (21 Jan. 2026).

FIGURE 7: MIAMI MANAGED LANES



3.8

MINNEAPOLIS- ST. PAUL AREA

Currently, there are three managed lane facilities operating in the Twin Cities region.⁹⁴ The I-394 E-ZPass Express Lanes operate between Wayzata and Minneapolis.⁹⁵ The I-35W Express Lanes operate between Burnsville and Minneapolis.⁹⁶ The I-35E Express Lanes operate between St. Paul and White Bear Lake.⁹⁷ All Twin Cities express lanes are publicly owned and managed by MnDOT under the E-ZPass Minnesota program, with the Metropolitan Council and Metro Transit supporting the program through planning and policy development.⁹⁸ Facility configurations vary, including I-394's concurrent-flow and reversible median lanes, I-35W's peak-direction priced dynamic shoulder lanes, and I-35E's part-time priced shoulder lanes.⁹⁹

Solo drivers with an E-ZPass account pay a dynamically priced fee to use the lanes during peak weekday periods, while buses, motorcycles, and HOV-2+ vehicles can travel toll-free; MnDOT states that typical E-ZPass operating hours are Monday–Friday from 6 a.m. to 10 a.m. and 3 p.m. to 7 p.m., depending on the route and direction.¹⁰⁰ E-ZPass lanes are open to all traffic outside those operating periods.¹⁰¹

Under Construction

The I-494 “Airport to Hwy 169 Vision” Project 1 (Phase 1) letting occurred in early 2023.¹⁰² The first construction phase includes adding E-ZPass lanes in both directions between Minnesota Highway 100 and I-35W and reconstructing the I-494/I-35W interchange.¹⁰³

⁹⁴ Sue Gergen, “MnPASS is now E-ZPass; new lanes open on I-35W,” Newsline, Minnesota Department of Transportation, 18 Aug. 2021. www.newsline.dot.state.mn.us/archive/21/August/18.html (21 Jan. 2026).

⁹⁵ “E-ZPass Express Lanes,” Minnesota Department of Transportation, www.dot.state.mn.us/ezpassmn/expresslanes.html (21 Jan. 2026).

⁹⁶ Ibid.

⁹⁷ Ibid.

⁹⁸ “E-ZPass Partners,” dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/ezpassmn/partners.html (21 Jan. 2026).

⁹⁹ “E-ZPass Express Lanes – I-394.”

¹⁰⁰ “How it works,” dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/ezpassmn/howezpassworks.html (21 Jan. 2026).

¹⁰¹ “Driving in the E-ZPass lane,” dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/ezpassmn/drive.html (21 Jan. 2026).

¹⁰² “Apparent Bid Results – Design-Build,” dot.state.mn.us, Minnesota Department of Transportation, 18 Jan. 2023. www.dot.state.mn.us/bidlet/results/design-build.html (21 Jan. 2026).

¹⁰³ “I-494 Airport to Hwy 169,” dot.state.mn.us, Minnesota Department of Transportation, 18 Jan. 2023. www.dot.state.mn.us/designbuild/i494-airport-hwy-169/index.html (21 Jan. 2026).

Project 1 is scheduled for completion in 2026.¹⁰⁴ Separately, MnDOT closed the I-394 E-ZPass lanes between downtown Minneapolis and Highway 100 from July 2025 until early November 2025 for bridge and ramp repairs, then reopened them for normal operation.¹⁰⁵

Planned

MnDOT's long-term vision for the I-494 corridor includes extending the managed lanes. The first phase, which adds E-ZPass lanes between Highway 100 and I-35W, is currently under construction and expected to be completed in 2026.¹⁰⁶ Future phases would extend E-ZPass lanes east from I-35W to Highway 77 and west toward Highway 169 as part of the broader corridor.¹⁰⁷ MnDOT and the Metropolitan Council have also identified additional corridors for potential managed lane expansion, including I-35W between downtown Minneapolis and Highway 36 and the Highway 252/I-94 corridor between Highway 610 and downtown Minneapolis.¹⁰⁸

Recommendations

The Twin Cities region has several other corridors that could benefit from managed lanes. Regional traffic demand models show that remaining sections of I-94 from Highway 101 to I-694 and the entire length of I-694 could both benefit from more managed lanes.

¹⁰⁴ "I-494: Edina to Richfield," dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/metro/projects/i494edina-richfield/ (21 Jan. 2026).

¹⁰⁵ "I-394 E-ZPass lanes reopen Nov. 9," dot.state.mn.us, Minnesota Department of Transportation, 6 Nov. 2025. www.dot.state.mn.us/news/2025/11/06-metro-i394.html (21 Jan. 2026).

¹⁰⁶ "I-494: Edina to Richfield," dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/metro/projects/i494edina-richfield/ (21 Jan. 2026).

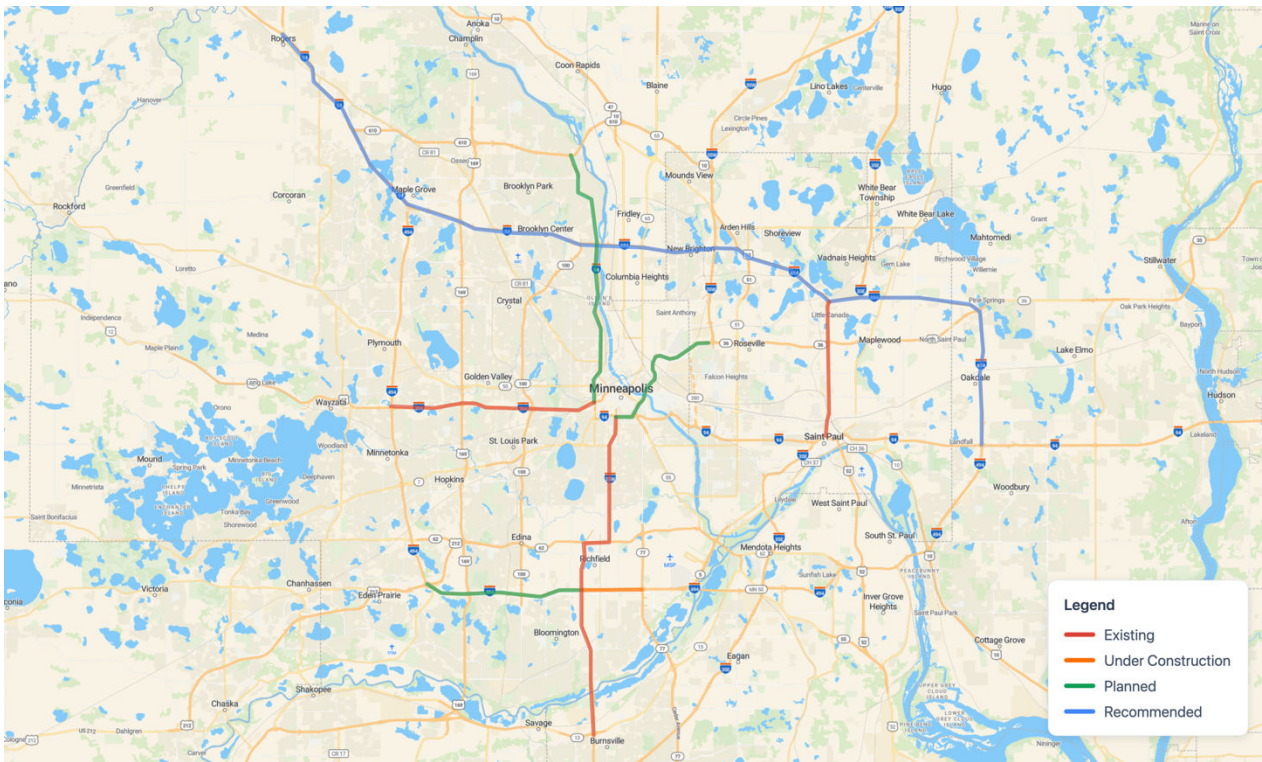
¹⁰⁷ Ibid.

¹⁰⁸ "Hwy 252 Study," dot.state.mn.us, Minnesota Department of Transportation. www.dot.state.mn.us/metro/projects/hwy252study/ (21 Jan. 2026).

TABLE 8: MINNEAPOLIS- ST. PAUL MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-394 E-ZPass Express Lanes (Wayzata–Downtown Minneapolis)	Concurrent / Reversible HOT	11.0	22.0	Buffer / Barrier (reversible median)	Conversion	Operating (HOV-2+ free; solo drivers pay dynamic toll; reversible section temporarily closed July–Nov 2025)
I-35W E-ZPass Express Lanes (Burnsville–Downtown Minneapolis)	HOT	16.0	32.0	Buffer / Shoulder	Conversion	Operating (HOV-2+ free; solo drivers pay dynamic toll)
I-35E E-ZPass Express Lanes (St. Paul–White Bear Lake)	HOT	9.0	18.0	Buffer / Shoulder	Conversion	Operating (HOV-2+ free; solo drivers pay dynamic toll during peak)
I-494 E-ZPass Lanes (MN 100–I-35W) – Phase 1	HOT	7.2	14.4	Buffer / Barrier	New	Under Construction (Phase 1; completion expected 2026)
Hwy 252 / I-94 Corridor (MN 610–Downtown Minneapolis)	ETL	15.5	31.0	Barrier	New	Planned
I-94 (Manning Ave–I-694)	HOT	4.7	9.4	Buffer	New	Planned
I-35W (MN 77–Downtown St. Paul)	HOT	10.5	21.0	Buffer	New	Planned
I-694 Managed Lanes (I-94 West–I-94 East)	ETL	30.8	61.6	Barrier	New	Recommended
I-94 (Hwy 101–I-494 / I-694)	ETL	9.6	19.2	Barrier	New	Recommended

FIGURE 8: MINNEAPOLIS - ST. PAUL MANAGED LANES



3.9

NASHVILLE

Currently, there are no managed lane, or “choice lane” in Tennessee branding, facilities in operation in the region. The Tennessee Department of Transportation (TDOT) describes the I-24 Southeast Choice Lanes as the state’s first proposed choice lanes project.¹⁰⁹ The I-24 Southeast Choice Lanes would add new, optional choice lanes on I-24 between Nashville and Murfreesboro and would widen I-24 from downtown Nashville to the I-840 interchange.¹¹⁰ TDOT defines choice lanes as priced-managed lanes that use pricing to proactively manage demand and provide travel-time reliability.¹¹¹ TDOT states the proposed choice lanes would allow motorists to maintain consistent travel speeds even when adjacent lanes are congested.

TDOT plans to have local transit agency WeGo buses operate in the choice lanes free of charge.¹¹² TDOT states the project would be delivered through a public-private partnership (P3), with a private-sector partner responsible for designing, building, financing, operating, and maintaining the lanes, with initial funding provided by the Transportation Modernization Act (TMA). Environmental review and permitting are underway.¹¹³ TDOT hosted public information meetings in August 2024 and again in fall 2025.

Under Construction

There are currently no choice lanes projects under construction in the Nashville region.¹¹⁴

Planned

TDOT plans to implement the I-24 Southeast Choice Lanes between downtown Nashville and I-840 (Murfreesboro) after completing the environmental review and procurement process.¹¹⁵ This will be the first priced managed lane facility in Tennessee. Additionally, I-65 between Nashville and Spring Hill is being evaluated for future choice lanes as part of

¹⁰⁹ “Interstate 24 Choice Lanes,” tn.gov, Tennessee Department of Transportation. www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html (21 Jan. 2026).

¹¹⁰ Ibid

¹¹¹ Ibid

¹¹² “WeGo Focuses on TDOT Choice Lanes as New CIP,” WeGoTransit.com, WeGo Public Transit. www.wegotransit.com/wego-focuses-on-tdot-choice-lanes-as-new-cip/ (.21 Jan. 2026).

¹¹³ “I-24 Southeast Choice Lanes,” performance.gov, Federal Permitting Dashboard. www.permits.performance.gov/permitting-project/dot-projects/i-24-southeast-choice-lanes (21 Jan. 2026).

¹¹⁴ “Interstate 24 Southeast Choice Lanes.”

¹¹⁵ Ibid

TDOT’s statewide congestion and feasibility studies; however, no construction timeline or funding has yet been committed.¹¹⁶

Recommendations

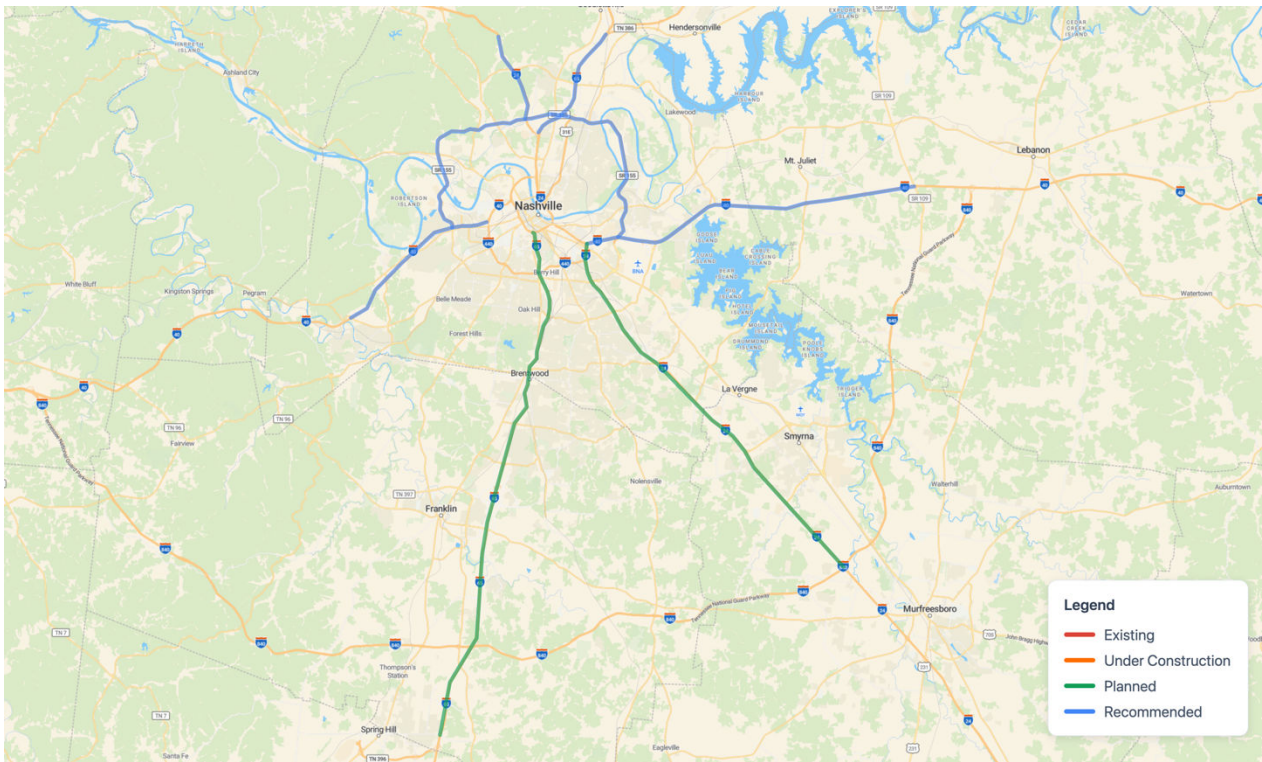
Planning for managed lanes has just begun in the Nashville region. But over the long term TDOT should study expanding its managed lanes network. This includes adding managed lanes to I-24 West, I-40 East, I-40 West, I-65 North, I-65 South, and SR 155.

TABLE 9: NASHVILLE MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-24 Southeast Choice Lanes	ETL (Choice)	26.0	104.0	Barrier/Pylon (planned)	New	Planned (Environmental Review / P3 procurement)
I-40 from I-24 East to SR 109	ETL	17.0	34.0	Barrier	New	Recommended
I-40 from US 70S to I-440	ETL	9.5	19.0	Barrier	New	Recommended
I-65 from I-24 West to SR 386	ETL	12.0	24.0	Barrier	New	Recommended
I-65 from SR 396 to I-40 East	ETL	18.8	37.6	Barrier	New	Recommended
SR 155 from I-40 West to I-40 East	ETL	19.8	39.6	Barrier	New	Recommended

¹¹⁶ “DRAFT 2050 Regional Transportation Plan Projects,” ArcGIS Experience, Esri. <https://experience.arcgis.com/experience/9c0790847d2e4d0c96469d1e515878d4> (21 Jan. 2026).

FIGURE 9: NASHVILLE MANAGED LANES



3.10

SALT LAKE CITY

Currently, there is one managed lane corridor in operation on I-15 between Spanish Fork and Layton. Utah's I-15 Express Lanes consist of a single lane in each direction that solo drivers may access by paying a toll with an Express Pass transponder.¹¹⁷ Vehicles meeting HOV-2+ occupancy requirements, buses, and motorcycles may use the express lanes without paying tolls.¹¹⁸ UDOT's Express Lanes use dynamic pricing that increases tolls during high congestion to maintain free-flow speeds and operated 24 hours a day 7 days per week.

Under Construction

UDOT has no new express lane construction underway.

Planned

The I-15 Farmington to Salt Lake City project's Final Environmental Impact Statement and Record of Decision were completed in October 2024, authorizing the selected improvement alternative for the corridor.¹¹⁹ UDOT's selected alternative includes adding capacity with five general-purpose lanes plus one express lane in each direction through the Farmington–Salt Lake City segment.¹²⁰ The project is currently in the design and right-of-way phase following environmental review and pending subsequent procurement and construction phase development.¹²¹ UDOT has prepared a State Environmental Study for Legacy Parkway (SR 67) that evaluates adding one managed lane in each direction between I-215 and I-15 as part of long-term planning.¹²² UDOT and the Wasatch Front Regional Council are also planning to add managed lanes to much of I-215.¹²³

¹¹⁷ "Express Lanes Frequently Asked Questions," [connect.udot.utah.gov](https://connect.udot.utah.gov/public/express-lanes/express-lanes-frequently-asked-questions/), Utah Department of Transportation. [www.connect.udot.utah.gov/public/express-lanes/express-lanes-frequently-asked-questions/](https://connect.udot.utah.gov/public/express-lanes/express-lanes-frequently-asked-questions/) (21 Jan. 2026).

¹¹⁸ Ibid

¹¹⁹ Utah Department of Transportation, "UDOT Releases Final EIS and Record of Decision for I-15 Corridor from Farmington to Salt Lake City," Weblog post, [connect.udot.utah.gov](https://connect.udot.utah.gov/2024/10/11/udot-releases-final-eis-and-record-of-decision-for-i-15-corridor-from-farmington-to-salt-lake-city/), 11 Oct. 2024. [www.connect.udot.utah.gov/2024/10/11/udot-releases-final-eis-and-record-of-decision-for-i-15-corridor-from-farmington-to-salt-lake-city/](https://connect.udot.utah.gov/2024/10/11/udot-releases-final-eis-and-record-of-decision-for-i-15-corridor-from-farmington-to-salt-lake-city/) (21 Jan. 2026).

¹²⁰ "I-15 Davis to Salt Lake City Project," [udotinput.utah.gov](https://udotinput.utah.gov/i15davislc), Utah Department of Transportation. [www.udotinput.utah.gov/i15davislc](https://udotinput.utah.gov/i15davislc) (21 Jan. 2026).

¹²¹ Ibid

¹²² "Legacy Parkway Study," [publicinput.com](https://publicinput.com/legacyparkwaystudy), Utah Department of Transportation. [www.publicinput.com/legacyparkwaystudy](https://publicinput.com/legacyparkwaystudy) (21 Jan. 2026).

¹²³ "RTP 2023 Adopted Map," wfrc.utah.gov, Wasatch Front Regional Council. [www.wfrc.utah.gov/rtp-2023-adopted-map/](https://wfrc.utah.gov/rtp-2023-adopted-map/) (21 Jan. 2026).

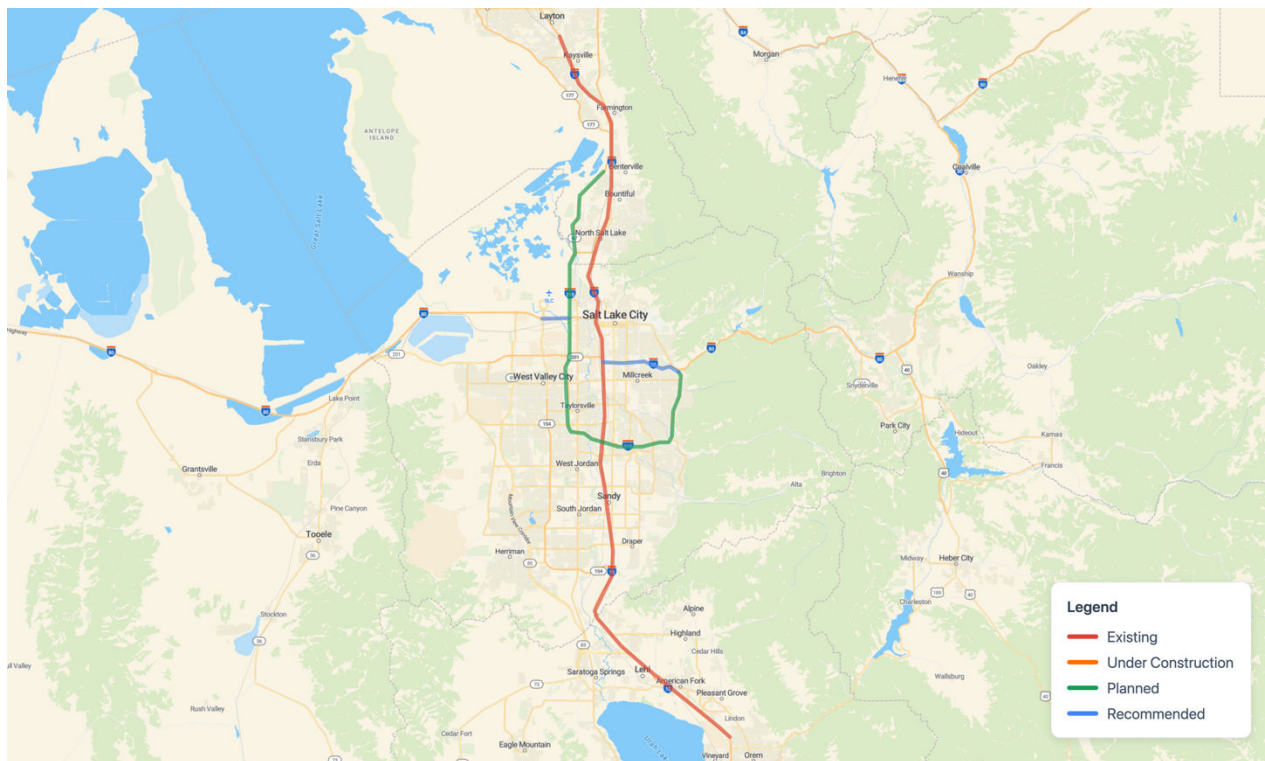
Recommendations

To manage the region’s explosive growth, UDOT could expand managed lanes on I-80 between the Salt Lake City International Airport and SR 65 and along the remaining part of I-215.

TABLE 10: SALT LAKE CITY MANAGED LANES

Facility / Segment	Type	Centerline -Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-15 Express Lanes (Spanish Fork to Layton)	HOT	72.0	144.0	Painted / Buffer	Conversion/ New (phased)	Operating (HOV-2+ free; solo drivers pay dynamic toll via Express Pass)
I-80 from I-15 North to SR 184	HOT	6.0	24.0	Buffer	New	Recommended
I-80 from I-15 South to SR 65	HOT	11.5	46.0	Buffer	New	Recommended
SR 67 (I-215 and I-15)	HOT	11.5	23.0	Buffer	New	Recommended

FIGURE 10: SALT LAKE CITY MANAGED LANES



3.11

SAN DIEGO

Currently, there is one major managed lane facility in operation in San Diego County. The I-15 Express Lanes operate between SR 78 in Escondido and SR 163 in San Diego, and the facility uses a movable barrier to vary the number of lanes by direction.¹²⁴ Carpools (HOV-2+), vanpools, buses, permitted clean-air vehicles, and motorcycles may travel toll-free, while solo drivers pay a dynamically priced toll using the FasTrak transponder.¹²⁵ The I-15 Express Lanes operate 24 hours a day, seven days a week.¹²⁶

Under Construction

There are no major managed lane projects.

Planned

The I-805/SR 15 Transit-Only Connector and Managed Lanes Project remains in the design/PS&E phase with an estimated construction cost of about \$380 million, and construction will proceed once full funding is secured.¹²⁷ The I-15/SR 78 Managed Lanes Connector and Woodland Parkway Interchange project remains in the environmental phase, with the Draft Environmental Document released in May 2025 and the Final Environmental Document anticipated in summer 2026.¹²⁸ The I-5 North Coast Corridor (NCC) Express Lanes will add two express lanes in each direction between La Jolla Village Drive in San Diego and Harbor Drive in Oceanside.¹²⁹ The region is also planning to add managed lanes to sections of SR 52 and SR 94.¹³⁰

¹²⁴ "I-15 FasTrak Campaign," 511sd.com, San Diego Association of Governments. www.511sd.com/fastrak511sd/i-15-campaign (22 Jan. 2026).

¹²⁵ "I-15 Corridor," KeepSanDiegoMoving.com, San Diego Association of Governments. www.keepsandiegomoving.com/i-15-corridor/i-15-intro-ml.aspx (22 Jan. 2026).

¹²⁶ Ibid.

¹²⁷ Ibid.

¹²⁸ "I-15/SR-78 Express Lanes Project," dot.ca.gov, California Department of Transportation. www.dot.ca.gov/caltrans-near-me/district-11/current-projects/sr78-projects/i15sr78-expresslanes (22 Jan. 2026).

¹²⁹ "I-5 Express Lanes," KeepSanDiegoMoving.com, San Diego Association of Governments. www.keepsandiegomoving.com/I-5-Corridor/I-5-EL-introduction.aspx (22 Jan. 2026).

¹³⁰ "Road and Highway Projects," SANDAG.org, San Diego Association of Governments. www.sandag.org/projects-and-programs/roads-and-highways/road-and-highway-projects (22 Jan. 2026).

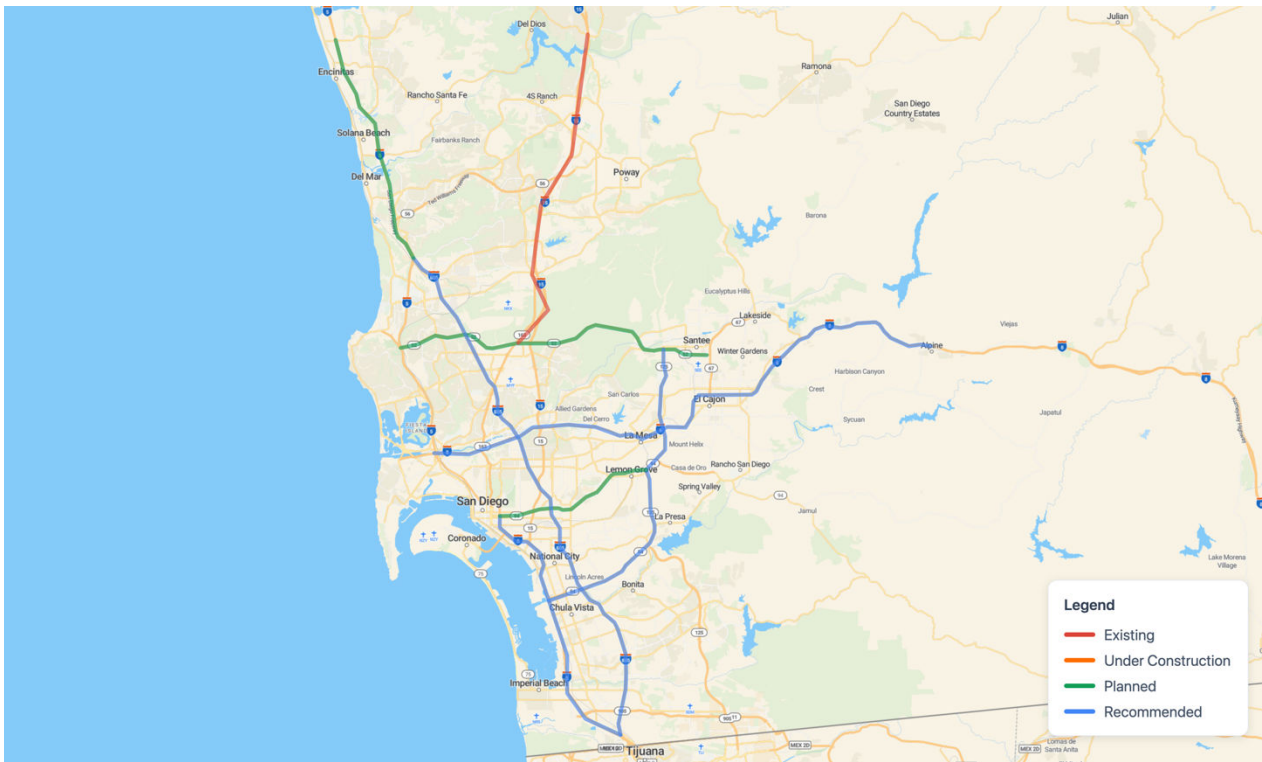
Recommendations

San Diego has several additional potential managed lane corridors. Based on earlier California Department of Transportation (Caltrans) modeling, the region could expand the network along I-5 between the Mexico border and downtown, I-8 between I-5 and Alpine, I-805, SR 54, and SR 125.

TABLE 11: SAN DIEGO MANAGED LANES

Facility / Segment	Type	Center line-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-15 Express Lanes (SR 78–SR 163)	Priced HOV / Managed Lanes	20.0	80.0	Barrier / Buffer (movable)	Conversion + New	Operating (HOV-2+ free; solo drivers pay dynamic toll)
I-5 North Coast Corridor Express Lanes (NCC)	Priced Managed Lanes	27.0	108.0	Barrier / Buffer (per NCC PWP/TREP)	New	Planned (phased implementation)
I-15 / SR 78 Managed Lanes Connector	Direct Managed Lanes Connector	3.0	12.0	Barrier	New	Planned (DEIR May 2025; FEIR summer 2026; design 2026; construction 2030–2035 pending funding)
I-805 / SR 15 Transit-Only Connector & HOT Lanes	Transit-Only Connector + HOT Lanes	2.2	8.8	Barrier	New	Design / PS&E (\$380M; construction not yet begun)
I-5 (Dairy Mart Rd to Downtown)	ETL	10.0	20.0	Barrier	New	Recommended
I-8 (I-5 to Tavern Rd)	ETL	28.6	57.2	Barrier	New	Recommended
I-805 (I-5S to I-5N)	ETL	28.7	57.4	Barrier	New	Recommended
SR 52 (I-5 to SR 67)	HOT	17.0	34.0	Buffer	New	Recommended
SR 54 (I-5 to SR 125)	HOT	6.1	12.2	Buffer	New	Recommended
SR 125 (SR 905 to SR 52)	ETL	22.4	44.8	Buffer/ Barrier	New	Recommended
SR 94 (I-5 to SR 125)	HOT	9.0	18.0	Buffer	New	Recommended

FIGURE 11: SAN DIEGO MANAGED LANES



3.12

SAN FRANCISCO

Currently, there are eight managed lane (express lanes) corridors operating in the Bay Area region: I-580, I-680 Contra Costa, I-680 Sunol, I-880, SR 237, US 101 (San Mateo County), US 101/SR 85 (Santa Clara County), and the I-80 Solano County Express Lanes.¹³¹ The I-580 Express Lanes operate between Hacienda Drive in Pleasanton and Greenville Road in Livermore eastbound and between Greenville Road and San Ramon Road/Foothill Road in Dublin westbound.¹³²

The I-680 Contra Costa Express Lanes run southbound from Marina Vista Avenue (Martinez) to Alcosta Boulevard (San Ramon) and northbound from Alcosta Boulevard to Livorna Road (Walnut Creek).¹³³ The I-680 Sunol Express Lanes extend southbound from SR 84 near Pleasanton to SR 237 in Milpitas and northbound from just south of Auto Mall Parkway to SR 84.¹³⁴ The I-880 Express Lanes run southbound from Hegenberger Road in Oakland to Dixon Landing Road in Milpitas and northbound from Dixon Landing Road to Lewelling Boulevard in San Leandro.¹³⁵ The SR 237 Express Lanes operate both directions between Dixon Landing Road (I-880) and North Mathilda Avenue (Sunnyvale).¹³⁶ The San Mateo US 101 Express Lanes extend 22 miles in both directions from the San Mateo/Santa Clara County line to I-380 in San Bruno.¹³⁷ The US 101/SR 85 Santa Clara Express Lanes operate from US 101 from SR 237 to the San Mateo County Line and on SR 85 from SR 237 to US 101.¹³⁸ The I-80 Solano County Express Lanes opened for tolling in December 2025 between Red Top Road in Fairfield and I-505 near Vacaville, completing an 18-mile express facility in Solano County.¹³⁹

¹³¹ “Express Lanes,” Bay Area FasTrak, Metropolitan Transportation Commission. www.bayareafastrak.org/en/toll-locations/express-lanes.shtml (26 Jan 2026).

¹³² “I-580 Express Lanes,” Alameda County Transportation Commission. www.alamedactc.org/programs-projects/expresslanesops/580expresslanes (26 Jan 2026).

¹³³ “I-680 Contra Costa Express Lanes,” 511.org. www.511.org/driving/express-lanes/i-680-contra-costa-express-lanes (26 Jan. 2026).

¹³⁴ “I-680 Express Lanes,” Alameda County Transportation Commission. www.alamedactc.org/programs-projects/expresslanesops/680expresslanes (26 Jan. 2026).

¹³⁵ “Interstate 880 Express Lanes,” bayareafastrak.org, Metropolitan Transportation Commission. www.bayareafastrak.org/en/toll-locations/express-lanes-i-880.shtml (26 Jan 2026).

¹³⁶ “How to use Silicon Valley Express Lanes,” Santa Clara Valley Transportation Authority, VTA.org. www.vta.org/go/express-lanes (26 Jan 2026).

¹³⁷ “101 Express Lanes,” 101expresslanes.org. www.101expresslanes.org (26 Jan 2026).

¹³⁸ “How to use Silicon Valley Express Lanes.”

¹³⁹ “Solano I-80 Express Lanes Project,” California Department of Transportation. www.dot.ca.gov/caltrans-near-me/district-4/d4-projects/solano-i-80-express-lanes-project (26 Jan 2026).

Bay Area express lanes are publicly managed through the Bay Area Infrastructure Financing Authority (BAIFA), which oversees the financing, planning, and operation of the network, in coordination with regional partners including the Metropolitan Transportation Commission (MTC), Caltrans, and county transportation agencies such as Alameda CTC and the Santa Clara Valley Transportation Authority (VTA).¹⁴⁰ Vehicles meeting HOV-2+ or HOV-3+ occupancy requirements, motorcycles, buses, and vanpools can travel toll-free or at a discount when using a FasTrak Flex transponder set to the appropriate occupancy, while solo drivers pay a dynamically priced toll.¹⁴¹ Most Bay Area Express Lanes operate tolling Monday through Friday from 5:00 a.m. to 8:00 p.m., and are otherwise free and open to all vehicles outside those hours, except for the I-80 Solano County Express Lanes, which operate tolling daily from 5:00 a.m. to 8:00 p.m. including weekends.¹⁴²

Under Construction

There are no priced managed lane corridors currently under physical construction in the Bay Area; all active express lanes are fully operational or are in planning/design phases with no construction underway.¹⁴³

Planned

The I-680 Northbound Express Lane Completion Project will add a new northbound managed lane from Livorna Road to SR 242 and convert the existing HOV lane north of SR 242 to a managed lane, with the project in the design and right-of-way phase as of 2026.¹⁴⁴

¹⁴⁰ “Bay Area Infrastructure Financing Authority (BAIFA),” mtc.ca.gov, Metropolitan Transportation Commission. www.mtc.ca.gov/about-mtc/authorities/bay-area-infrastructure-financing-authority-baifa (26 Jan 2026).

¹⁴¹ “Bay Area Express Lanes FAQ,” 511.org. www.511.org/about/faq/bay-area-express-lanes (26 Jan 2026).

¹⁴² Bay Area FasTrak. Express Lane Hours & Operations.

¹⁴³ “Bay Area Express Lanes,” Metropolitan Transportation Commission. www.mtc.ca.gov/operations/traveler-services/bay-area-express-lanes (26 Jan 2026).

¹⁴⁴ “CEQA Document 2020060297,” California Environmental Quality Act Database, California Governor’s Office of Planning and Research. www.ceqanet.lci.ca.gov/2020060297/8 (26 Jan 2026).

Recommendations

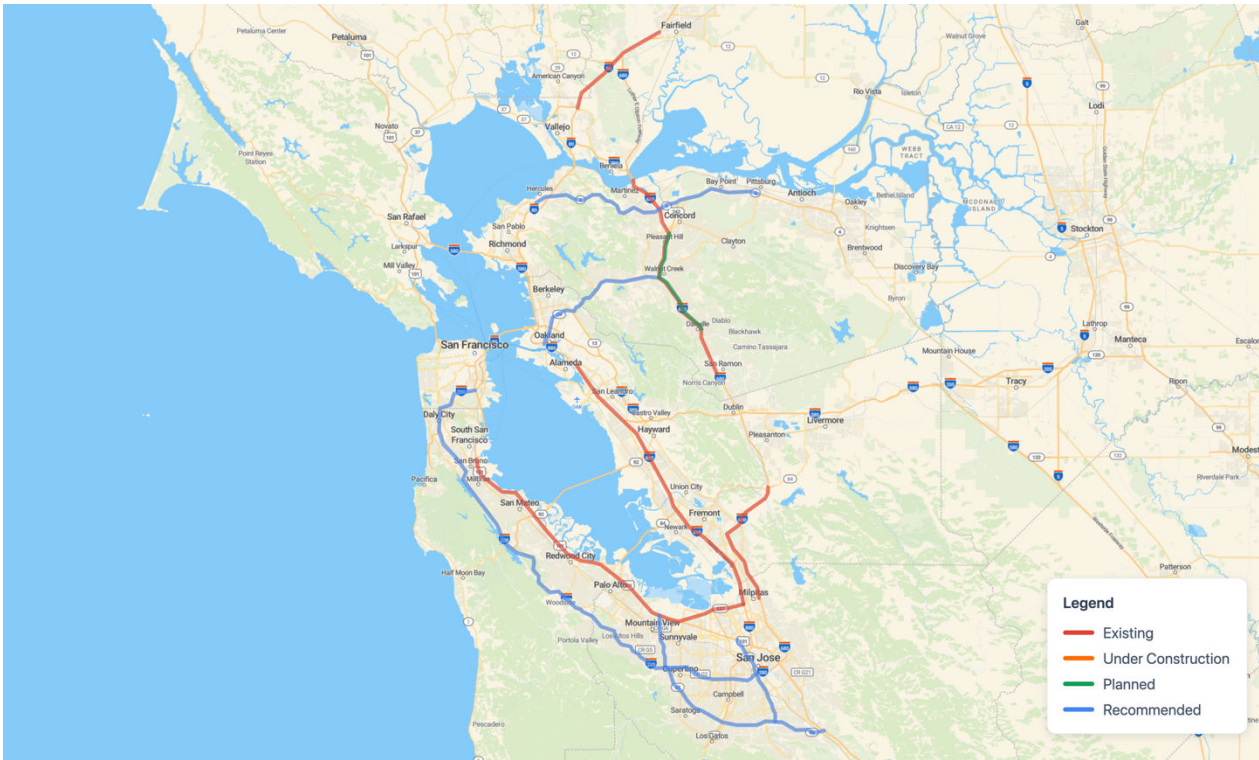
I-280 and the freeway portions of SR 4, SR 24, SR 85, and SR 87 would all make good candidates for future managed lanes. The regional MPO, the Metropolitan Transportation Commission, does include these corridors in its 2050 plan due to costs and priorities.¹⁴⁵ The network in the East Bay and Silicon Valley remains underdeveloped.

TABLE 12: SAN FRANCISCO BAY AREA MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-580 Express Lanes – Pleasanton to Livermore / Dublin (Alameda Co.)	HOT	25.5	50.0	Buffer / pylons	Conversion / New	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
I-680 Express Lanes – Contra Costa Co. (Marina Vista–Livorna Rd)	HOT	18.0	36.0	Buffer / pylons	Conversion	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
I-680 Express Lanes – Sunol Grade (Alameda Co.)	HOT	11.5	23.0	Buffer / pylons	Conversion / New	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
I-880 Express Lanes – Oakland to Milpitas (Alameda Co.)	HOT	24.5	49.0	Buffer / pylons	Conversion	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
SR 237 Express Lanes – Milpitas to Sunnyvale (Santa Clara Co.)	HOT	10.2	20.4	Buffer / pylons	Conversion	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
US 101/SR 85 Express Lanes – San Mateo & Santa Clara Cos.	HOT	12.0	24.0	Buffer / pylons	Conversion / New	Operating (Mon–Fri 5 a.m.–8 p.m.; HOV-2+ free; off-peak toll-free)
I-80 Solano Express Lanes – Fairfield to Vacaville (Solano Co.)	HOT	18.0	36.0	Barrier / buffer	Conversion / New	Operating (opened to tolling Dec 2025)
I-680 Northbound Completion – Livorna Rd to SR 242 (Contra Costa Co.)	HOT	15.0	30.0	Buffer / structures	Conversion / New	Planned (Design / ROW)
I-280 (US 101 in San José to US 101 in San Francisco)	ETL	53.8	215.1	Barrier	New	Recommended
SR 4	HOT	17.7	35.4	Barrier	New	Recommended
SR 24 (from I-580 to I-680)	ETL	14.8	29.6	Barrier	New	Recommended
SR 85 (from US 101S to US 101N)	ETL	23.8	47.6	Barrier	New	Recommended
SR 87 (from SR 85 to US 101)	ETL	9.22	18.4	Barrier	New	Recommended

¹⁴⁵ “Draft Plan Bay Area 2050+,” Metropolitan Transportation Commission and Association of Bay Area Governments, 2023. www.planbayarea.org/sites/default/files/documents/Draft_Plan_Bay_Area_2050_Plus_Full_Document_0.pdf (26 Jan 2026).

FIGURE 12: SAN FRANCISCO BAY AREA MANAGED LANES



3.13

SEATTLE

Currently, there are two managed lane facilities in operation in the Seattle metropolitan area: the I-405 Express Toll Lanes and the SR 167 Express Toll Lanes.¹⁴⁶ The I-405 Express Toll Lanes operate on weekdays from 5:00 a.m. to 8:00 p.m., and they are free to all drivers overnight (8:00 p.m.–5:00 a.m.) and on weekends.¹⁴⁷ On I-405, carpools travel toll-free using a Good To Go! Flex Pass with HOV-3+ required from 5:00–9:00 a.m. and 3:00–8:00 p.m. and HOV-2+ required from 9:00 a.m.–3:00 p.m.¹⁴⁸ The SR-167 Express Toll Lanes operate as a priced facility weekdays from 5:00 a.m. to 8:00 p.m., and are free to all drivers overnight.¹⁴⁹ Carpools and motorcycles can travel toll-free on SR 167.¹⁵⁰ Both facilities are publicly owned and operated by the Washington State Department of Transportation (WSDOT) as part of the state’s HOV/express toll lane network.¹⁵¹

Under Construction

The I-405 Renton–Bellevue Widening and Express Toll Lanes Project began construction in fall 2020 and is scheduled to open to traffic in summer 2027.¹⁵² The project will create a two-lane express toll lane system between SR 167 in Renton and NE 6th Street in Bellevue.¹⁵³

¹⁴⁶ “I-405/SR 167 Corridor Program,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program (26 Jan. 2026).

¹⁴⁷ “I-405 Express Toll Lanes,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/i-405-express-toll-lanes (26 Jan. 2026).

¹⁴⁸ “HOV Lanes,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/travel/roads-bridges/hov-lanes (26 Jan. 2026).

¹⁴⁹ “SR-167 Express Toll Lanes,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-167-express-toll-lanes (26 Jan. 2026).

¹⁵⁰ “New SR-167 Tolling and HOV Rules Now in Effect,” wsdot.wa.gov, Washington State Department of Transportation, 2025. www.wsdot.wa.gov/about/news/2025/new-sr-167-tolling-and-hov-rules-now-effect (26 Jan. 2026).

¹⁵¹ “HOV Lanes.”

¹⁵² “I-405 Renton to Bellevue Widening and Express Toll Lanes Project,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/construction-planning/search-projects/i-405renton-bellevue-widening-and-express-toll-lanes-project (26 Jan. 2026).

¹⁵³ “I-405 Renton to Bellevue Corridor Widening and Express Toll Lanes Project,” wsdot.wa.gov, Washington State Department of Transportation. www.wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-renton-bellevue-corridor-widening-and-etl (26 Jan. 2026).

Planned

One completed the highway will form a 40-mile I-405/SR 167 Express Toll Lane system corridor connecting SR 167 in Puyallup to I-405 in Lynnwood.¹⁵⁴

Recommendations

The region has several HOV lanes that could be converted to HOT lanes including on I-5 between Olympia and Burlington, I-90 between I-5 and Issaquah, and SR 520 between Bellevue and Renton. In addition, SR 18 between Auburn and I-90 could each benefit from managed lanes. While the MPO (the Puget Sound Regional Council) references both HOV and managed lanes in its long-range plan, plans for HOV to HOT conversions and future managed lanes are uncertain.¹⁵⁵

TABLE 13: SEATTLE MANAGED LANES

Facility / Segment	Type	Centerline-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-405 (Bellevue–Lynnwood)	ETL	18.0	36.0	Buffer / pylons	Conversion / New	Operating (HOV-3+ peak; HOV-2+ mid-day free with Flex Pass; Mon–Fri 5 a.m.–8 p.m.; toll-free nights and weekends)
SR 167 (Renton–Auburn / Pacific)	HOT	9.0	18.0	Buffer	Conversion	Operating (High Occupancy Toll Lanes)
I-405 (Renton–Bellevue Widening & ETLs)	ETL (new + converted)	10.0	40.0	Buffer / barrier (varies by segment)	New + Conversion	Under Construction (start fall 2020; opening expected summer 2027; publicly financed—no financial close)
SR 167 Corridor Improvements / NB Conversion (Sumner–Pacific)	ETL (modernization)	6.0	6.0	Buffer / pylons	Conversion	Under Construction (system launch Oct 20, 2025; completion into 2026; publicly financed—no financial close)
I-5 (from US 101 to SR 20)	ETL	17.7	35.4	Barrier	New	Recommended
I-90 (Between I-5 and Front St N Issaquah)	ETL	15.0	30.0	Barrier	New	Recommended
SR 18 (Between I-5 and 232 nd St)	HOT	15.0	30.0	Buffer	New	Recommended

¹⁵⁴ Washington State Department of Transportation. “I-405/SR 167 Corridor Program.”

¹⁵⁵ “Regional Transportation Plan,” Puget Sound Regional Council, 2022. www.psrc.org/media/5934 (26 Jan. 2026).

FIGURE 13: SEATTLE MANAGED LANES



3.14

TAMPA

Currently, there is one managed lane facility in operation in the Tampa Bay region: the I-275 Express Lanes from south of Gandy Boulevard and north of 4th Street N in Pinellas County.¹⁵⁶ The express lanes opened to traffic on April 26, 2024, as part of FDOT's Gateway Expressway project.¹⁵⁷ The corridor provides one express lane in each direction alongside the general-purpose lanes, with tolls collected using SunPass Prepaid Toll Program.¹⁵⁸ The lanes use dynamic tolling based on traffic conditions to manage congestion and operated 24 hours a day, 7 days a week.¹⁵⁹

Under Construction

Florida Department of Transportation (FDOT) is widening I-275 in Pinellas County and adding express lanes from north of 38th Avenue N to south of Gandy Boulevard; the estimated completion date is late 2030.¹⁶⁰ Construction of the Howard Frankland Bridge Replacement project's future express lanes is ongoing with completion expected in summer 2026.¹⁶¹

Planned

FDOT's I-4 Project Development and Environment (PD&E) Study from east of 50th Street in Tampa to the Polk Parkway proposes a 22-mile corridor of two buffer-separated express toll lanes.¹⁶² Additional I-75 corridor PD&E studies are evaluating adding two express lanes in each direction. These projects are in the planning stage.¹⁶³

¹⁵⁶ "Gateway Expressway," fdottampabay.com, Florida Department of Transportation. www.fdottampabay.com/project/235/433880-1-52-01 (23 Jan. 2026).

¹⁵⁷ Ibid

¹⁵⁸ Ibid

¹⁵⁹ "What are Express Lanes?" tampabaynext.com, Tampa Bay Next. www.tampabaynext.com/interstate-modernization/express-lanes/ (23 Jan. 2026).

¹⁶⁰ "I-275 Widening from north of 38th Avenue N to north of 4th Street N," fdottampabay.com, Florida Department of Transportation. www.fdottampabay.com/project/920/449109-1-52-01-444243-1-52-01 (23 Jan. 2026).

¹⁶¹ "I-275 (Howard Frankland Bridge) new southbound bridge between Pinellas and Hillsborough counties," fdottampabay.com, Florida Department of Transportation. www.fdottampabay.com/factsheet/417 (23 Jan. 2026).

¹⁶² "I-4 from 50th Street to Polk Parkway Project Details," fdotd7studies.com, Florida Department of Transportation District 7. www.fdotd7studies.com/projects/i4-50th-to-polk-parkway/project-details/ (23 Jan. 2026).

¹⁶³ "I-75 Southern Project Development and Environment Study," fdotd7studies.com, Florida Department of Transportation District 7. www.fdotd7studies.com/projects/i75-southern-pde-study/ (23 Jan. 2026).

Recommendations

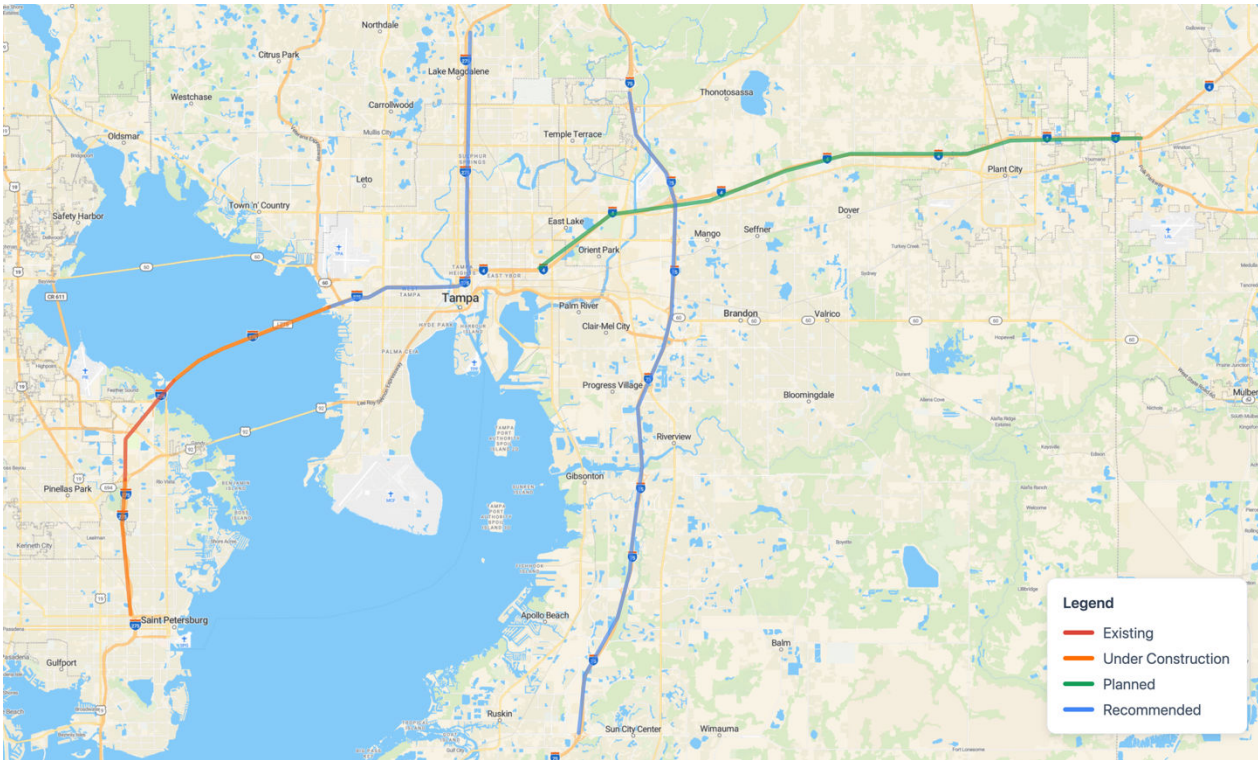
FDOT could add managed lanes to I-75 between SR 674 and SR 582 as well as the remaining sections of I-275 without managed lanes. FDOT is planning to examine these sections once current construction is complete.¹⁶⁴

TABLE 14: TAMPA MANAGED LANES

Facility / Segment	Type	Center-line-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-275 Express Lanes (Pinellas County: south of SR 694 (Gandy Blvd) – north of 4 th St N)	Managed / Express Lanes	7.8	15.6	Barrier	New	Operating (SunPass prepaid only; dynamic tolling; 24/7)
I-275 Express Lanes Expansion (Pinellas County: 38 th Ave N – Gandy Blvd (US 92 / SR 600))	Managed / Express Lanes Expansion	5.0	20.0	Barrier	New	Under Construction (adds additional express-lane capacity; completion late 2030)
Howard Frankland Bridge Express Lanes (I-275 Tampa St. Petersburg)	Managed / Express Lanes	1.1	4.4	Barrier	New	Under Construction (express lanes opening in phases through 2026)
I-4 Express Lanes (east of 50 th St – Polk Parkway SR 570)	Managed / Express Lanes	22.1	44.2	Buffer-separated	New	Planned (Preferred Build Alternative identified; PD&E completed; not yet under construction)
I-75 (SR 674 to SR 582)	Express Lanes	24.9	49.8	Barrier	New	Recommended
I-275 (SR 60 to SR 678)	Express Lanes	14.0	28.0	Barrier	New	Recommended

¹⁶⁴ “I-275 Pinellas Corridor,” tampabaynext.com, Tampa Bay Next. www.tampabaynext.com/projects/i-275-pinellas-corridor/ (23 Jan. 2026).

FIGURE 14: TAMPA MANAGED LANES



3.15

WASHINGTON, D.C.

Currently, there are three managed lane facilities operating in the Washington metropolitan area: the I-495 Express Lanes (Capital Beltway), the I-95 / I-395 Express Lanes, and the I-66 Express Lanes Outside the Beltway. The 495 Express Lanes extend from, I-95/I-395/I-495 to the American Legion Bridge.¹⁶⁵ The 95/395 Express Lanes provide a continuous priced managed lane corridor from the Fredericksburg area north to the Washington, D.C. line.¹⁶⁶ The 66 Express Lanes Outside the Beltway operate on I-66 between US 29 in Gainesville and I-495.¹⁶⁷ The 495 and 95/395 Express Lanes are operated by Transurban under long-term concession agreements with Virginia Department of Transportation (VDOT). The 66 Express Lanes Outside the Beltway are operated by Cintra as part of an agreement with VDOT. Vehicles meeting HOV-3+ occupancy requirements, buses, and motorcycles may travel toll-free on the 495 and 95/395 Express Lanes when using an E-ZPass Flex transponder, and other users pay a dynamically priced toll based on real-time congestion levels.¹⁶⁸

In addition to the Northern Virginia facilities, Maryland operates managed lanes on I-95 north of Baltimore known as the I-95 Express Toll Lanes (ETL). The ETL provide eight miles of variable-priced toll lanes between I-895 (Baltimore) and just north of MD 43 (White Marsh Boulevard).¹⁶⁹ In December 2024, MDTA opened a northbound extension of the I-95 ETL from MD 43 (White Marsh Boulevard) toward Mountain Road (MD-152), adding about 6.5 miles of toll-managed lanes north of the original facility.¹⁷⁰ The Maryland Transportation Authority (MDTA) owns and operates the ETL as part of its network of toll facilities.

¹⁶⁵ “Project Profile: Capital Beltway High Occupancy Toll (HOT) Lanes (I-495),” Federal Highway Administration, U.S. Department of Transportation. www.fhwa.dot.gov/ipd/project_profiles/va_capital_beltway.aspx (23 Jan. 2026).

¹⁶⁶ Ibid

¹⁶⁷ “FAQs,” Ride66Express.com, Virginia Department of Transportation. www.ride66express.com/using-the-lanes/faqs/ (23 Jan. 2026).

¹⁶⁸ “Express Lanes 66 Outside the Beltway,” TollRoadsInVirginia.com, Virginia Department of Transportation. www.tollroadsinvirginia.com/Facility/ExpressLanes66OutsideTheBeltway/ (23 Jan. 2026).

¹⁶⁹ “I-95 Express Toll Lanes,” Maryland Transportation Authority, mdta.maryland.gov. www.mdta.maryland.gov/ETL/I-95_ExpressTollLanes.html (23 Jan. 2026).

¹⁷⁰ “Maryland Transportation Authority Announces Opening of Northbound I-95 Express Toll Lanes (ETL) Extension,” mdta.maryland.gov, Maryland Transportation Authority, 16 Dec. 2024. www.mdta.maryland.gov/blog-category/mdta-news-releases/maryland-transportation-authority-announces-opening-northbound-i (23 Jan. 2026).

No priced managed lanes currently operate within the District of Columbia itself, and Maryland's planned I-270 and I-495 managed lane projects in the D.C. suburbs are under review.

The 495, 95, and 395 Express Lanes operate around the clock 24 hours a day, seven days a week using dynamic pricing to manage traffic demand.

Under Construction

No managed lanes are currently under construction.

Planned

VDOT's I-495 Southside Express Lanes Study is evaluating an 11-mile southern extension of express lanes on the Capital Beltway from the Springfield Interchange across the Woodrow Wilson Memorial Bridge toward MD 210.¹⁷¹ VDOT also continues long-range planning to evaluate managed lane capacity and network improvements on I-95 between Fredericksburg and the D.C. line.

Recommendations

Maryland could examine converting and building new managed lanes on I-270 and US 50 and building new managed lanes on I-95 and I-495.¹⁷²

¹⁷¹ "I-495 Southside Express Lanes Study," Virginia Department of Transportation, vdot.virginia.gov. www.vdot.virginia.gov/projects/northern-virginia-district/i-495-southside-express-lanes-study/ (23 Jan. 2026).

¹⁷² "Visualize 2050," visualize2050.org, Metropolitan Washington Council of Governments. www.visualize2050.org (23 Jan. 2026).

TABLE 15: WASHINGTON, D.C. REGION MANAGED LANES

Facility / Segment	Type	Center-line-Miles	Lane-Miles	Separation	Conversion or New	Current Status
I-495 Express Lanes (Capital Beltway, VA)	Managed / Express Lanes	14.0	56.0	Barrier / Buffer	New (opened 2012; extensions since)	Operating (dynamic tolling; HOV-3+ free with E-ZPass Flex)
I-95 / I-395 Express Lanes (Northern VA)	Managed / Express Lanes	47.0	188.0	Barrier / Buffer	Conversion & New (HOV → HOT; extended to Fredericksburg Dec 2023)	Operating (dynamic tolling; HOV-3+ free with E-ZPass Flex)
I-66 Express Lanes (Outside the Beltway, VA)	Managed / Express Lanes	22.5	90.0	Barrier / Buffer	New (opened 2022–2023)	Operating (dynamic tolling; HOV-3+ free with E-ZPass Flex)
I-495 Express Lanes Northern Extension “495 NEXT”	Managed / Express Lanes	2.5	10.0	Barrier / Buffer	New	Under Construction (financial close Mar 2022; open late 2025; completion mid-2026)
I-495 Southside Express Lanes Study (VA)	Managed / Express Lanes	11 (study)	44.0	Buffer-separated	New	Planned (environmental assessment phase; no construction yet)
I-95 Express Toll Lanes (Baltimore County, MD)	Managed / Express Toll Lanes	8.0	16.0	Barrier-separated	New	Operating (variable tolling; owned and operated by MDTA)
I-95 Managed Lanes Bidirectional Operations Concept (MD)	Managed / Express Lanes (Operations Concept)	10.4	20.8	Barrier-separated	Conversion (conceptual)	Planned / Conceptual (operational flexibility and bidirectional use discussed; no formal stand-alone study or approved project)
I-495 Express Lanes (American Legion Bridge to Woodrow Wilson Bridge)	Express Toll Lanes	17.7	70.8	Barrier	New	Recommended
I-270 (I-495 to I-70)	Express Toll Lanes	34.7	138.8	Barrier	New and Conversion	Recommended
US 50 (I-495 to US 301)	HOT Lanes	7.5	15.0	Buffer	Conversion	Recommended
I-95 (from I-495 to I-695)	Express Toll Lanes	22.0		88.0	New	Recommended

FIGURE 15: WASHINGTON, D.C. MANAGED LANES



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