



# VIRGINIA HOT LANES

## SOME THINGS CAN'T WAIT FOR TRAFFIC



## PROJECT TIMELINE: A DECADE OF STUDY, REVIEW & PUBLIC INPUT

The Capital Beltway HOT lanes project has been shaped by more than a decade of studies, environmental review and public input. The private proposal to develop HOT lanes was evaluated by an independent review panel and tested for its competitiveness through a formal appeal for competing proposals. The result is a project that has evolved over a decade to best meet the needs of the region.

### Environmental review and evaluation of alternatives

- 1994** VDOT completes a Major Investment Study, concluding highway improvements promoting the use of High Occupancy Vehicles and bus travel would be the most effective strategy to serve current and future demand on the Beltway.
- 1998** Federal Highway Administration (FHWA) and VDOT initiate an Environmental Assessment of a variety of plans to improve the Beltway.  
In response to public feedback, the FHWA escalates its review from an Environmental Assessment to an Environmental Impact Statement (EIS).
- 2002** FHWA approves the EIS, including three HOV alternatives and 15 specific concepts to improve the Beltway. VDOT seeks community input on the plans during three public hearings and significantly scales back the project in response to public concerns.
- 2004** VDOT hosts public meetings to present and solicit public input on both a traditional HOV and a HOT lanes plan; 64 percent of comments received from the public support the HOT lanes plan.
- 2005** On January 19, the Commonwealth Transportation Board selects the HOT lanes plan as the locally preferred alternative.  
On April 18, FHWA signs the Final EIS and releases it for public comment.  
After a public review period, the National Capital Region Transportation Planning Board votes to include the Beltway HOT lanes project in the region's Constrained Long-Range Plan.
- 2006** On June 29, FHWA releases its Record of Decision that selected the HOT lanes plan for the Capital Beltway.
- 2007** FHWA releases a re-evaluation of the Record of Decision and determines project scope enhancements have no significant environmental impact.  
On December 21, VDOT and Fluor-Transurban sign final partnership agreement.



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### Community input

Local residents, business leaders and elected officials have played a critical role in shaping the scope of the Beltway improvements to best meet the needs of the community.

When VDOT first unveiled initial plans in 2002, local government officials and members of the public raised concerns over the extensive cost and environmental impacts of the project, including costs estimated as high as \$3 billion (in 2002 dollars) and significant displacements of homes and businesses.

VDOT substantially scaled back the project in response to these public concerns. Right-of-way needs drop from 170 acres to only 10 acres, reducing anticipated displacements from 300 to approximately 8.

VDOT hosted another formal series of public hearings in 2004. More than 64 percent of written comments submitted during these meetings were in support of the HOT lanes plan.

Since that time, stakeholder input has continued to shape the project, leading to improvements such as reduced impacts to local streams and the addition of two new access points in Tysons Corner to improve traffic flow and take pressure off single major arteries like Rt. 123 and Rt. 7.



### Procurement process

**2002** In accordance with the Public-Private Transportation Act of 1995, Fluor submits an unsolicited conceptual proposal to develop and construct Capital Beltway HOT lanes.

VDOT initiates a formal solicitation of competing proposals; no competing proposals were received in response to posted and published notices.

**2003** Commonwealth Transportation Board approves proposal for further evaluation.

Independent Public-Private Transportation Advisory Panel evaluates Fluor's detailed proposal, including consideration of public comments; recommends further development of the plan.

**2004** VDOT enters into an initial development agreement with Fluor-Transurban and discloses the full agreement to the public.

**2007** VDOT releases key terms of the contractual agreement for public review and consideration by the Commonwealth Transportation Board.