

Vision – Expand, enhance and create additional freight and personal mobility choices in one of the Nation’s most congested multi-modal corridors.

- Expands access to employment opportunities leveraging significant private investment
- Increases commuter rail, Metrorail, highway (HOV, SOV and Express) and bus choices
- Accelerates key East Coast highway and rail freight improvements, including National Gateway
- Initiates link between Northeast and Southeast high speed rail programs

Significance: Volumes Traversing the Corridor Daily

- 230,000 vehicles
- 271,000 tons of freight by truck
- 83,000 tons of freight by CSX / NS
- 18,000 people by Virginia Railway Express
- 218,000 people by Metrorail

Destinations

- Navy Yard
- Pentagon
- Quantico
- Fort Belvoir

Constriction of movement and growth

- Region ranked worst congestion in the Country by Texas A&M Transportation Institute
- Contains the highest density of crashes of any major corridor in the Commonwealth
- Accounts for the highest freight delay of any major corridor in Virginia (350 Million tons - hours of delay)
- Provides for the only connection between the National Gateway and Virginia and East Coast seaports
- 10th largest commuter rail in the country is running at capacity during peak periods
- Solves southbound HOT lanes congestion at current terminus

Corridor-Wide Program





The Commonwealth is pursuing both a FASTLANE and TIGER grant to leverage a \$1.4B Corridor-Wide Enhancement to improve I-95/I-395 from Fredericksburg to the Pentagon.

- Highway
 - I-95/I-395 Enhancements (HOT extension north to Pentagon, south to Fredericksburg)
 - Estimated \$520M Private Investment in HOT lanes extensions
 - I-95/I-395 Capacity Improvements at Duke and SB across Rappahannock
 - Pentagon Access Improvements
- Freight, Intercity, and Commuter Rail Improvements
 - Phase I of Long Bridge (the East Coast rail chokepoint)
 - Construction of 14 miles of additional rail track within existing ROW
 - \$45M Private Investment in Rail Improvements
- Transit
 - Enhanced Bus Service (employment access)
 - Two additional VRE roundtrips (I-66 & I-95)
 - Additional Park and Ride Options (Spotsylvania & Stafford Counties)
- Innovation and Technology
 - Corridor-wide upgrades (TDM, ramp metering, etc.)

Schedule

Grant applications due April 14th (FASTLANE) and April 29th (TIGER)



ALTANTIC GATEWAY PROJECT COMPONENTS AND SUB-COMPONENTS	
PROJECT COMPONENT	DESCRIPTION
 Component 1: Rail Infrastructure	1A Constructing a Third-Main Line Track (Franconia to Occoquan) 1B Improving Rail Operations South of Fredericksburg 1C Dedicating the S-Line 1D Constructing a Fourth Main-Line Track in Northern Virginia (Phase I) 1E Continued Long Bridge Study and Engineering (Arlington to Washington, DC)
 Component 2: I-395 Improvements	2A Extending the Express Lanes to the Pentagon 2B Improving Multimodal Access to the Pentagon 2C Providing Safety and Capacity Improvements on I-395 (Duke Street to Edsal Road)
 Component 3: I-95 Improvements	3A Extending the Express Lanes to Fredericksburg 3B Adding I-95 Southbound Capacity Across the Rappahannock River
 Component 4: Corridor-Wide ITS and TDM Improvements	4A Providing Additional Commuter Parking in Spotsylvania and Stafford County 4B Transportation Technology

