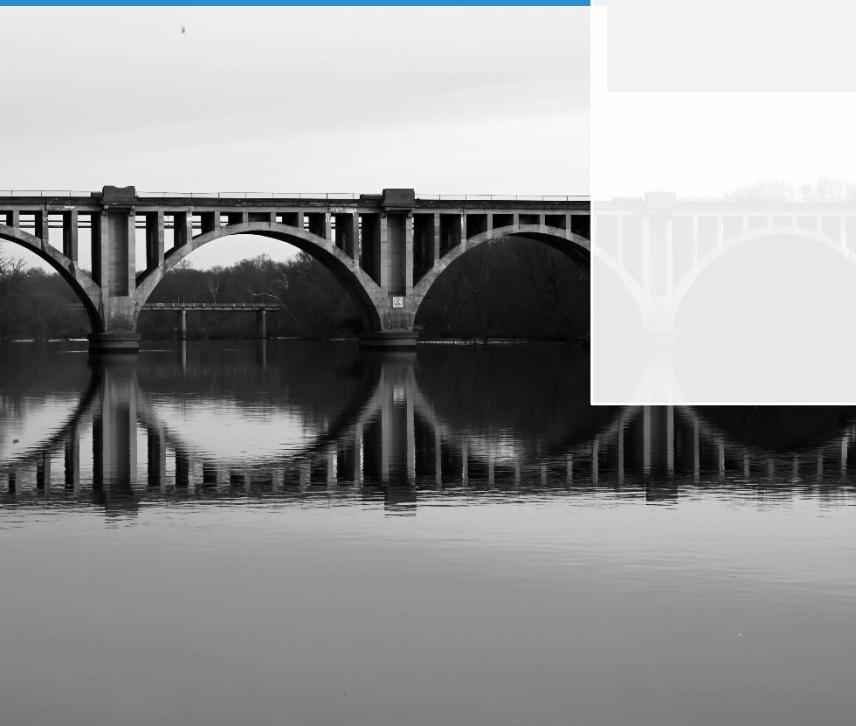




FAMPO PRESENTATION: CTB WORKSHOP

April 21, 2026



Regional and Transregional Integration



Working Together

- **Goodwill** characterizes meetings among the FAMPO localities of Fredericksburg, Stafford and Spotsylvania and with our partner localities in the George Washington Regional Commission.
- Likewise, we work closely with the VDOT District Staff, leveraging **communication** and **shared knowledge** to benefit the region.
- Our focus is working to bring our localities together to meet **transportation challenges** as a regional body.
- In **identifying regionally significant projects to integrate the transportation network** and offer regional transportation solutions, we are beginning to meet that challenge.

Public Input in Action

- There's never been so much opportunity to be involved
- Our public survey participation is growing, exceeding 1k respondents
- Public meetings like the Policy Committee may be held in the counties to bring FAMPO closer to our communities
- Our Citizens Transportation Advisory Committee (CTAC) has a seat on our board and brings proposals for projects to our attention
 - **During the recent River Crossing Study which proposes a bridge west of I-95, CTAC presented alternatives for the Policy Committee to consider**



FAMPO Connects

Regional and Trans-regional Integration

- We are identifying regionally significant projects to integrate the transportation network
 - A Complete Streets Plan is under development for the urbanized area.
 - Work continues on a multi-year, multi-jurisdiction plan for a bike/ped network on the former Virginia Central Railway linking to other facilities across the region. Steady progress has been made with SMART SCALE wins over several rounds.
 - We are identifying the missing links in our roadway system to connect communities and foster regional transportation integration, including links across the Rappahannock River, crossing I-95 and the Rail corridor.





Example Projects

Some of the work being done to integrate the region (Studies, funded projects and grants):

- The VCR Trail Crossing Study to cross I-95, US 1 and Route 3
- The funded SMART SCALE projects expanding the bike/ped network, from Spotsylvania through the city of Fredericksburg and across the river into Stafford over the renovated Chatham bridge
- The recently completed River Crossing and Parkway study connecting communities West of I-95 across the Rappahannock River
- The Western Network plan to connect existing roadways in Stafford County and, via the planned River Crossing Bridge, onward into Central Park and further into Spotsylvania County, providing an essential western network parallel to I-95 (for too long the region's "Main Street").
- A proposed Mall Court Connector study to explore a roadway link connecting the Central Park business and shopping district with the Spotsylvania Mall and Towne Centre.
- A future proposed study for a new Rappahannock River Crossing near the New Post area.

Example Projects

Grants:

- DRPT Grant in 2021/2 to complement our Regional East-West Mobility study to look at higher capacity transit routes
- A Forestry Department grant together with the George Washington Regional Commission for a Greenways Study resulting in the Greenways Plan for both urban and rural bike/ped pathways
- Successive SS4A grant awards which produced a Comprehensive Safety Action Plan and safety audits on roadways with safety challenges.
- Our recently submitted Build Grant to complete the NEPA study for our River Crossing and Parkway west of I-95 and to complete a Tier one NEPA certification (Awards to be announced this summer).

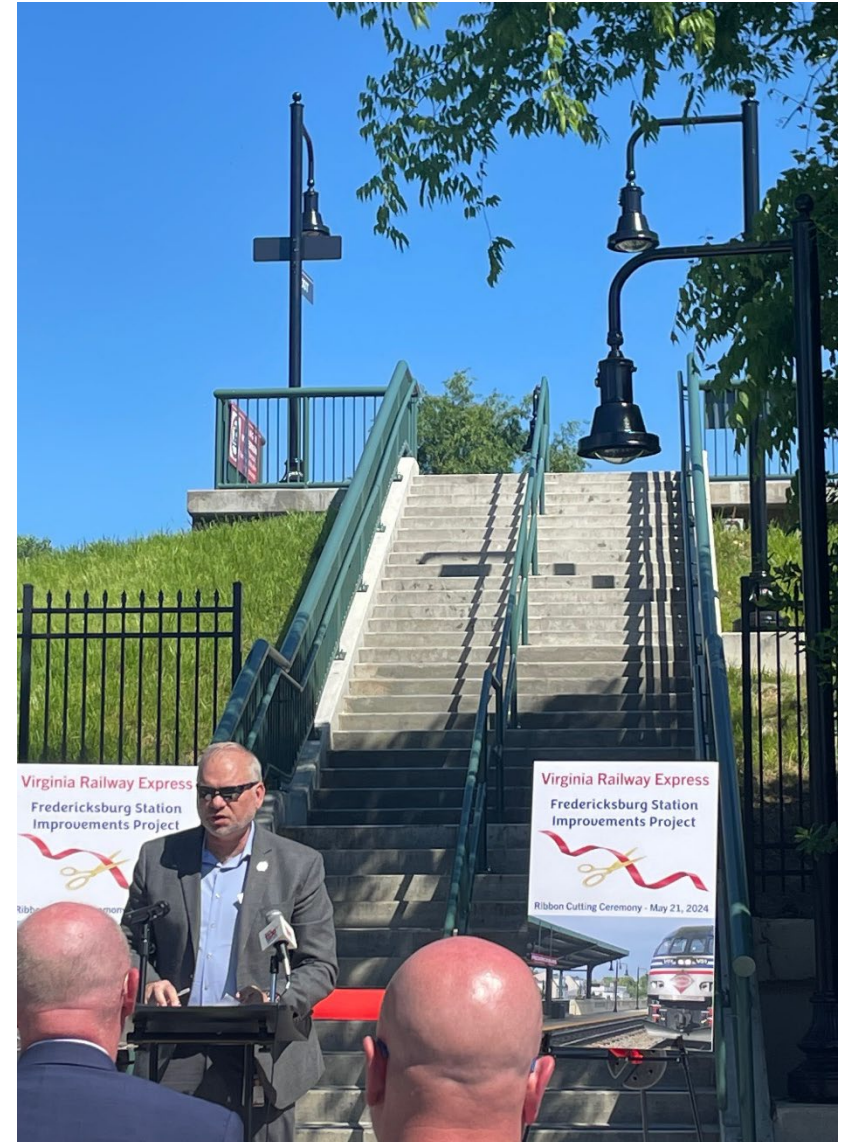
SMART SCALE:

- FAMPO and GWRC working together have succeeded in achieving wins in all rounds of SMART SCALE thus far with grants totaling approximately \$280 Million including the South Bound I-95 Bridge
- We are again this year submitting 4 FAMPO and 4 GWRC projects for your consideration.

FAMPO & Transit

FAMPO has worked with DRPT, VPRA, and VRE on the upgrade of train stations, including regional/ local funding contributions as part of the Transforming Rail in Virginia Program.

- Fredericksburg station upgrade is complete with longer platforms, new information screens, signage and new access points for commuters
- The Leeland Road Station upgrade is about to commence with longer platforms, improved parking and Bike/Ped accessibility improvements
- The Potomac Creek third track and bridge replacement project has begun, complementing Leeland Station upgrades
- Brooke Road Station upgrade is in planning



Remaining Challenges

I-95 remains a challenge

- The NB/SB bridges and additional through lanes improved traffic but need to be extended SB through Exit 126
 - The merge around Rt 3/Exit 130 causes a back up during peak periods
- The region needs local transportation to become independent of I-95. This will require significant investments in the system to create alternatives
- The freight moving on I-95 from north of the Occoquan River (Exit 160) to points south of Spotsylvania (Exit 126) is significant and has grown by eye-watering percentages since the Covid-19 pandemic
- Additional funding will also need to be identified to complete the third rail track through Stafford and the City of Fredericksburg



I-95 southbound at Fredericksburg

The Future...



The region is more integrated than before and is tackling more significant projects:

We are looking to make local transportation independent from driving on I-95. This goal will include:

- Larger projects like connecting road segments, river crossings, new transit commute options such as additional commuter bus and rail provided by Omniride, VRE and Amtrak as well as local bus expansion under FXBGO!
- Smaller connector road segments such as the Mall Court connector road, or the Enon Road to Centreport Parkway connector
- Bike and Pedestrian connections, adding to the current network by filling in the gaps and following the desire lines we can see all around
- Future River Crossing Bridge
- Future Harrison Road/ I-95 Interchange
- Additional collaboration with our neighboring counties, MPOs and PDCs to contribute to the greater transportation good

