



COMMONWEALTH of VIRGINIA

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Director

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June 25, 2018

Fredericksburg Area MPO
ATTN: Paul Agnello
406 Princess Anne St
Fredericksburg VA 22401

Dear Mr. Agnello:

This letter is to inform you that the Virginia Department of Rail and Public Transportation (DRPT) representative to the Fredericksburg Area MPO is as follows:

Technical Committee:

Representative:

Ciara Williams

ciara.williams@drpt.virginia.gov

703-259-2200

Alternates:

Todd Horsley

todd.horsley@drpt.virginia.gov

703-259-2117

Policy Committee:

Representative:

Todd Horsley

todd.horsley@drpt.virginia.gov

703-259-2117

Alternates:

Ciara Williams

ciara.williams@drpt.virginia.gov

703-259-2200

Please let me know if you need any further information.

Sincerely,

Jennifer L. Mitchell

Jennifer Mitchell

The Smartest Distance Between Two Points
www.drpt.virginia.gov

July 17, 2018

Mr. Craig Eddy, Vice President
Michael Baker International
Hillcrest Building, Suite 101
1801 Bayberry Court
Richmond, Virginia 23226

RE: Notice-to-Proceed for Task Order Request: FAMPO Model Version 5 Review

Dear Mr. Eddy:

Attached, please find the approved Task Order Request FAMPO Model Version 5 Review to obtain the Version 5 executed model set(s) and associated support data and documentation from VDOT. Michael Baker International will review available documentation describing the model, updates, and associated performance. The review will include an examination of currently available Version 5 base and future year model set(s). This Task Order is necessary to support recent update of the FAMPO Long Range Transportation Plan (LRTP). The total contact amount is not to exceed \$29,968. This letter will also serve as your Notice to Proceed.

Thanks for your assistance in this matter.

Sincerely,


Dr. Linda Millsaps
Executive Director

Attachment

**Cc: Contract File
FAMPO Policy Committee**

TASK ORDER REQUEST

FAMPO Model Version 5 Review

OVERVIEW

Michael Baker International (MBI) will obtain the Version 5 executed model set(s) and associated support data and documentation from VDOT. MBI will review available documentation describing the model, updates, and associated performance. The review will include an examination of currently available Version 5 base and future year model set(s).

MBI will execute the model set(s), mechanically verifying results, the implementation of updates as described in the documentation, as well as model performance. In addition to verifying model performance as documented, the consultant will also compare performance to standards defined in the VTM Policies and Procedures Manual and to performance of the Version 3.1 model. The performance review will include validation metrics at the regional, subarea, and corridor levels (including I-95/US 1, US 17, Route 3).

In addition to the review of static validation, MBI will conduct dynamic validation and sensitivity testing of the Version 5 and 3.1 models using two (2) highway oriented cases: a non-toll I-95 modification and an arterial capacity enhancement.

MBI, in consultation with FAMPO staff, will develop the test case assumptions. Based on the model reaction to these cases, MBI will compare corridor-level results between Version 5 and 3.1 models and document findings.

Based on its review of available documentation, the static validation assessment, and sensitivity testing, MBI will describe the types of analysis that the Version 5 model is currently capable of supporting; and if necessary, in concert with FAMPO staff, identify a package of recommended enhancements that will broaden and/or integrate the model's capabilities to accommodate FAMPO's future analysis needs. MBI will summarize and review findings and recommendations in a technical memorandum and will subsequently meet with FAMPO and VDOT to review. While work resulting from this task order may recommend further modification and testing of the model set(s), services in this task order shall be confined to those stated above and does not include implementation and testing of recommended enhancements.

SCHEDULE

MBI will complete findings and recommendations technical memorandum 5 weeks after receiving NTP, assuming any updated versions of the model and documentation has been received. The meeting with FAMPO and VDOT to discuss recommendations to be scheduled after FAMPO review of the memorandum.

COST

The total labor cost is \$29,888 which is derived from 186 hours at fully burdened rates spread across multiple job classifications from the MBI Consultant Team. Direct expenses are expected to be \$80 for reproduction & travel. Therefore, the total task order cost will be \$29,968.

FAMPO Model Version 5 Review

6/21/2018

TEAM PROJECT TOTALS

	Labor	ODCs	Total
Baker	\$ 29,888	\$ 80	\$ 29,968
ATCS	\$ -	\$ -	\$ -
	\$ 29,888	\$ 80	\$ 29,968

FROM: Brent McKenzie
Government Relations and Community Outreach Manager



Please consider the environment before printing this email

TO: Matthew Kelly
Councilman At-Large
City of Fredericksburg
VRE Operations Board
PRTC Board
FAMPO Board

Q1.) Current plans for extending the HOT lanes to Massaponax. If nothing moving forward on planning what are the issues? Have there been any recent traffic counts or other info available for review?

A1.) There are no current plans to extend the Express Lanes to Massaponax or beyond. That would be a policy decision from the Commonwealth. We would of course be interested if the Commonwealth was looking to extend the Express Lanes further south.

Q2.) The issue of improvements on I-95 as it related to Transurban's contract with the state and consideration payment for such improvements. Past history on this and Transurban's position related to what it actually means would be appreciated.

As for the compensation events, I am including a link to the 95 Express Lanes Comprehensive Agreement, http://www.virginiadot.org/ARCA_Amended_June_2017.pdf

The section you are interested in is on page 112, Section 12.05 Alternative Facilities. This provides background information on specific projects that could become a compensation event, including additional lanes on I-95 and improvements to route 1. In particular, check out the section about additional lanes on I-95. There is an extensive process spelled out in that section.

I also would like to draw your attention to section Section 12.05(e). This makes it clear that the Commonwealth Transportation Board and VDOT “has a paramount public interest and duty to develop and operate whatever Department Projects it deems to be in the best interests of the State, and that the compensation to which the Concessionaire is entitled on account of Alternative Facilities is a fair and equitable remedy.”

We have a strong relationship with the Commonwealth, VDOT and the localities in which we operate. We remain committed to doing everything we can to continue to support VDOT in their efforts to improve travel conditions on I-95.