

# 2015 CLRP NETWORK REPORT

---

Meseret Seifu  
COG/TPB Staff

TPB Travel Forecasting Subcommittee  
March 18, 2016



# Overview

---

- Staff has recently completed a draft report describing the currently **adopted** 2015 CLRP networks
- Purpose of this report:
  - Review the network development process
  - Explain network elements & coding conventions
  - Provide summary statistics
- 2015 CLRP Network Features
  - Years: 2015, 2017, 2020, 2025, 2030, and 2040
  - Travel Model: Version 2.3.57a
- Last report: 2014 CLRP Network Report (2/23/15)

# Report is intended to compliment previous documents

---

- Version 2.3.57a User's Guide (October 29, 2015)

[www.mwcog.org/transportation/activities/models/files/V2357a/mwcog\\_travel\\_model\\_v2.3.57a\\_user\\_guide\\_v2\\_with\\_app\\_A.pdf](http://www.mwcog.org/transportation/activities/models/files/V2357a/mwcog_travel_model_v2.3.57a_user_guide_v2_with_app_A.pdf)

- Air Quality Conformity Analysis of the 2015 CLRP Report (October 21, 2015)

[www.mwcog.org/clrp/resources/2015/2015FinalConformityReport-Complete.pdf](http://www.mwcog.org/clrp/resources/2015/2015FinalConformityReport-Complete.pdf)

- Travel model transmittal memorandum (October 30, 2015)

[www.mwcog.org/transportation/activities/models/files/V2357a/Ver2%203%2057a\\_Conf2015CLRP\\_Xmittal\\_v5.pdf](http://www.mwcog.org/transportation/activities/models/files/V2357a/Ver2%203%2057a_Conf2015CLRP_Xmittal_v5.pdf)

# Network report outline

---

Four chapters:

1. Introduction
  - Conformity schedule
  - Network development process
2. Network Elements and Conventions
  - Study area, zone system
  - Time periods, node numbering, network elements
3. Cube Voyager
  - Inputs
  - Procedures
4. TPB Multi-year, Multi-modal Geodatabase



# What's New?

---

- Networks reflect the most recently adopted Plan (2015 CLRP)
- Transit line schedules have been updated
  - “Base year” transit updated to 2014 conditions
- Cost deflation factor was updated to reflect most recently published BLS CPI data
- Transit fare parameters reflect the most recent policy  
(WMATA Tariff #33v2, effective July 1, 2014)
- Highway tolls/toll rates coded in the network have been updated to reflect most recent policy



# New managed lane facilities

---

- I-66 inside the Beltway
  - Planned Opening: 2017
  - Extent: from US Route 29 in Rosslyn to I-495
  - Managed express lane facility during the morning and evening peak periods in both directions
  - Operation: HOV 3+ do not pay; Non-HOV3+ vehicles pay a variable toll based on the level of congestion
  - TOLLGRP codes 200-271



# New managed lane facilities

---

- I-66 outside of the Beltway will be converted to 3 general purpose lanes and 2 managed express lanes
  - Planned opening: 2022
  - Two express lanes added
  - Extent: I-495 to west of US Rt. 15 in Prince William County
  - Managed express lane facility all day
  - Operation: HOV 3+ do not pay; Non-HOV3+ vehicles pay a variable toll based on the level of congestion
  - TOLLGRP codes 300-390



# End-to-end tolls (\$) on Virginia managed lane facilities by year, time period and direction

Facility	Direction	Distance	2017			2030			2040		
			AM	PM	OP	AM	PM	OP	AM	PM	OP
I-495	North bound	12.49	\$3.70	\$2.05	\$1.55	\$7.44	\$3.36	\$1.88	\$8.58	\$3.82	\$1.88
	South bound	12.43	\$2.03	\$3.15	\$1.56	\$4.51	\$7.14	\$1.89	\$4.55	\$7.56	\$1.89
I-395/I-95	North bound	47.30	\$15.29	NA	\$4.26	\$35.18	NA	\$7.10	\$50.98	NA	\$7.09
	South bound	45.74	NA	\$8.31	\$4.31	NA	\$21.86	\$7.14	NA	\$35.98	\$7.14
I-66 Inside Beltway	East bound	9.33	\$8.80	\$1.85	\$1.42	\$10.20	\$1.85	\$1.42	\$10.64	\$1.85	\$1.42
	West bound	9.08	\$1.83	\$7.44	\$1.36	\$1.83	\$9.57	\$1.36	\$1.83	\$8.47	\$1.36
I-66 Outside Beltway	East bound	25.66	NA	NA	NA	\$23.75	\$5.09	\$3.85	\$27.66	\$5.09	\$3.86
	West bound	25.92	NA	NA	NA	\$5.19	\$12.81	\$3.86	\$5.19	\$17.71	\$3.86

Toll values in current-year dollars





# End-to-end toll rates (\$ per-mile) on Virginia managed lane facilities by year, time period and direction

Facility	Direction	Distance	2017			2030			2040		
			AM	PM	OP	AM	PM	OP	AM	PM	OP
I-495	North bound	12.49	\$0.30	\$0.16	\$0.12	\$0.60	\$0.27	\$0.15	\$0.69	\$0.31	\$0.15
	South bound	12.43	\$0.16	\$0.25	\$0.13	\$0.36	\$0.57	\$0.15	\$0.37	\$0.61	\$0.15
I-395/I-95	North bound	47.30	\$0.32	NA	\$0.09	\$0.74	NA	\$0.15	\$1.08	NA	\$0.15
	South bound	45.74	NA	\$0.18	\$0.09	NA	\$0.48	\$0.16	NA	\$0.79	\$0.16
I-66 Inside Beltway	East bound	9.33	\$0.94	\$0.20	\$0.15	\$1.09	\$0.20	\$0.15	\$1.14	\$0.20	\$0.15
	West bound	9.08	\$0.20	\$0.82	\$0.15	\$0.20	\$1.05	\$0.15	\$0.20	\$0.93	\$0.15
I-66 Outside Beltway	East bound	25.66	NA	NA	NA	\$0.93	\$0.20	\$0.15	\$1.08	\$0.20	\$0.15
	West bound	25.92	NA	NA	NA	\$0.20	\$0.49	\$0.15	\$0.20	\$0.68	\$0.15

Toll values in current-year dollars



# Final comments

---

- The goal is to provide travel model users with a better understanding of the TPB networks which are fundamental inputs to the travel model
- TPB staff welcomes feedback on the draft report (within 30 days)
- The report will be uploaded to the [TFS webpage](#) (under [Documents](#)) following this meeting