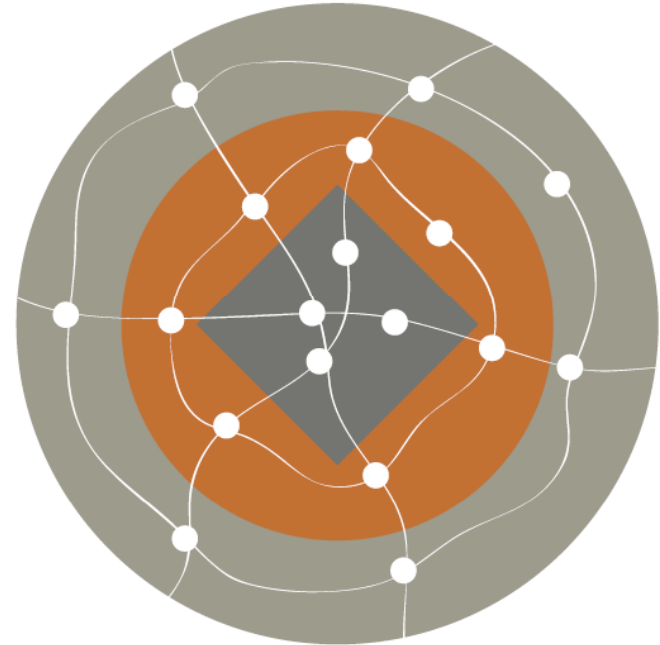


# TPB CLRP Aspirations Scenario

2012 CLRP and Version 2.3  
Travel Forecasting Model  
Update

Draft Results



Ron Kirby  
Department of Transportation Planning

Presentation to the TPB Technical Committee  
April 5, 2013

# What is the CLRP Aspirations Scenario?



- Developed under the TPB Scenario Study Task Force based on financially constrained long range plan (CLRP) adopted by the TPB in 2008
- Included strategies explored in previous scenario studies such as the Regional Mobility and Accessibility Study and the Value Pricing Study
- Scenario should be “within reach” both fiscally and administratively, while pushing the envelope in terms of improving conditions in relation to a 2030 baseline

# CLRP Aspirations Scenario Timeline



- Results presented to the TPB in September 2010
- “Streamlined” Variably Priced Lane Network Sensitivity Test Presented to the TPB in October 2011
- Performance compared to a 2030 Baseline (2008 CLRP + Round 7.2 Land Use) for TPB modeled area

# What's New?



	<b>October 2011</b>	<b>April 2013</b>
Constrained Long-Range Plan	2008	2012
Cooperative Forecast	7.2	8.1
Horizon Year	2030	2040
Travel Forecasting Model	Version 2.2	Version 2.3
TAZ System	2191	3722
Emissions Model	Mobile 6.2	MOVES2010a

# Section 1512 “Tolling” of MAP-21



- Allows for “initial construction of 1 or more lanes...that increase the capacity of a highway...if the number of toll-free non-HOV lanes, excluding auxiliary lanes, is not less than the number of toll-free non-HOV lanes, excluding auxiliary lanes, before such construction”

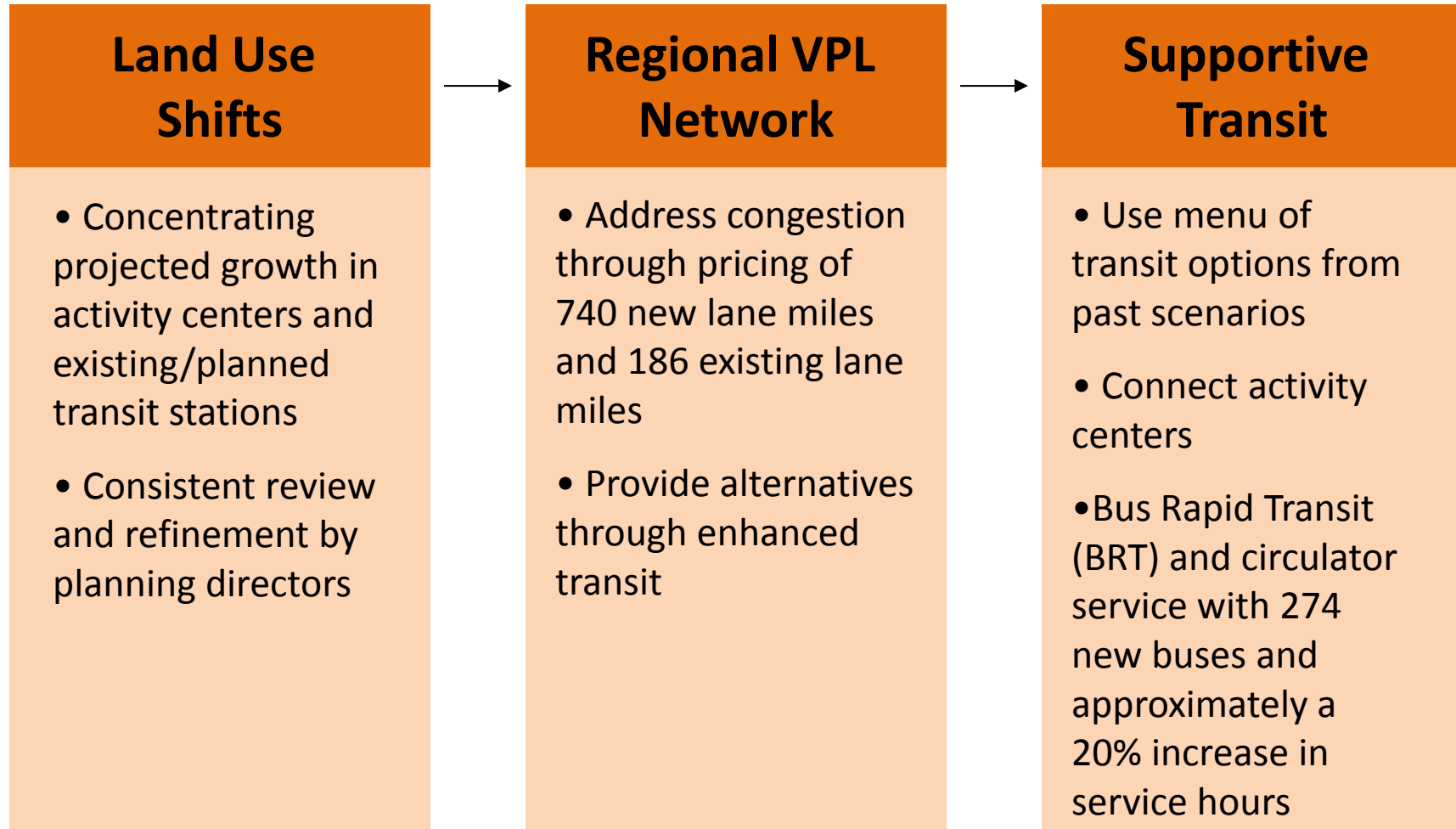
# Growth between 2015 and 2040



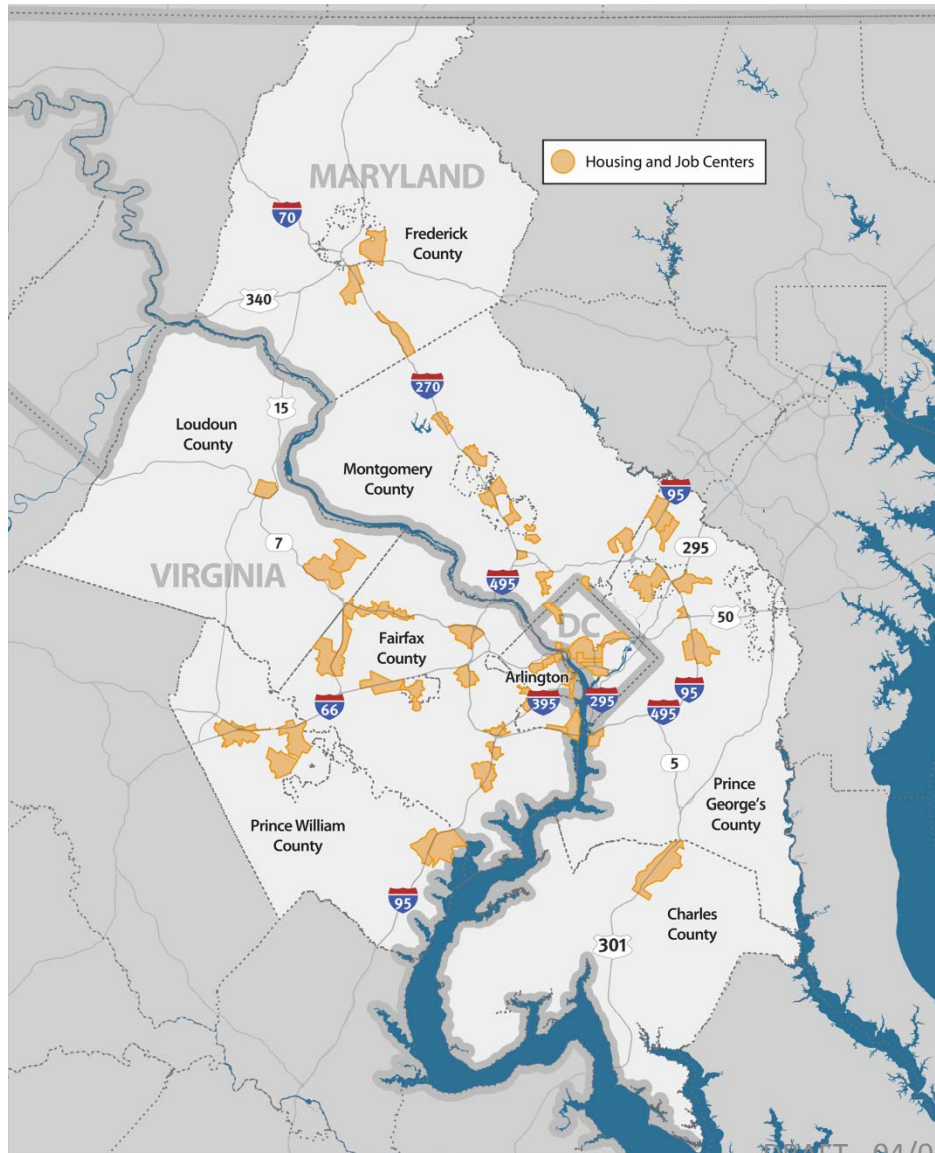
## Round 8.1 Cooperative Forecasts; 2012 CLRP

Households	26%
Population	23%
Employment	32%
Vehicle Miles Traveled (VMT)	24%
VMT per Capita	0.8%
Average Trip Length	1.2%
Auto Person Trips	23%
Transit Trips	26%
Non-Motorized Trips	35%
Vehicle-hours of Delay	98%

# CLRP Aspirations Scenario



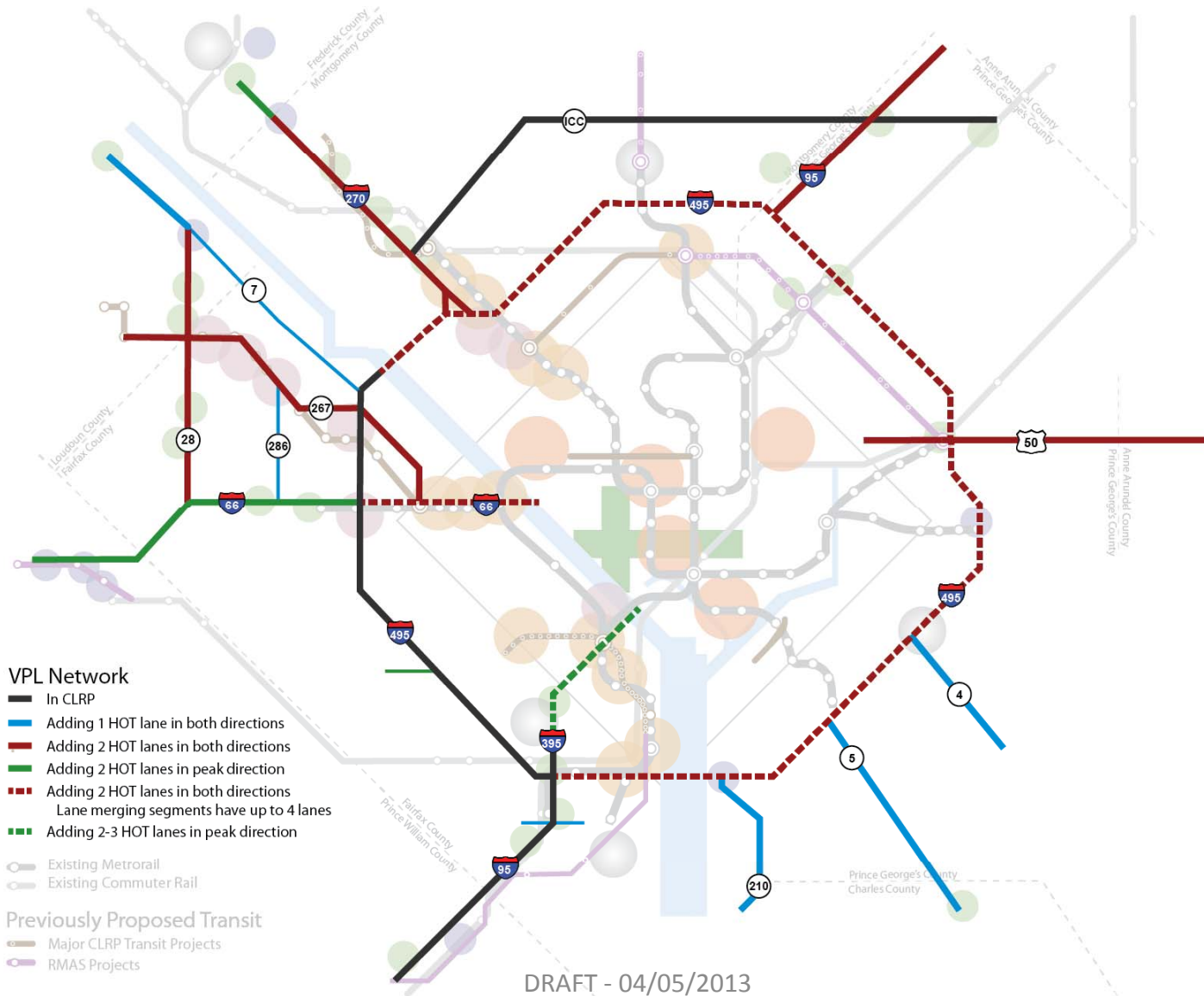
# Land Use Shifts



- Jobs and households are shifted within the region into targeted growth areas (TGA)
- Additional jobs (0.6%) and households (2.6%) are brought into the region
- Round 8.1 Cooperative Forecast: from 2015 – 2040, 25% of new households and 35% of new jobs are located in TGAs
- CLRP Aspirations: from 2015 – 2040, 57% of new households and 58% of new jobs are located in TGAs



# Variably Priced Lane Network



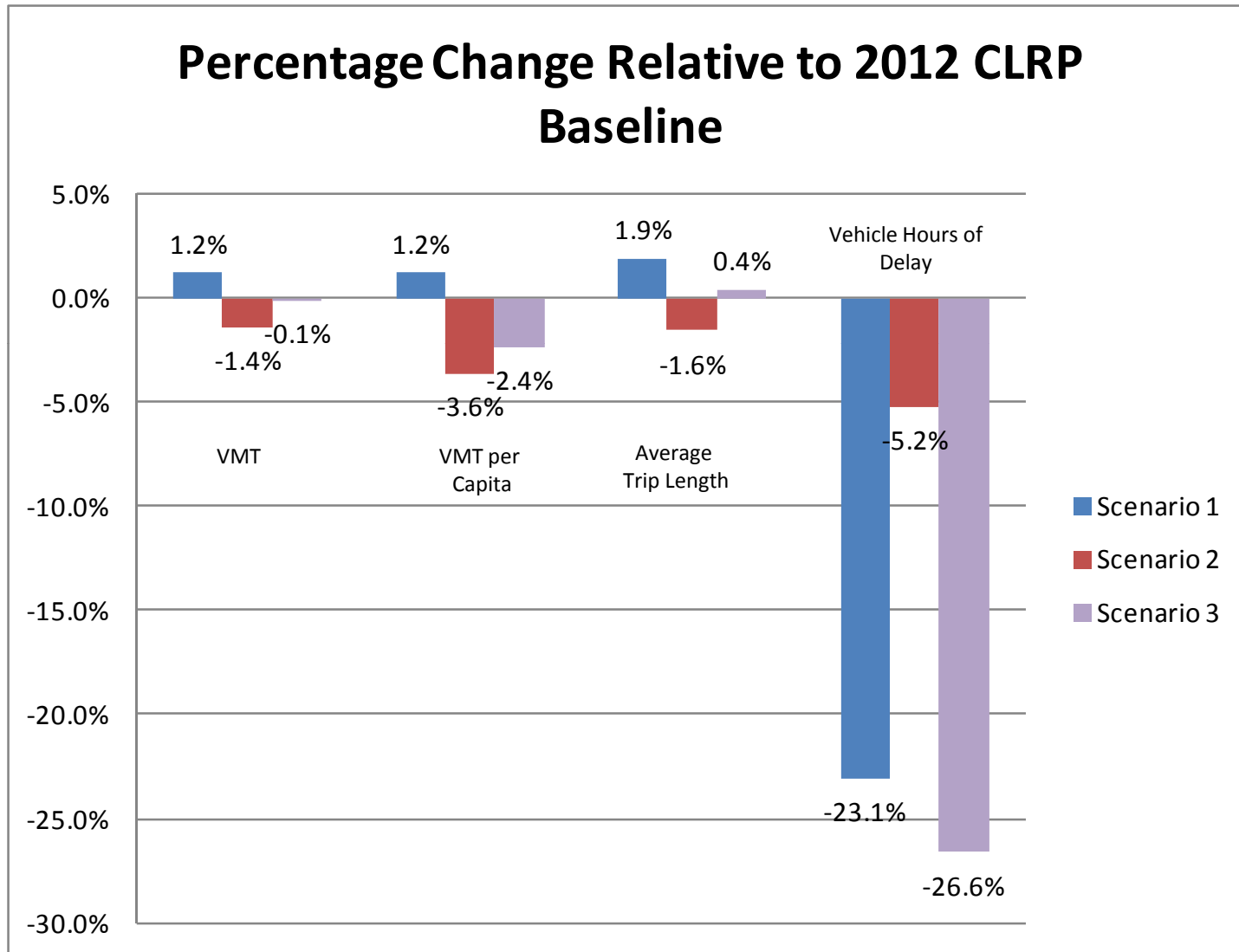


# Three Scenarios

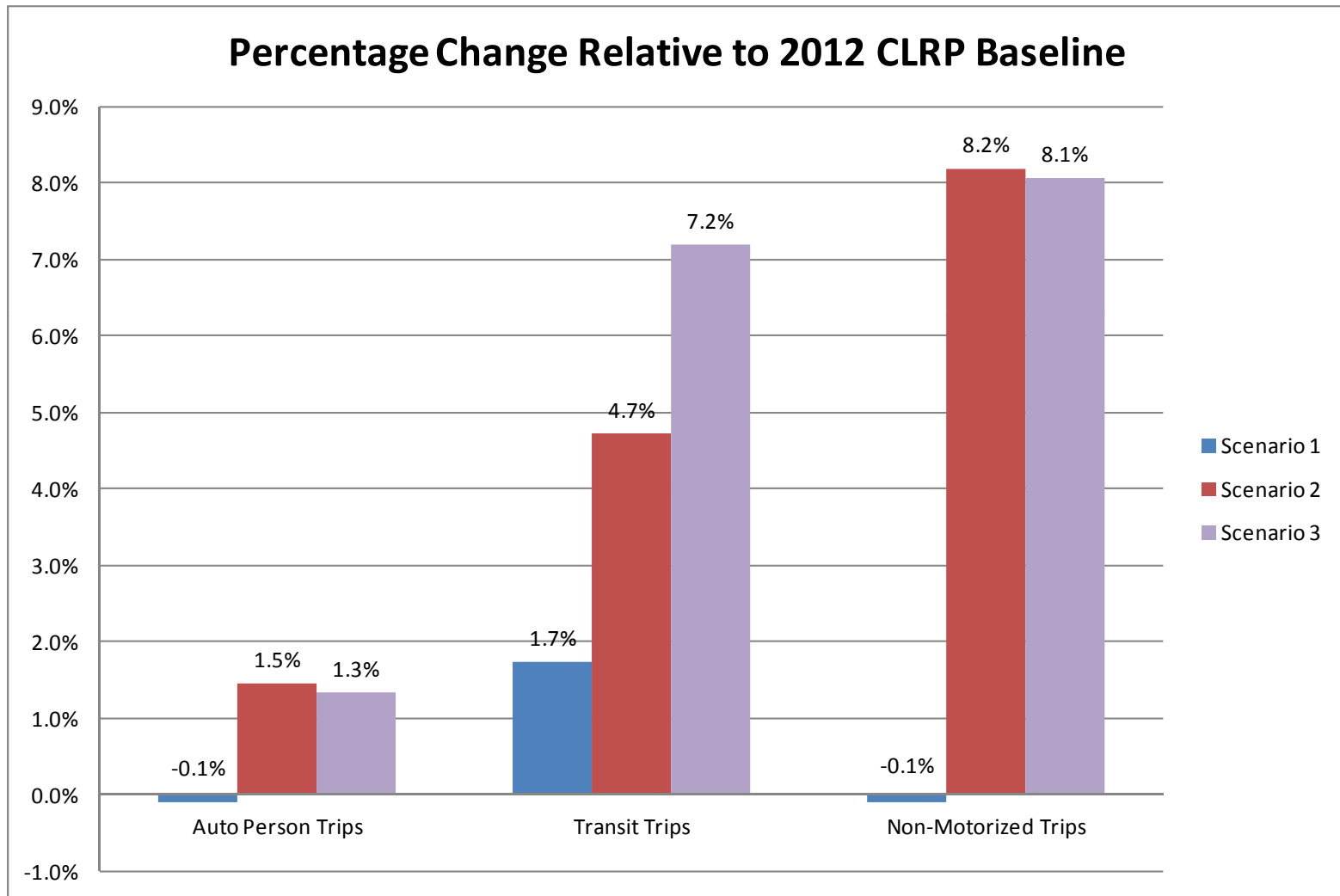


	Land Use	Transportation
2040 Baseline	Round 8.1 Cooperative Forecast	2012 CLRP
Scenario 1: Transportation Component-only	Round 8.1 Cooperative Forecast	CLRP Aspirations
Scenario 2: Land use Component-only	CLRP Aspirations	2012 CLRP
Scenario 3: CLRP Aspirations Scenario	CLRP Aspirations	CLRP Aspirations

# Regional Travel



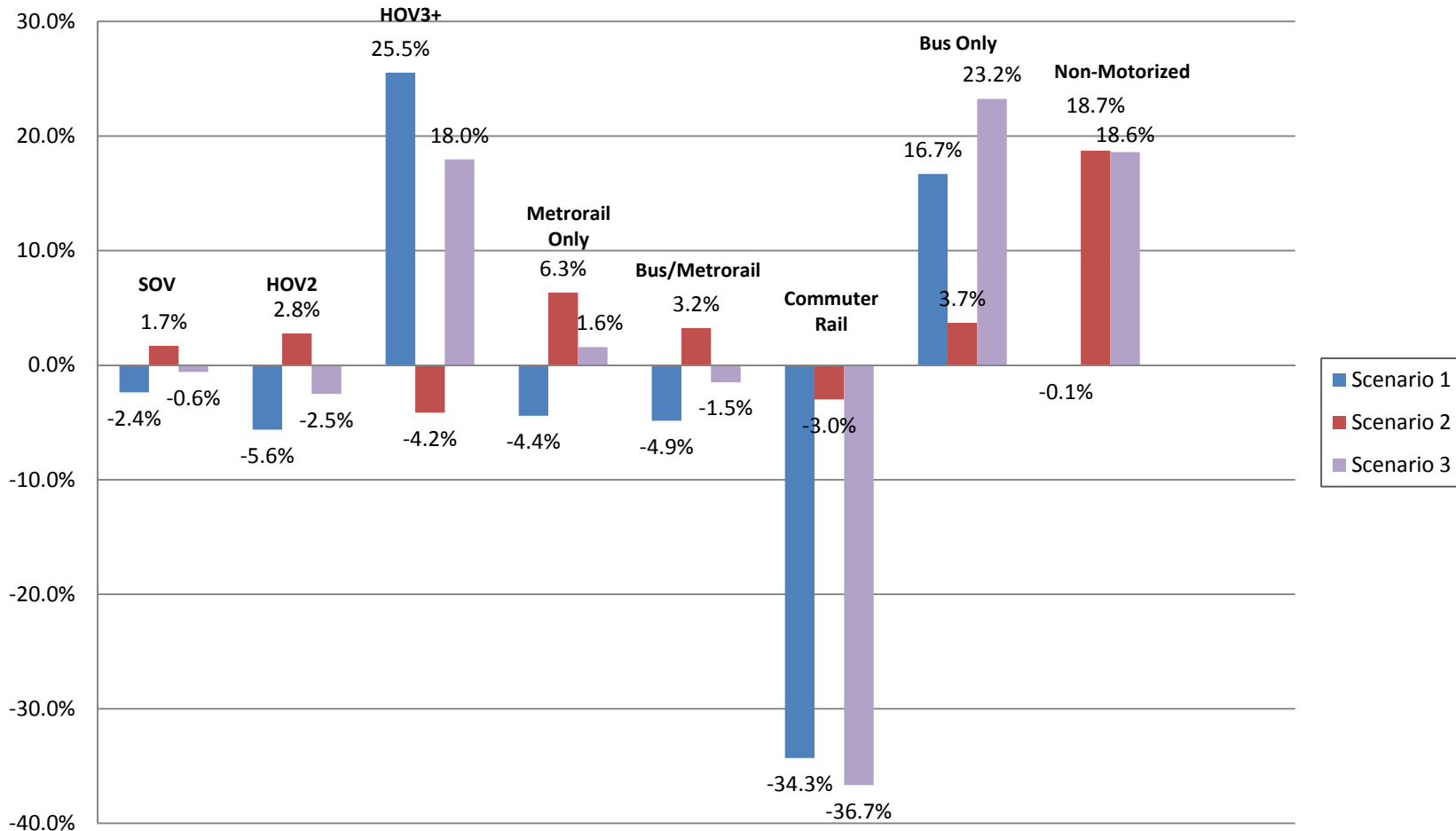
# Regional Mode Choice



# Commuter Mode Choice



**Percent Change Relative to 2012 CLRP Baseline**



# Financial Analysis



- Sketch-level analysis of Scenarios 1 and 3 show revenue to cost ratios of 0.40 and 0.38, respectively
- Conservative analysis assumes 20-year annualization
- Other financing possibilities can be studied

# What's Next



- Update of CLRP Aspirations Scenario Study will allow for future analysis of
  - Variations on land use and VPL networks
  - Analysis of smaller geographies, such as jurisdictions or corridors