

National Capital Region Transportation Planning Board

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Memorandum

To: Planning Directors Technical Advisory Committee

From: Daivamani Sivasailam
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Subject: Forecast Years Urban/Rural Percentages

Background

As part of air quality planning activities in the Washington region, COG's Department of Transportation Planning develops mobile source emissions inventories using an EPA-supplied emissions model. To transition from the long standing "MOBILE" model, the Environmental Protection Agency (EPA) released a new mobile source emissions model called "MOVES" (Motor Vehicle Emissions Simulator) on March 2, 2010. Users such as COG DTP will be required to use the model for estimating all mobile source emissions inventory after March 2, 2012.

A special task force called the "MOVES Task Force", made up of members from the TPB Technical Committee and MWAQC's Technical Advisory Committee, has been formed to implement the new model in the region. Currently the Task Force is developing local input data to the MOVES model and hopes to finalize all local inputs by September 2010. One of the inputs to the model is an urban/rural estimation, which is used to distribute the jurisdictional vehicle miles of travel (VMT) among urban and rural highways.

Urban/Rural VMT Percentages

The highway performance monitoring system (HPMS) is a system under which state departments of transportation submit their observed vehicle miles of travel to the Federal Highway Administration (FHWA). The current urban/rural percentages used to distribute VMT for the jurisdictions in our region are obtained from HPMS and are shown in Table 1. These values have been used to date in testing the MOVES model.

Request

As can be seen from Table 1, the urban/rural percentages represent the current nature of the jurisdictions. However without some informed estimate of how these percentages may change through time, these same percentages would be used in required forecast years, such as 2020, 2030, and 2040. Task Force members agreed that jurisdictions will change over time to become more urban. We are requesting each jurisdiction’s guidance/input as to how the urban/rural percentages in each of the forecast years might better reflect the upcoming changes to the land use character of the jurisdiction. If possible, we would appreciate responses by the middle of August, i.e., in time to finalize the input data by September 2010.

Table 1: Urban/Rural VMT Percentages (FHWA HPMS data)		
	Urban	Rural
District of Columbia	100%	0%
Maryland		
Montgomery	90%	10%
Prince George’s	93%	7%
Frederick	28%	72%
Charles	35%	65%
Calvert	5%	95%
Virginia		
Alexandria	100%	0%
Arlington	100%	0%
Fairfax	100%	0%
Loudoun	38%	62%
Prince William	49%	51%