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<td><strong>Document Title:</strong></td>
<td>Presentation - Trends and Policy Considerations of VMT in mid-2020</td>
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<td><strong>Description:</strong></td>
<td>Elliot Martin, UC Berkeley Presentation</td>
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<td><strong>Filer:</strong></td>
<td>Raquel Kravitz</td>
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Trends and Policy Considerations of VMT in mid-2020

Elliot W. Martin, PhD
Research and Development Engineer

June 12th, 2020
IEPR Workshop
US Trends in VMT

• Note that this is a 12-month moving sum, so each data point reflects the previous 12 months of driving.

• The drop you see is the 4%, the largest on record.
US Trends in VMT per Capita

- April 2020 value is 6.5% off of the peak and is similarly the largest drop on record.
Measurement of VMT

• The TVT is the most dynamic and responsive dataset on national data on VMT.

• It is measured using a combination of HPMS data and sensor counts.

• While it is the longest running and best available VMT time series, it is not a direct measurement of VMT, but an approximation that is subject to revision.

• There is no collective and regular measurement of vehicle odometer data, at least rendered into national trends, that would constitute a more direct measurement of driving.
National Fuel Demand

- Drop in fuel demand largest on record.
- Fuel consumption lowest on record
- Recovery noted in gasoline
- Data through May 2020
US Motor Vehicle Fatalities
NHTSA FARS

Fatality Rate

Fatalities
Fatality Rate per 100 Million VMT

Safety and Public Health Impacts
Policy Responses - Telecommuting

- Telecommuting has expanded considerably as a result of the pandemic.
- Many companies have found that they can operate effectively with a much smaller footprint.
- Will this trend continue?
- Can policy encourage a continuation telecommuting?
  - Should employers receive tax credits or some other incentive per employee telecommuting?
  - What would be the equivalent social cost prevent?
Policy Response – Reduced Street Access for Vehicles

• The absence of vehicle traffic has allowed some cities to close streets to through traffic.

• Many cities are doing this, at least temporarily, how permanent will it be?

• Will this lead to long term changes in behavior?
Policy Response – Expanded Shared Mobility

- Many of us have learned how to function and survive without much personal vehicle driving.

- Can shared mobility, in the form or carsharing, micromobility, TNCs, and microtransit, step in to fill mobility needs as we re-learn how to be mobile in the post-Covid world?

- How will public transit evolve in the face greater health concern with physical proximity?
Summary

• VMT is likely to rebound as economies re-open.

• However, the forced reduction in VMT brought on by Covid-19 has taught us a lot about what is achievable in terms of function and survival.

  • Many companies (and governments) have learned that they continue operations rather well in the absence of physical office presence.

• The pandemic has been awful, but policy measures that build on lessons learned from this period could help set us on a trajectory of reduced reliance on personal driving, and the public health impacts that arise from it.
THANK YOU,
QUESTIONS?