

DOCKETED	
Docket Number:	20-IEPR-02
Project Title:	Transportation
TN #:	233497
Document Title:	Presentation - Trends and Policy Considerations of VMT in mid-2020
Description:	*** THIS DOCUMENT SUPERSEDES TN 233398 *** - Elliot Martin, UC Berkeley Presentation
Filer:	Raquel Kravitz
Organization:	USC Berkeley - Transportation Sustainability Research Center
Submitter Role:	Public Agency
Submission Date:	6/16/2020 2:46:00 PM
Docketed Date:	6/16/2020



UNIVERSITY OF CALIFORNIA *Berkeley*
Transportation Sustainability
RESEARCH CENTER

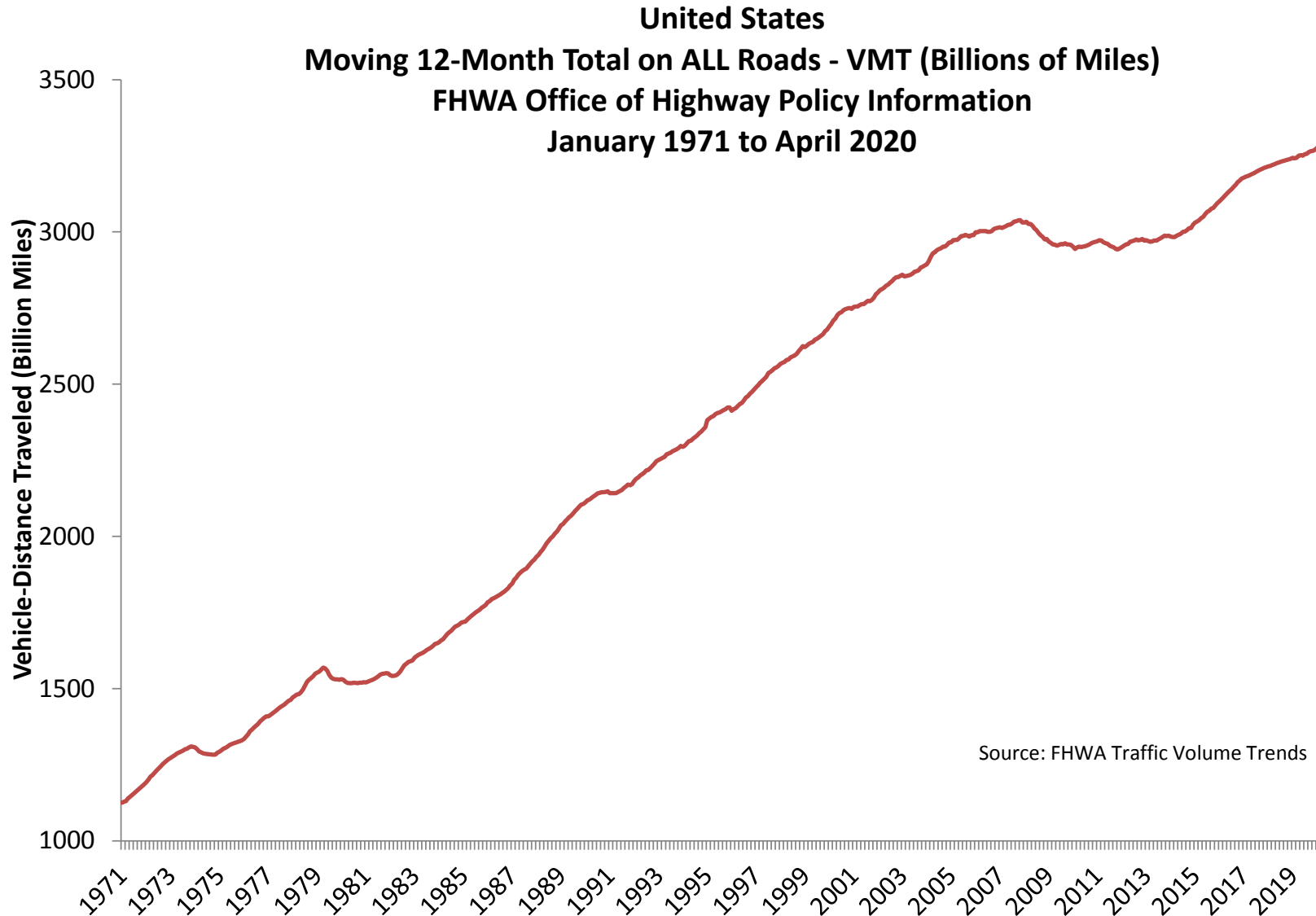
Trends and Policy Considerations of VMT in mid-2020

Elliot W. Martin, PhD
Research and Development Engineer

June 12th, 2020
IEPR Workshop



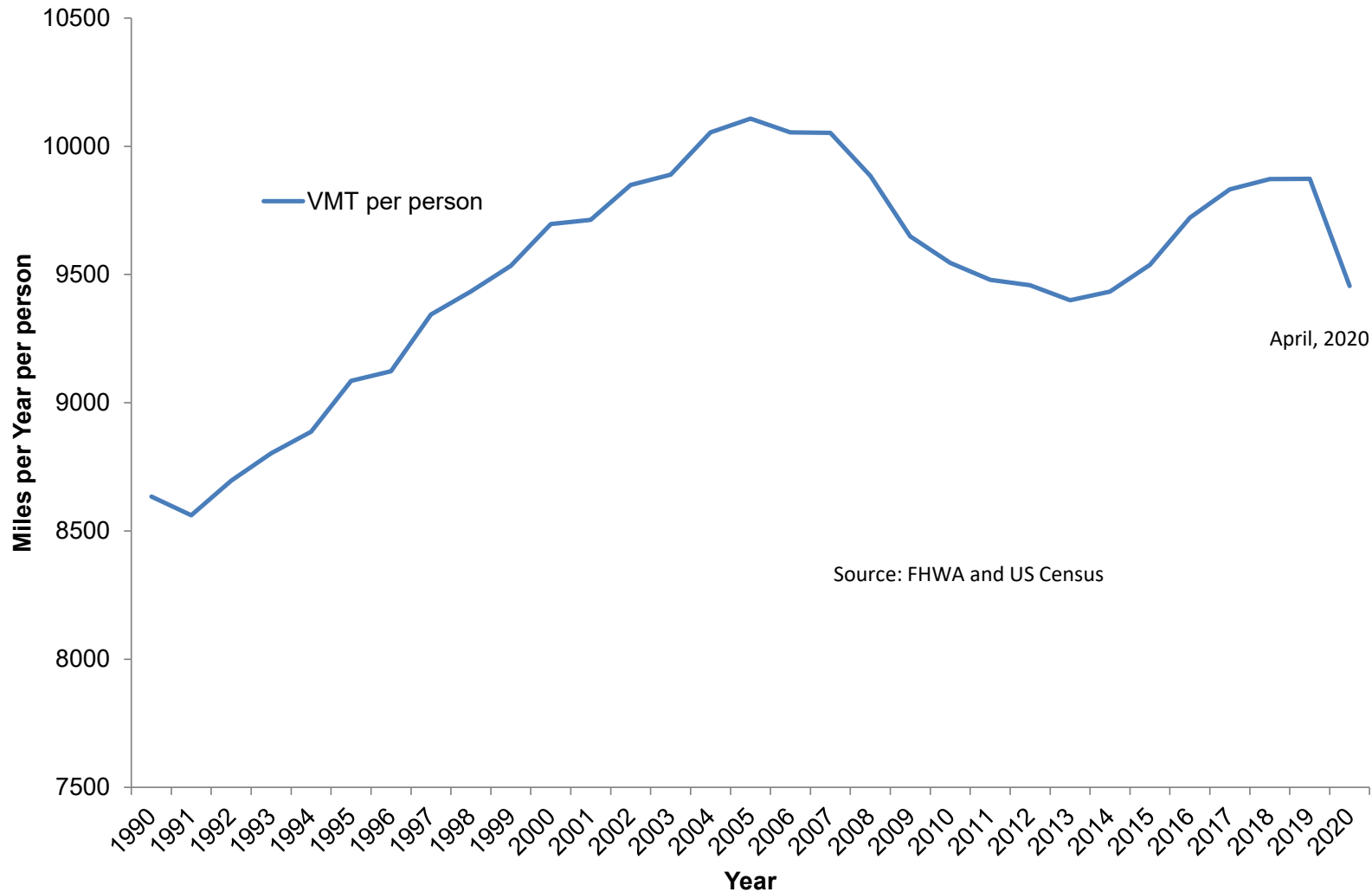
US Trends in VMT



- 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 4%, the largest on record since World War II.

US Trends in VMT per Capita

Vehicle Miles Traveled per Person in the United States
VMT and US Census Population Estimate for July of each Year



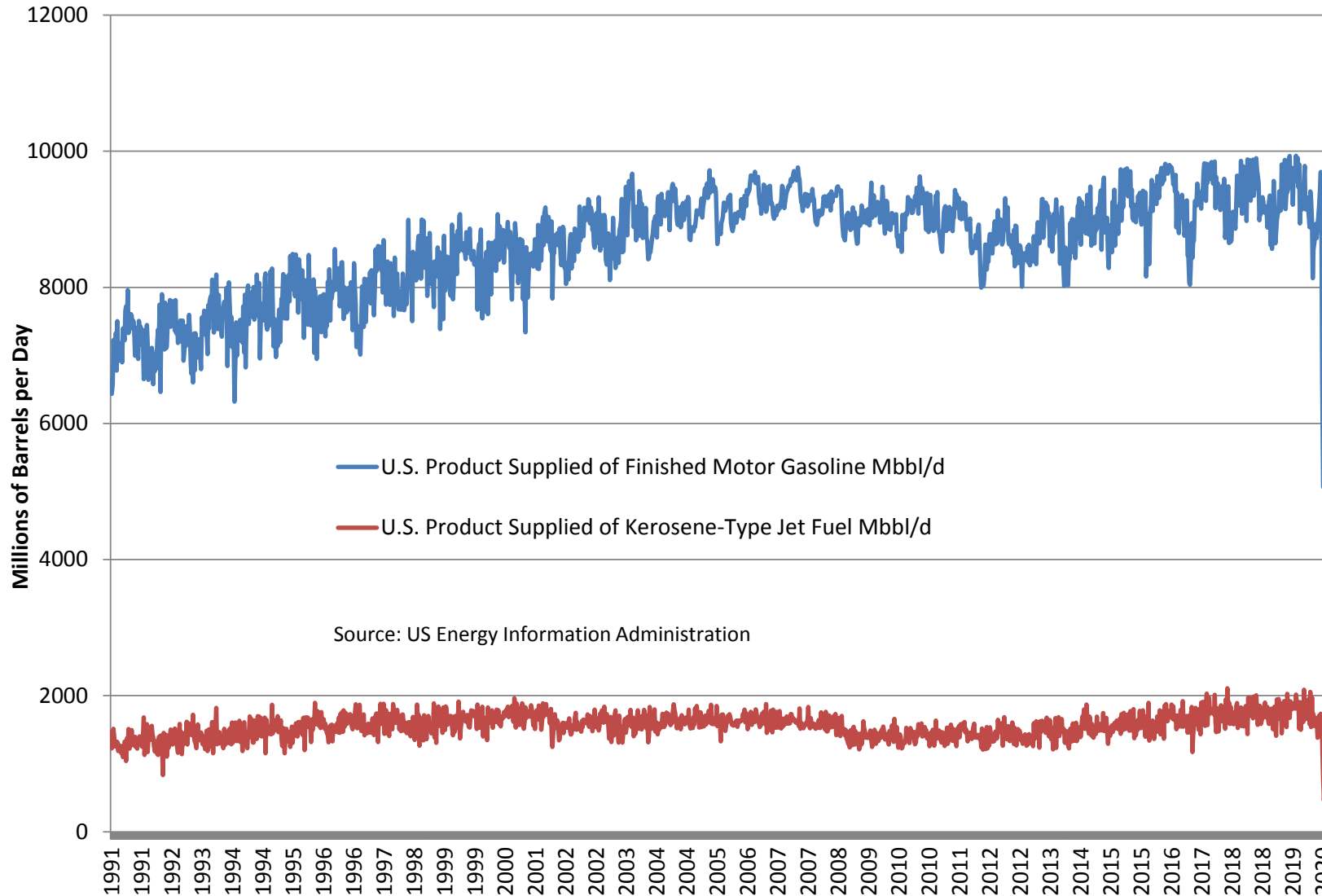
- April 2020 value is 6.5% off of the peak and is similarly the largest drop since World War II.

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 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 as rendered into national trends. Such data, if including passenger and freight vehicles, would constitute a more direct measurement of driving.

National Fuel Demand

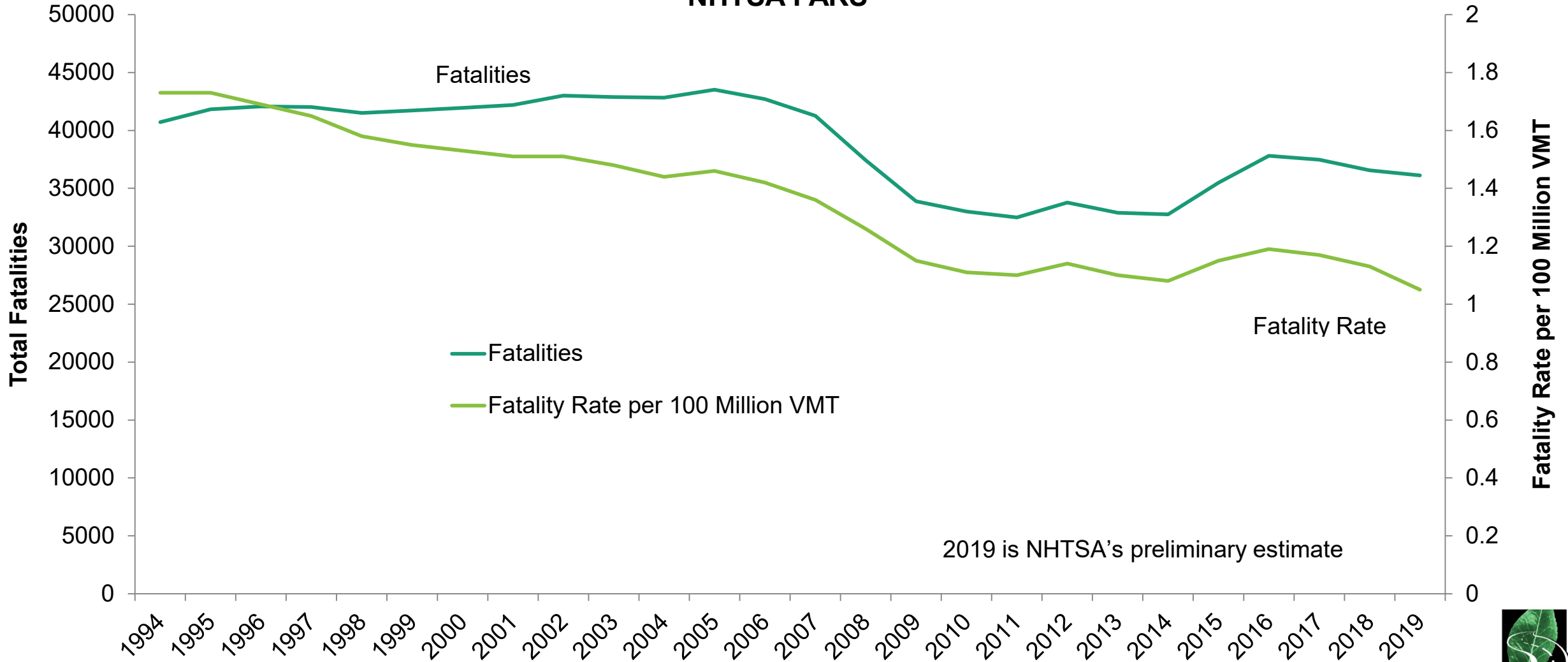
U.S. Weekly Product Supplied



- Drop in fuel demand largest and lowest consumption in the last 30 years.
- Partial recovery noted in gasoline
- Data through May 2020

Safety and Public Health Impacts

US Motor Vehicle Fatalities NHTSA FARS



2019 is NHTSA's preliminary estimate



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.
 - “We’ve proven we can operate with effectively no footprint,”
– James Gorman, CEO Morgan Stanley
- Will this trend continue?
- Can policy encourage a continuation telecommuting?
 - What would be the equivalent social cost prevented?

The Zoom logo, consisting of the word "zoom" in a bold, blue, lowercase sans-serif font.The Cisco Webex logo, with the Cisco logo (a stylized bridge) and the word "CISCO" in blue, followed by "Webex" in a lighter blue font.

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?

Seattle will permanently close 20 miles of residential streets to most vehicle traffic

May 7, 2020 at 2:58 pm | Updated May 8, 2020 at 7:09 pm



A pedestrian crosses East Columbia Street in the Central District, which is closed to through traffic to give people space to walk and bike. (Ken Lambert / The Seattle Times)

Policy Response – Expanded Shared Mobility

- While the economic impacts have been severe, many have learned how to technically function and survive with far less personal vehicle driving.
- Can shared mobility, in the form of 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 of 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.
 - Certain industries require a physical presence, but many companies (and governments) have learned that they can continue operations rather well in the absence of physical office presence.
- The pandemic has been awful by many measures.
 - Policy measures that build on lessons learned from this period could help mitigate the public health, national security, and environmental impacts that inevitably arise from excessive VMT.



**THANK YOU,
QUESTIONS?**