

Urban and Intercity Travel

IEPR Workshop – Transportation Energy Demand Forecast

Hearing Room A

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Background

- Urban and Intercity models forecast travel demand in California
- Urban model forecasts passenger trips less than 50 miles
- Intercity model forecasts passenger trips more than 50 miles
- Population and income growth are the main drivers of travel demand



Urban Passenger Travel

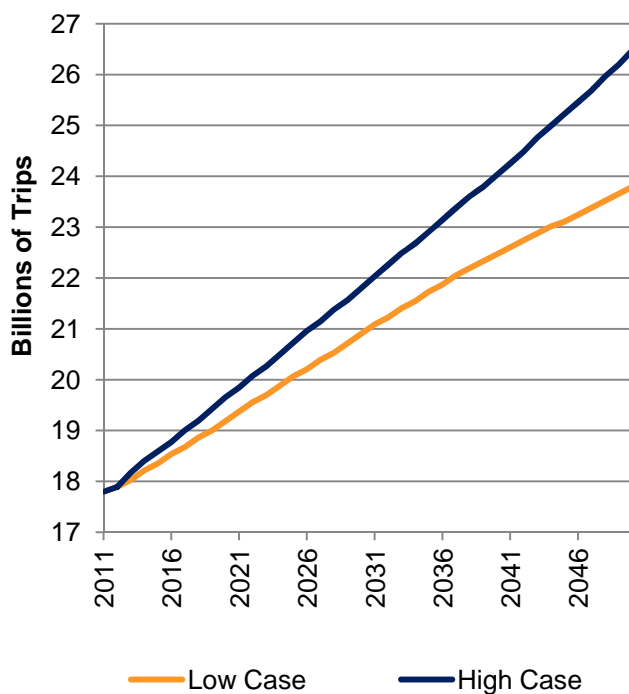
- Urban travel comprises 72% of passenger miles travelled in California, when using a 50 mile distance as a cutoff
- Urban trips average 1.5 passengers per vehicle^{*}

^{*}Source: 2012 California Household Travel Survey

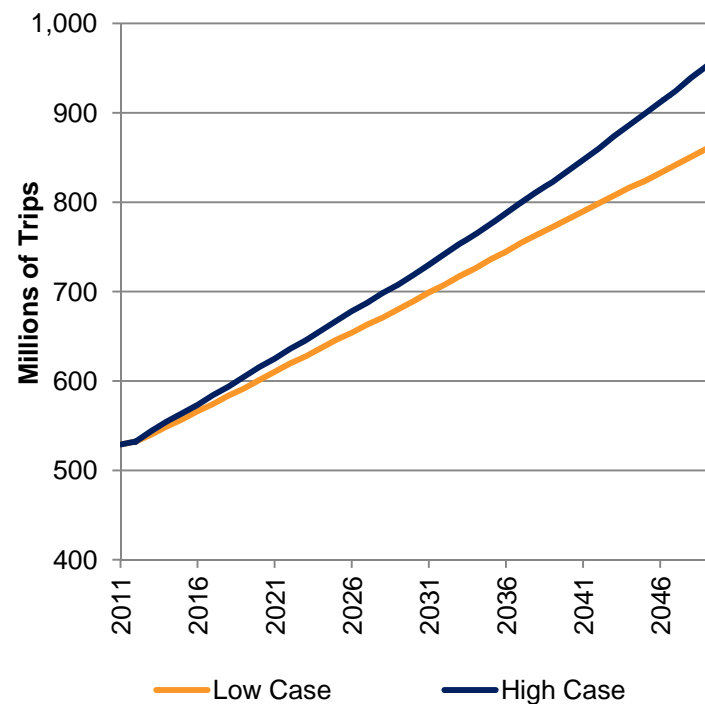


Urban Passenger Trips

Urban Auto Passenger Trips

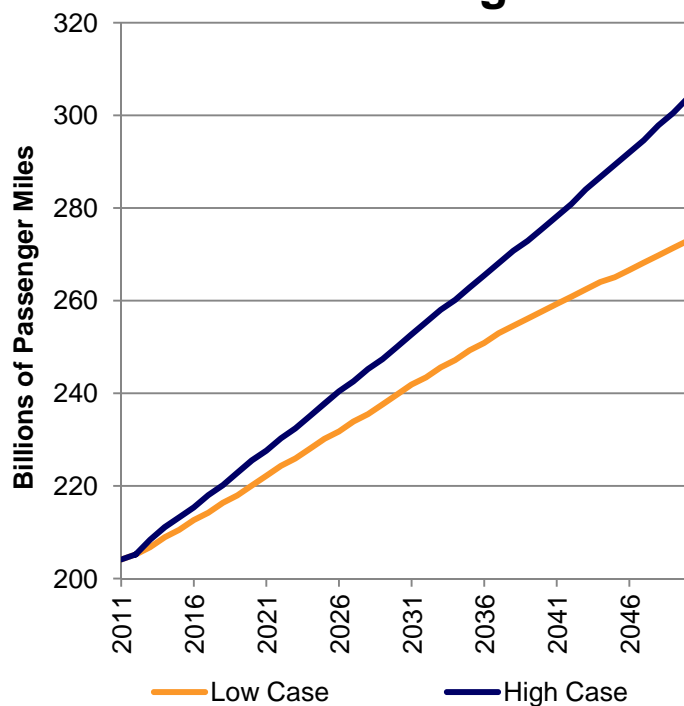


Urban Transit Passenger Trips

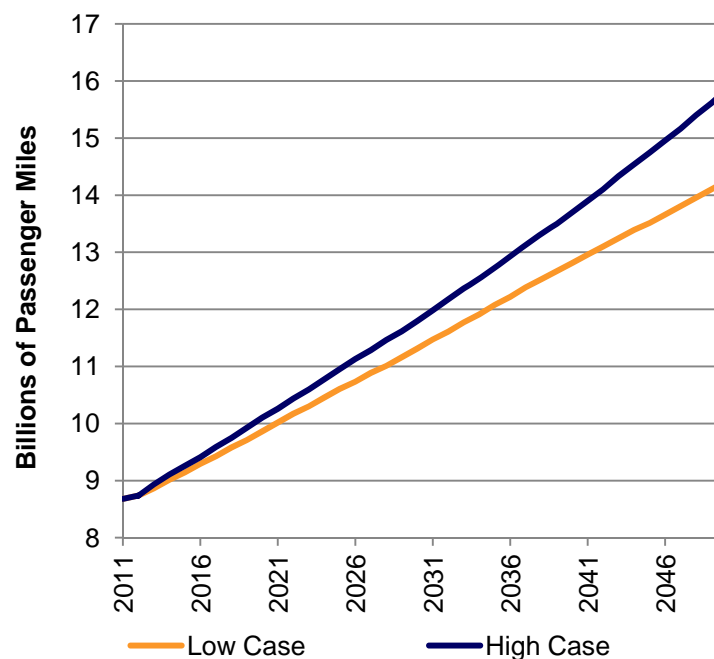


Urban Passenger Miles

Auto Passenger Miles

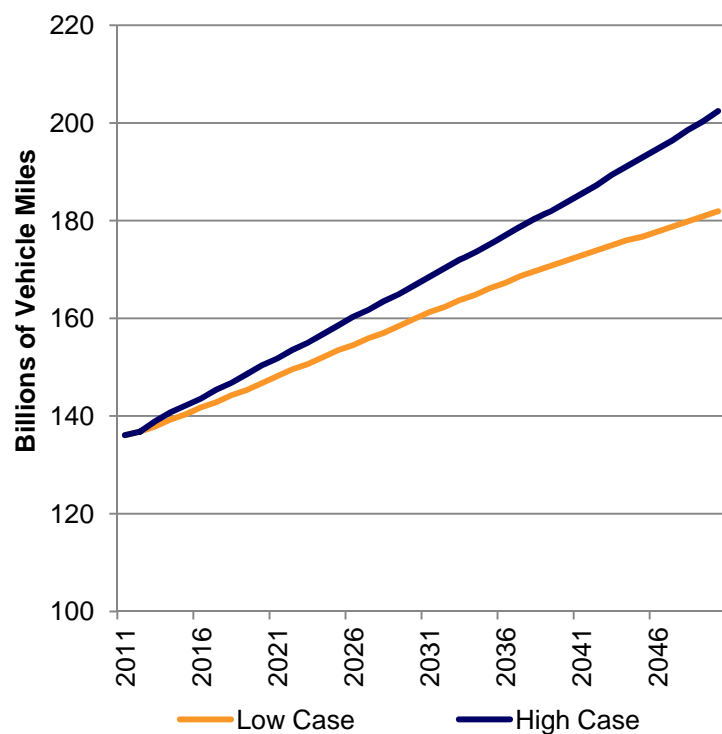


Transit Passenger Miles

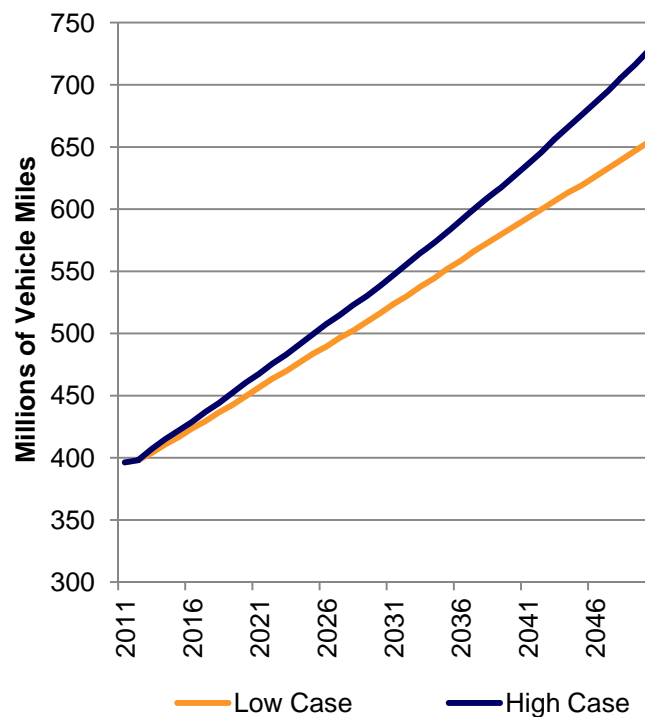


Urban Vehicle Miles

Auto Vehicle Miles



Transit Vehicle Miles



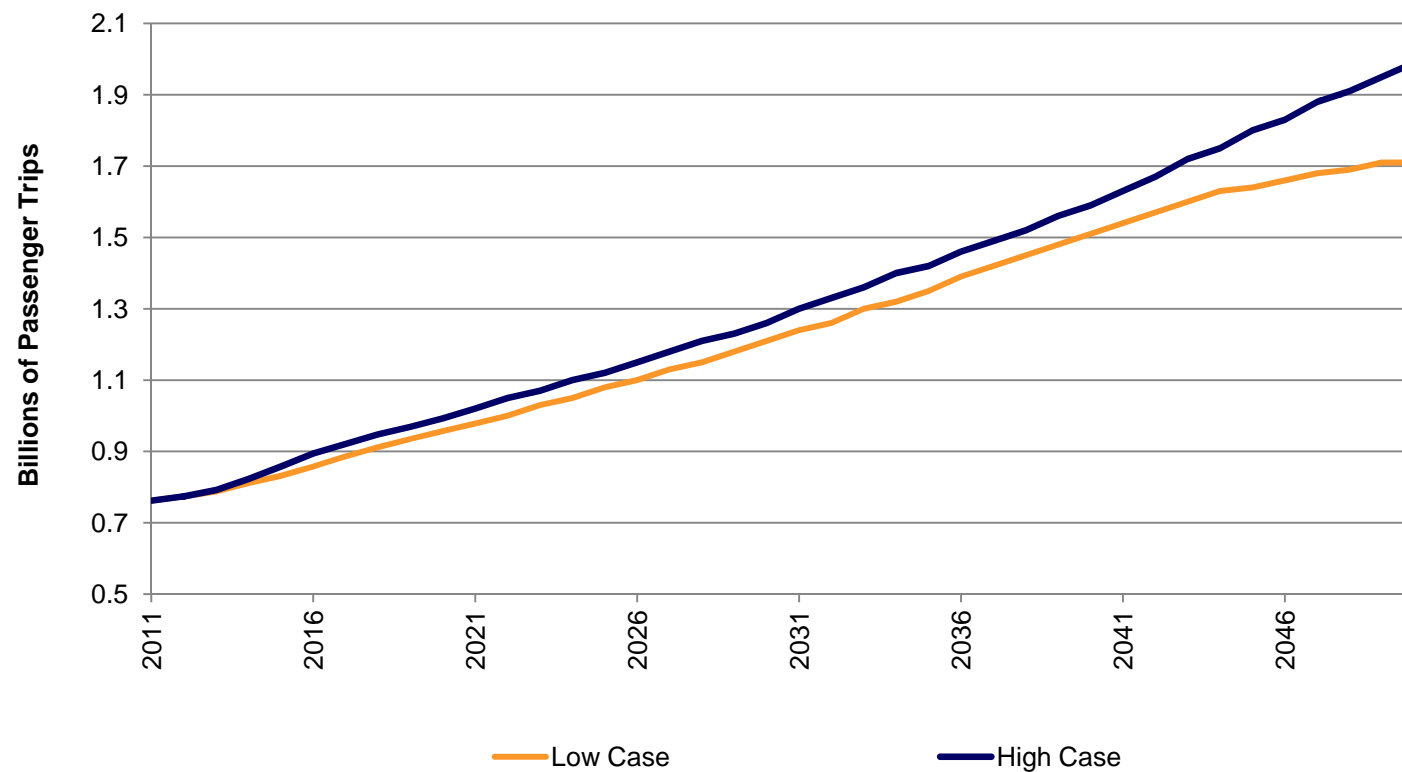
Intercity Passenger Travel

- Intercity travel comprises 28% of passenger miles travelled in California
- Intercity auto trips average 1.9 passengers per vehicle^{*}
- Modes
 - Auto
 - Air
 - Bus
 - Conventional Rail
 - High Speed Rail

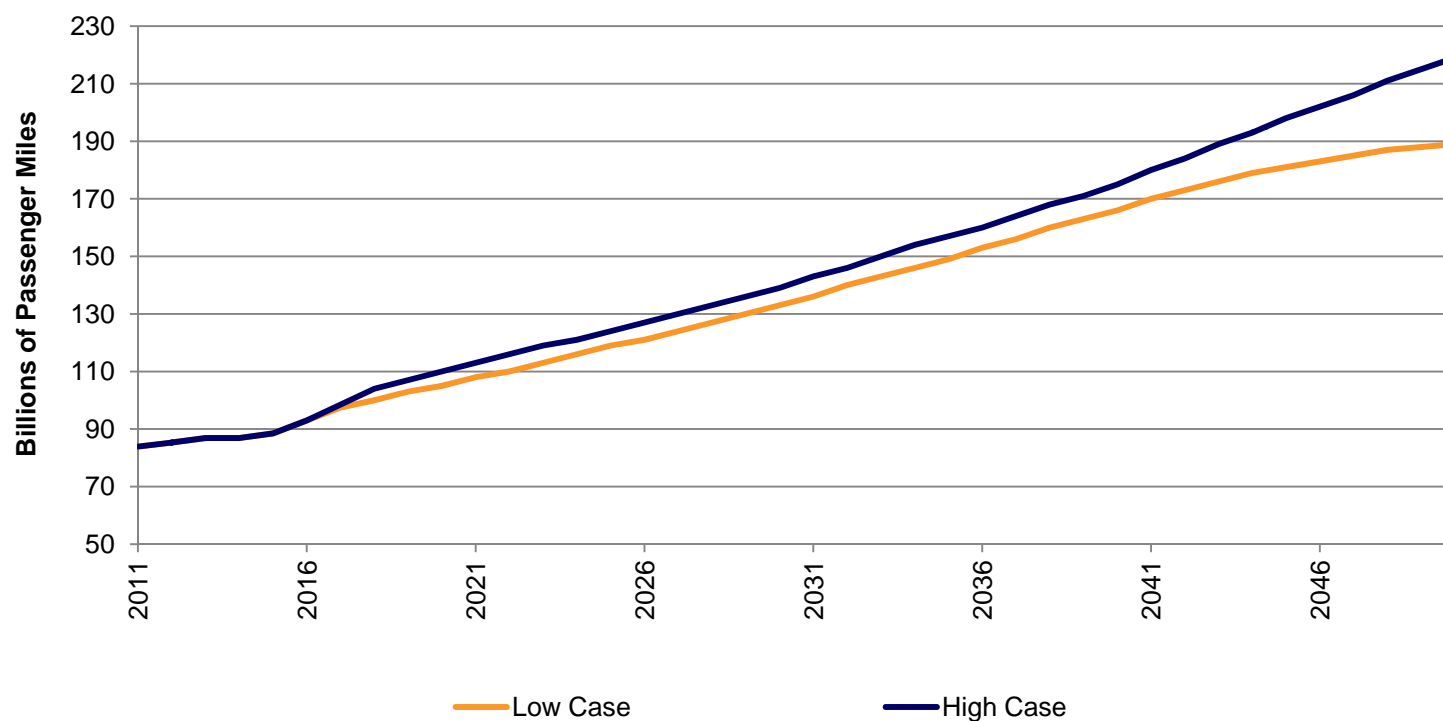
^{*}Source: 2012 California Household Travel Survey



Intercity Passenger Trips



Intercity Passenger Miles



Future Direction of Urban and Intercity Travel

- Caltrain plans to convert diesel trains to electric power beginning in 2019 and share a corridor with the High Speed Rail system by 2029
- Based on a 2011 diesel consumption of 4,252,872 gallons*, electrification would remove between 6.9 million and 7.7 million gallons of diesel consumption in the year 2050 if ridership growth is proportional to projected statewide population and income growth
- California High Speed Rail Authority plans to initiate service on an initial operating section in 2022 and complete a San Francisco to Los Angeles corridor by 2029**
- Senate Bill 375 requires metropolitan planning organizations to minimize greenhouse gas emissions when making land use decisions

*Source: 2012 California Energy Commission Transit Agency Survey

**Source: California High Speed Rail Authority Revised 2012 Business Plan

