

COVID-19 Impacts on Public Transit

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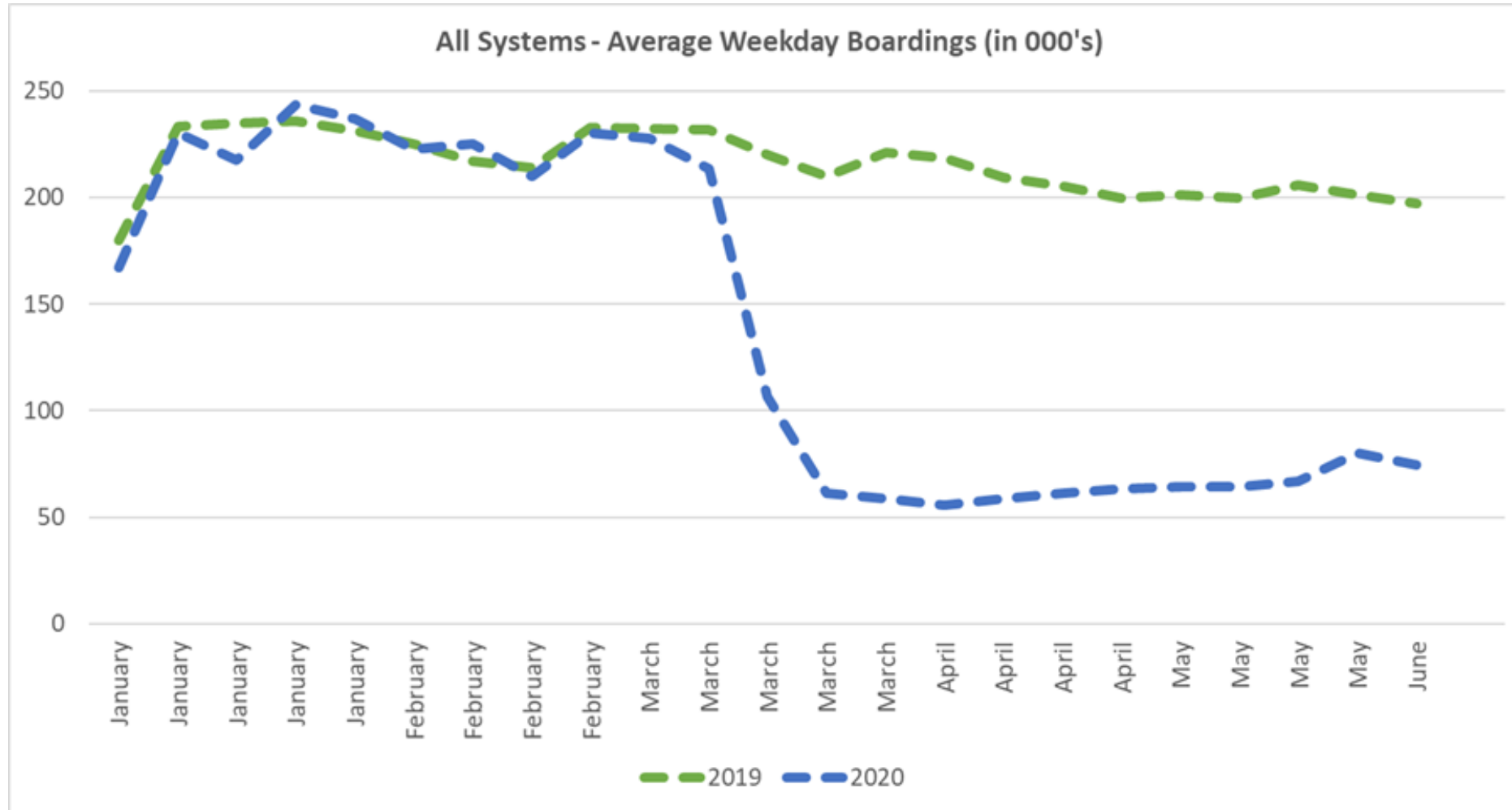
UBCM Transit Communities Forum
June 16, 2020



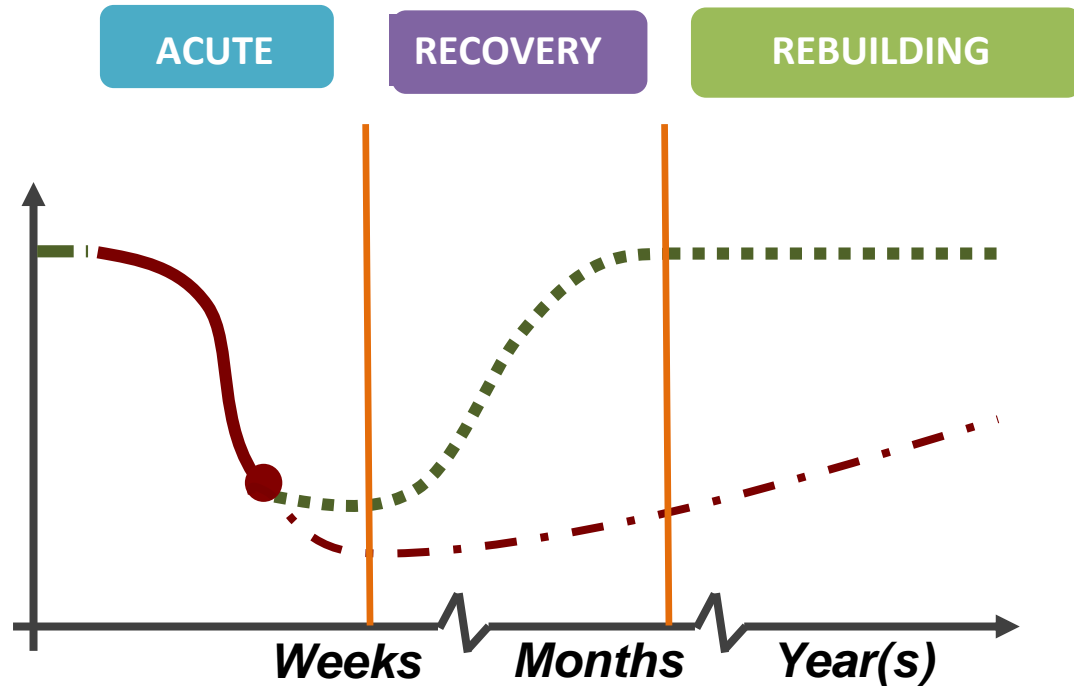
Strong Transit Ridership before March 2020

- Both TransLink and BC Transit were experiencing North American-leading high ridership growth before COVID-19:
 - TransLink ridership up **by 21%** between 2016 and early 2020
 - BC Transit ridership increased **by 12%** since 2016
- Ridership growth driven by improved transit service, transit oriented development, congestion and population increases
- Prior to March 2020, both TransLink and BC Transit were having trouble keeping up with surging demand

Massive ridership drop due to COVID-19



COVID-19 Response Planning: Three discrete phases



Acute period of physical distancing (4-18 months)

- *Transport Focus:* serve essential workers / trips
- *Revenue Drivers:* physical distancing requirements

Recovery period as distancing eases (many months)

- *Transport Focus:* scaling transit service back up
- *Revenue Drivers:* virus resurgence; unemployment; work from home; anxiety over transit

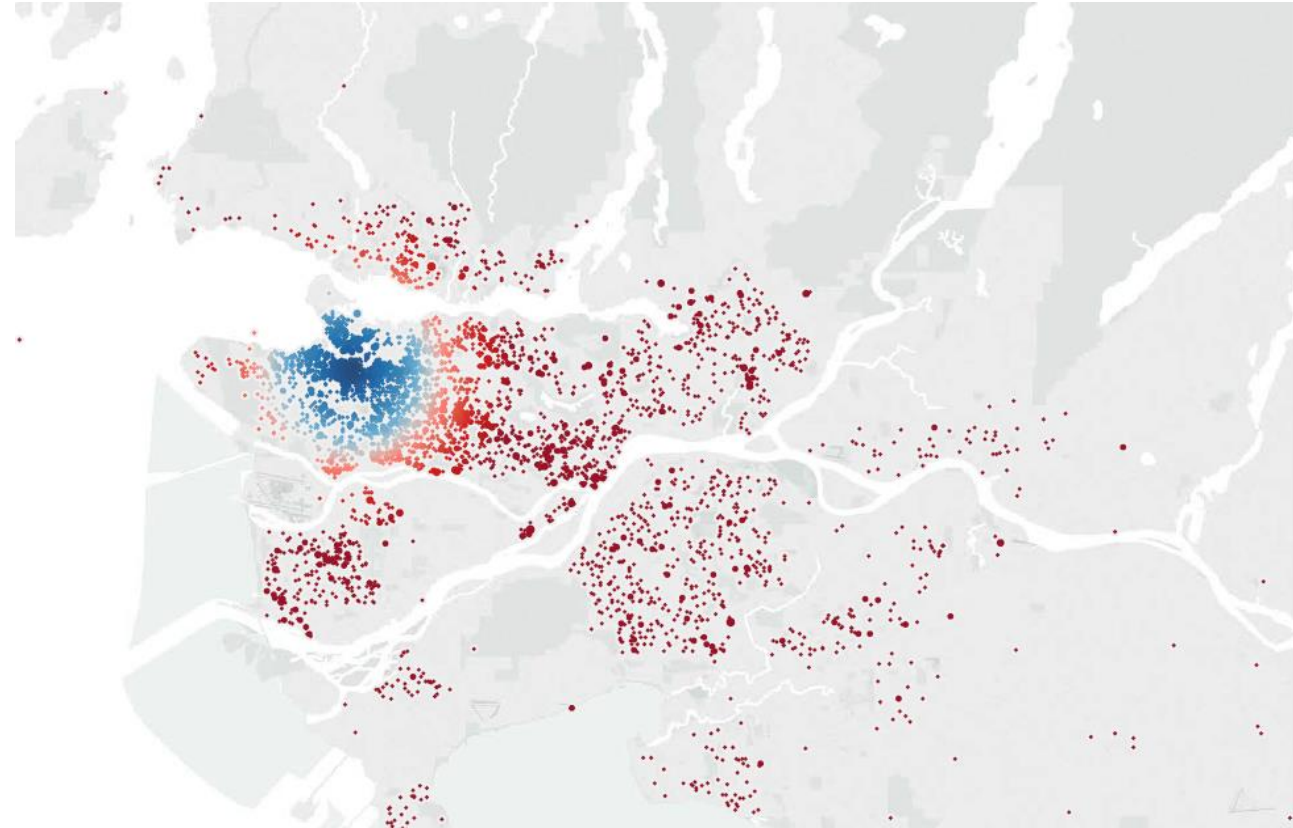
Rebuilding period post-pandemic (many years)

- *Transport Focus:* kick-start the economy; return to long-term sustainability
- *Revenue Drivers:* economic prosperity; senior gov economic stimulus

Transit's mission right now: serve essential trips and essential workers to ensure that our region continues to function

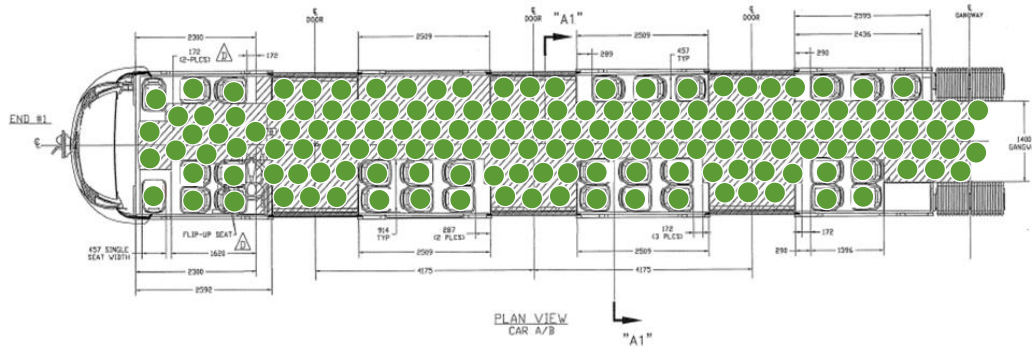
- In Phase 1: 150,000 unique riders in a week
- Eight-in-ten current riders making essential trips
- Four-in-ten current riders are “essential” workers
- One-in-ten current users say that they do not have any other options to get to and from work.

Our challenge is to continue to meet this mission while addressing severe loss in revenue

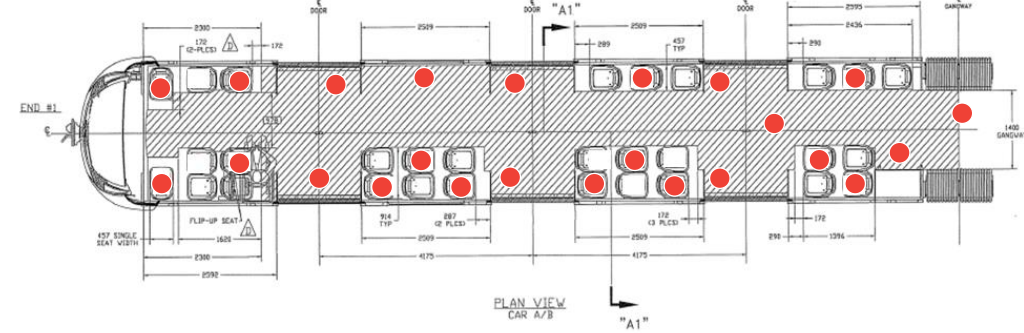


Home Location of 5214 VGH Employees - colour shows relative distance from VGH. Approximately 30% rely on transit to get to work. Source: VGH 2016

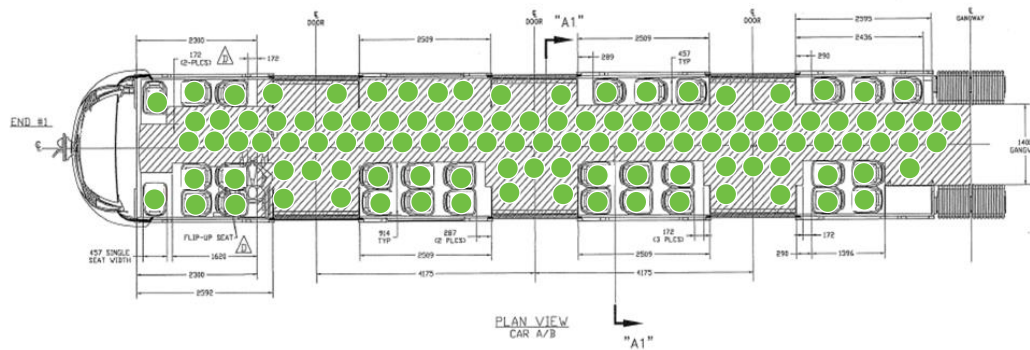
Max Loads (pre-COVID) 157 passengers



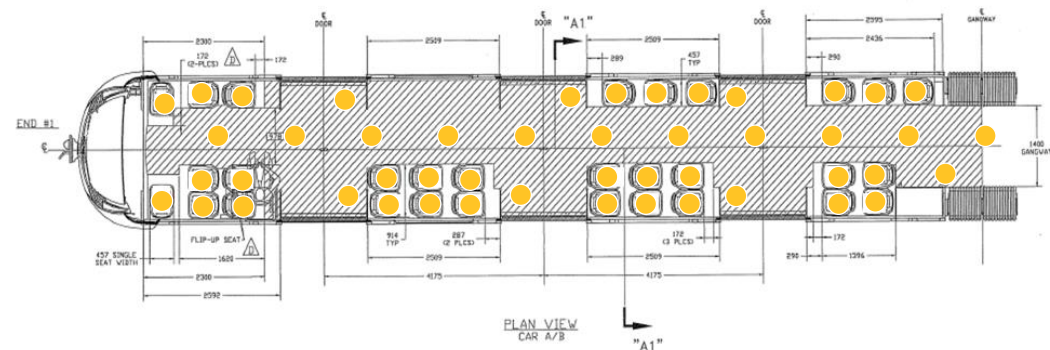
Phase 1 Restrictions 24 passengers



Planning Loads (pre-COVID) 113 passengers



Phase 2 Restrictions 48 passengers



Expected travel demand will be tied to the BC Restart Plan Phases

Currently transitioning from
PHASE 2 to PHASE 3

Phase 1:

- Essential health services
- Law enforcement, public safety, first responders and emergency response personnel
- Vulnerable population service providers
- Critical infrastructure
- Food and agriculture service providers
- Transportation
- Industry and manufacturing
- Sanitation
- Communications and information technology
- Financial institutions
- Other non-health essential service providers

Mid-March to Mid-May

Phase 2:

Under enhanced protocols:

- Restoration of health services (elective surgery, dentistry, physiotherapy, etc.)
- Retail sector
- Hair salons, barbers, and other personal service establishments
- In-person counselling
- Restaurants, cafes, and pubs (with sufficient distancing measures)
- Museums, art galleries, and libraries
- Office-based worksites
- Recreation and sports
- Parks, beaches, and outdoor spaces
- Child care

Mid-May to early June

Phase 3:

Under enhanced protocols:

- Hotels and Resorts (June 2020)
- Parks – broader reopening, including some overnight camping (June 2020)
- Film industry – beginning with domestic productions (June/July 2020)
- Select entertainment – movies and symphony, but not large concerts (July 2020)
- Post-secondary education – with mix of online and in-class (September 2020)
- K-12 education – with only a partial return this school year (June 2020)

June-Sept
Conditional on Low
Transmission

Phase 4:

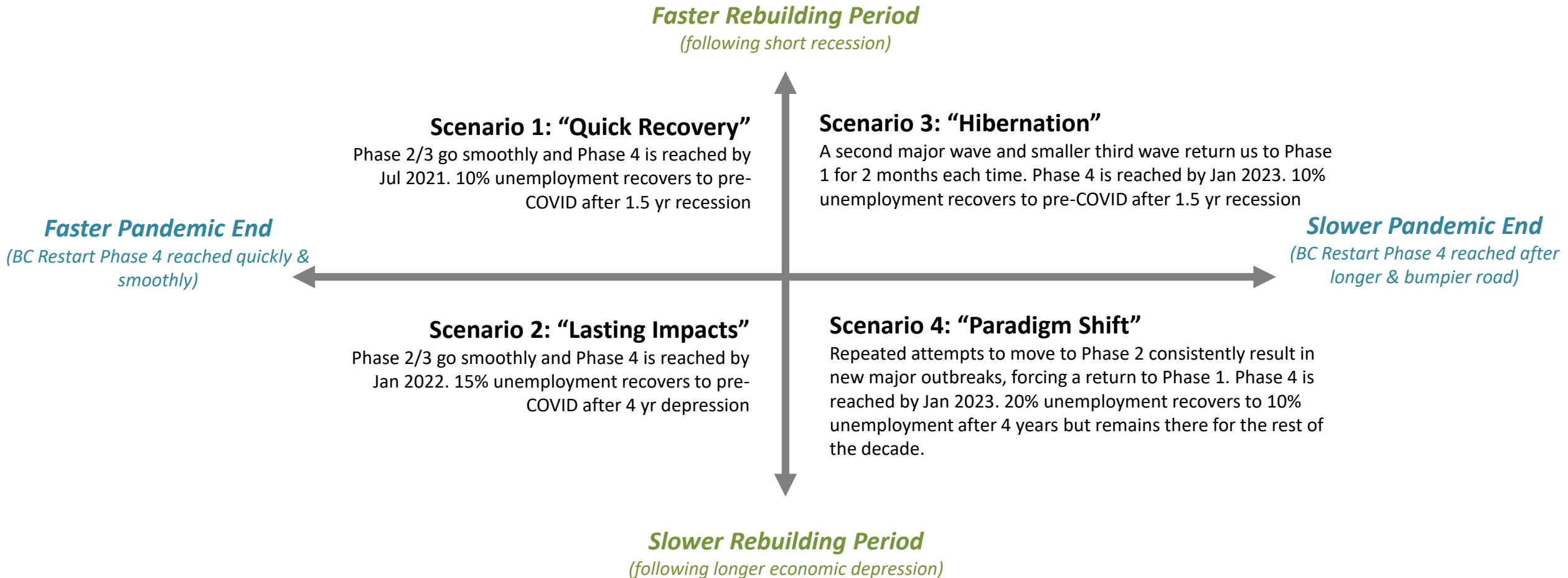
Conditional on at least one of the following; wide vaccination, “community” immunity, broad successful treatments:

- Activities requiring large gatherings, such as:
- Conventions
- Live audience professional sports
- Concerts
- International tourism

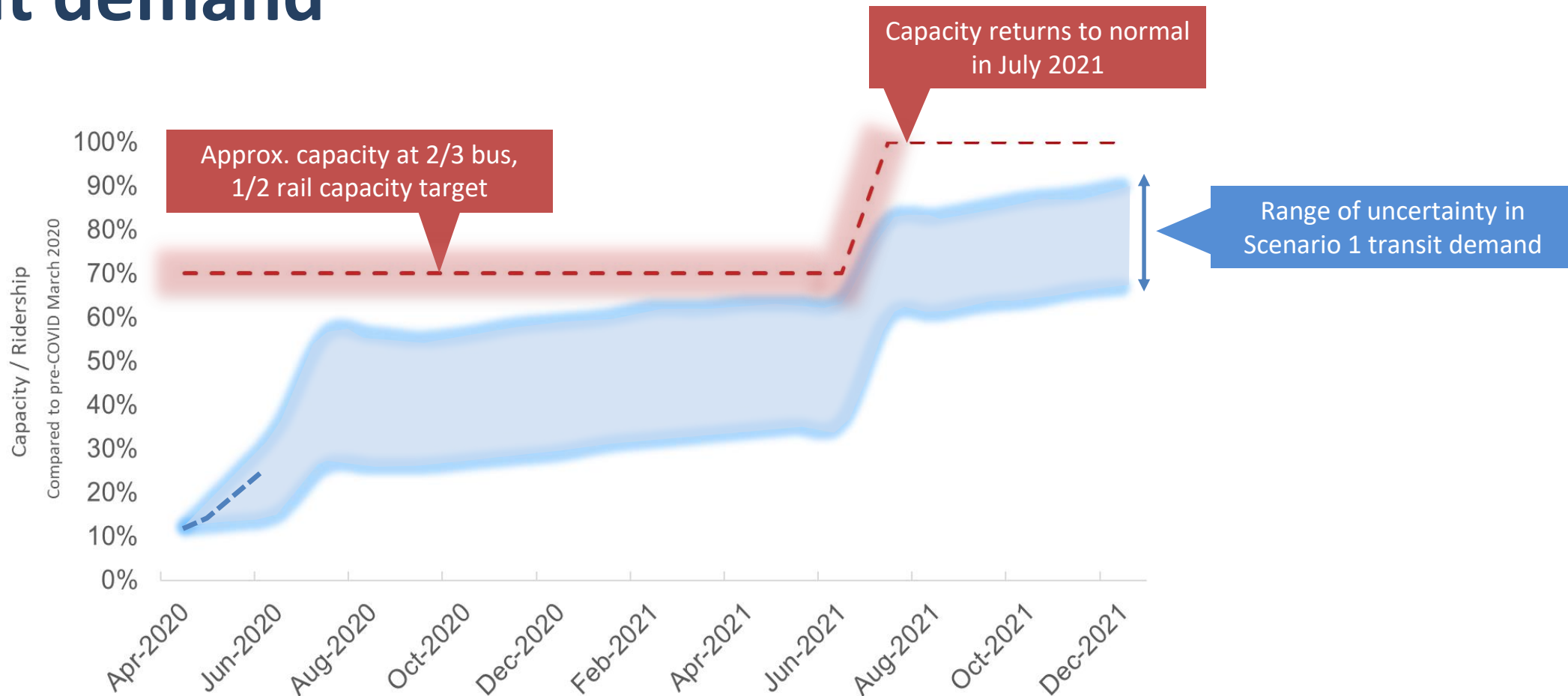
Conditional On Vaccine;
“Community” Immunity;
Safe/Effective Treatment

Source: Government of British Columbia (Mid-May 2020)

COVID-19 recovery and rebuilding scenarios being used by both TransLink and BC Transit



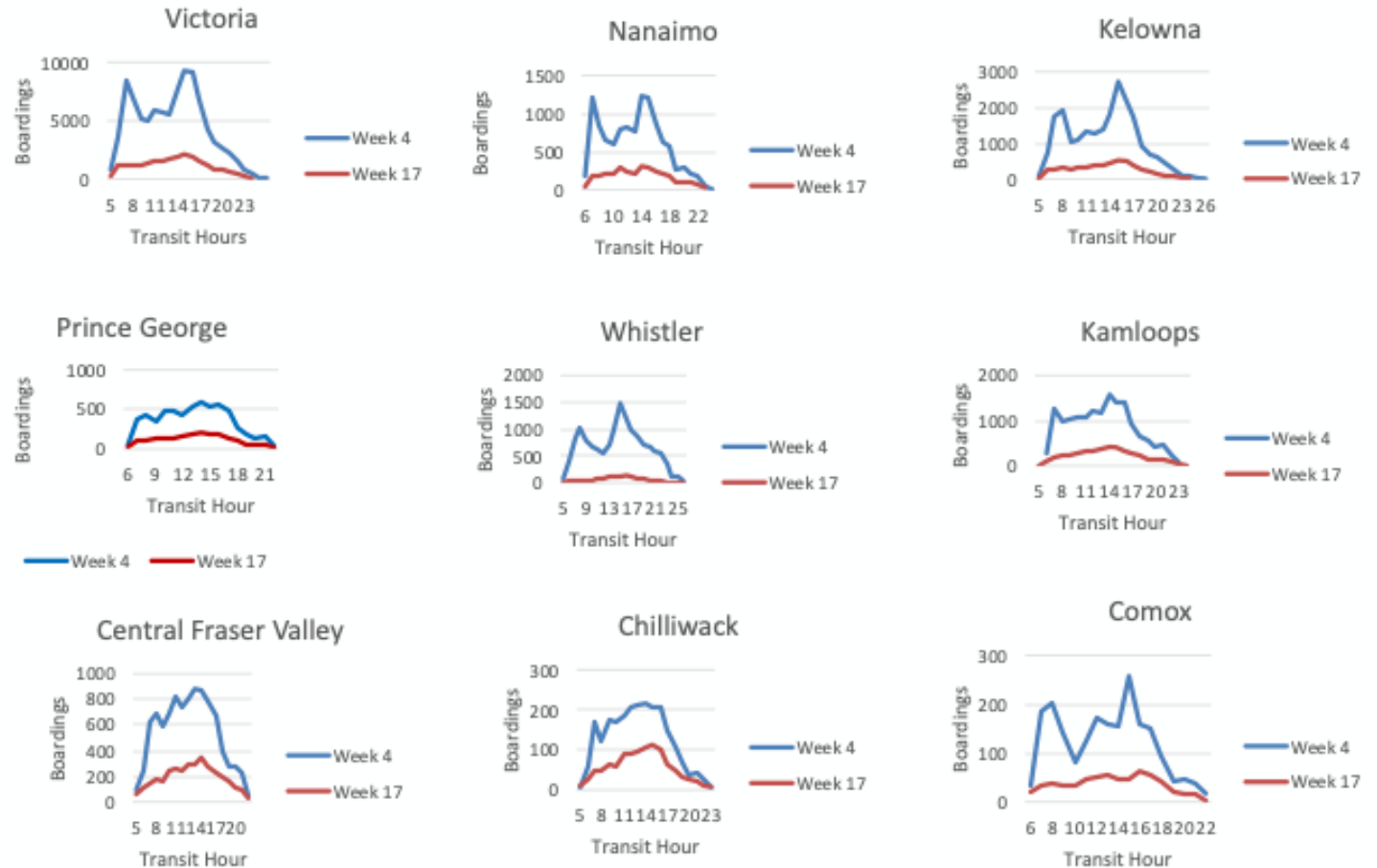
Within each scenario there is uncertainty in transit demand



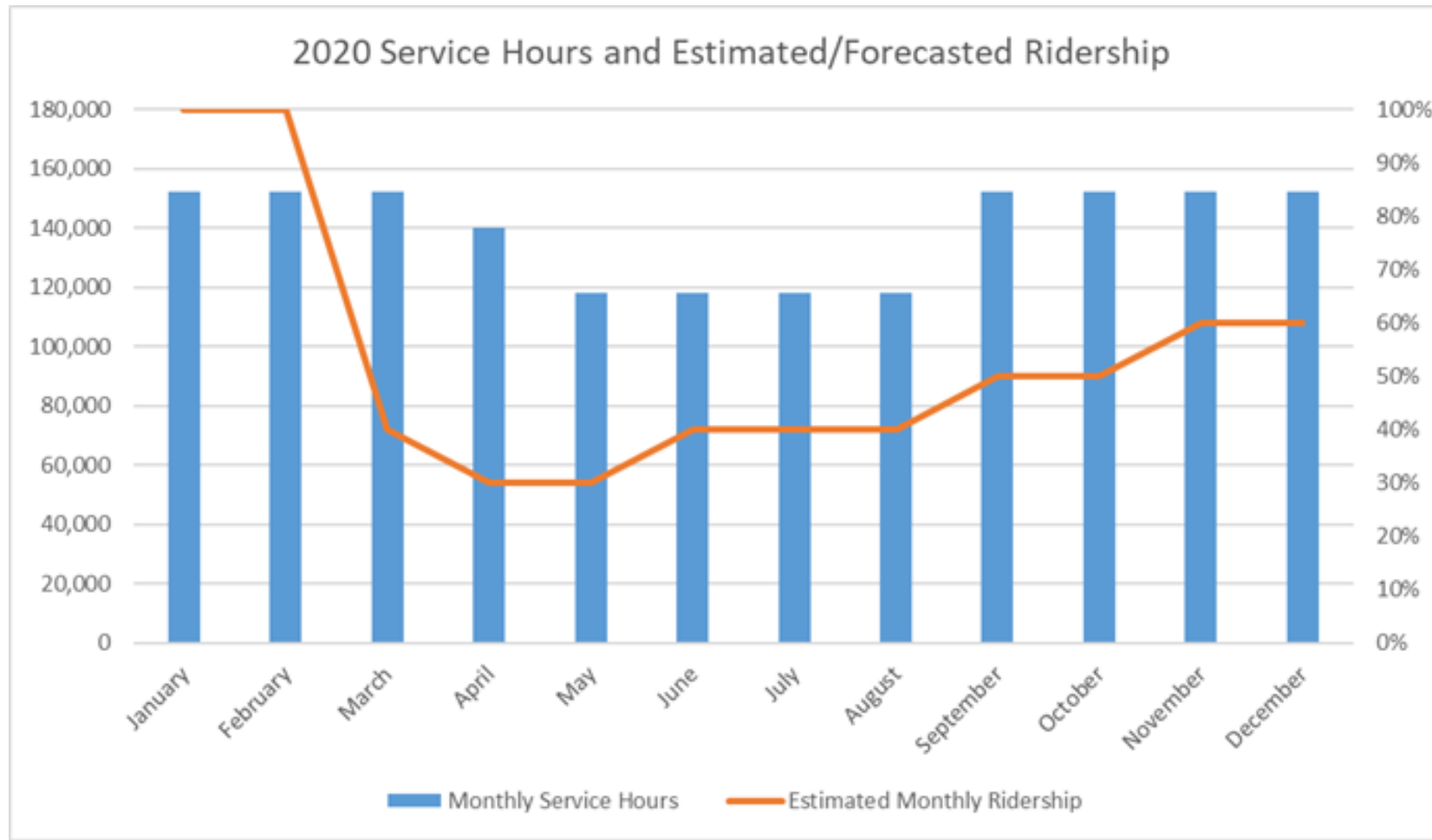
Recovery Phase: Demand Forecasting

- UPass uncertainty
- Return to work vs telecommute
- Service industry jobs (evenings and weekends)
- Changes to peak mobility patterns
- Change in customer behaviours and attitudes towards public transit
- Impact to tourism industry

Temporal Demand Changes



Recovery Phase: Service & Ridership Recovery



TransLink Financial Shortfall

- Forecasted shortfall for 2020/21:
 - Farebox revenue – ridership decline & rear-door boarding represents approximately **\$435M - \$1.02B** in revenue loss
 - TransLink Fuel Tax and Parking Sales Tax revenue loss of **\$96-358M**

Cumulative 2020-21 revenue forecast losses: \$544M - \$1.4B

BC Transit Financial Shortfall

- Forecasted shortfall for 2020/21:
 - Farebox revenue – ridership decline & rear-door boarding represents approximately **\$30-\$50 million** in revenue loss
 - Gas Tax revenue (Victoria) loss of **\$4-8M** in Victoria
 - Estimated PPE & additional cleaning costs of **\$6M**

Next steps with Province of BC

- BC Transit and TransLink working with the Province to analyze revenues, expenditures, capital and debt and develop options for consideration of the Province
- The work underway is looking at both short term liquidity as well as developing scenarios for potential operating and fiscal impacts over the next three years
- Province continues to advocate to Federal Government for support

Future of Public Transit in BC

- Transit is an essential service during the pandemic - make it safe, make it available
- Transit ridership will recover
- Transit's role in creating **vibrant, thriving communities** will continue
- The next two years bring a lot of uncertainty – will need to be nimble, responsive
- **Senior government support and partnership required – this is a public health emergency**

OUR VISION

Your best transportation solution

OUR MISSION

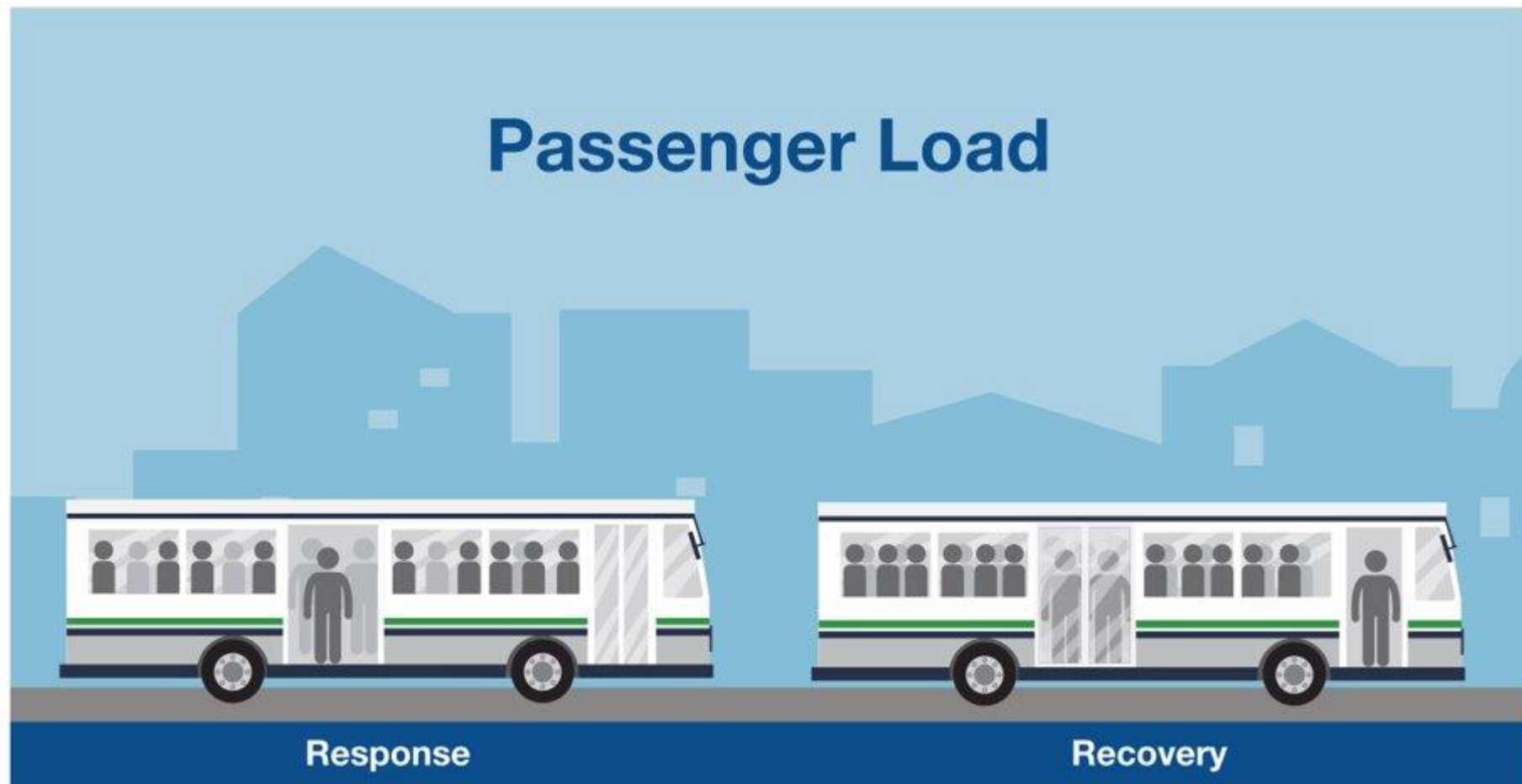
Delivering transportation services you can rely on

Thank you.

Questions?

Resource slides

To support operator safety and public health we took measures to promote distancing on transit which reduced transit capacity by 33-50%



Cleaning and Sanitizing

- + Deploying cleaning “Pit Crews”
- + Increasing bus and SeaBus disinfection schedules
- + Maintaining daily cleaning and disinfecting schedules on all modes

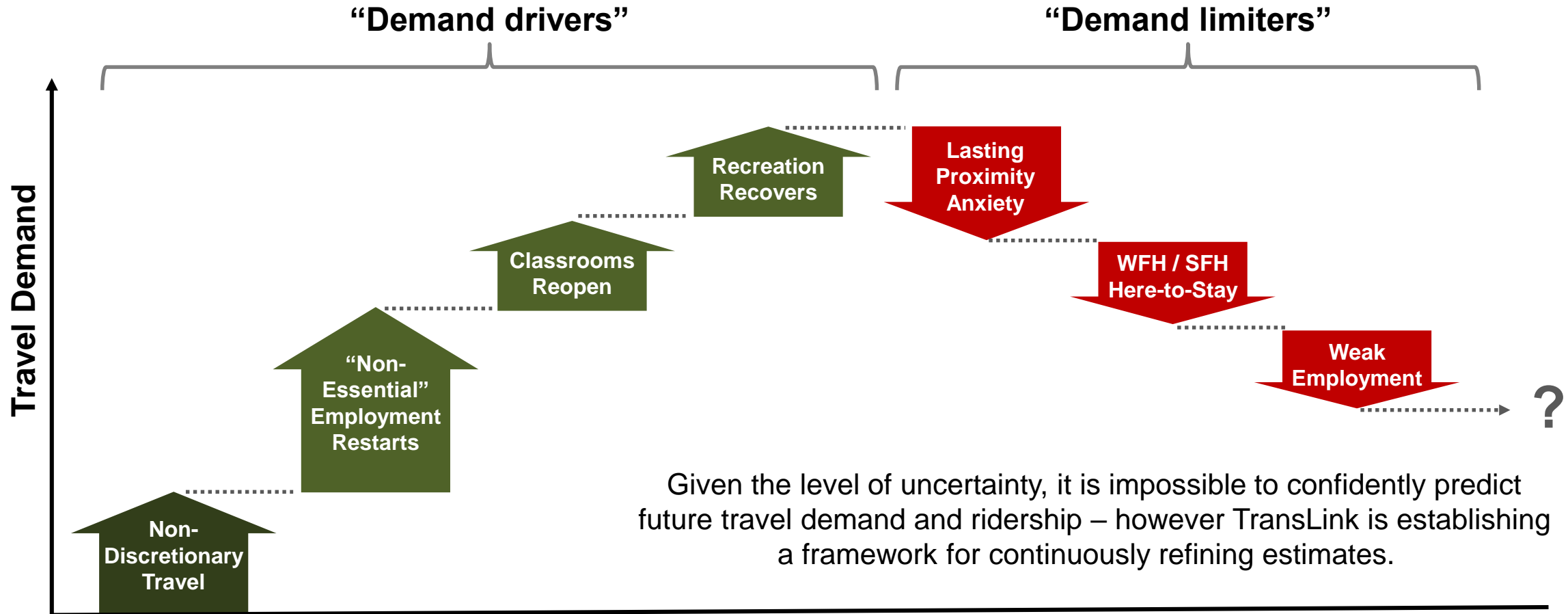


We have mapped the four plausible scenarios to the potential progressions of the BC Restart Plan

	2020								2021											
TransLink Scenario	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Scenario 1: Quick Recovery	Phase 1/2	Phase 2 → 3	Phase 3						Phase 3						Phase 4					
Scenario 2: Lasting Impacts	Phase 1/2	Phase 2 → 3	Phase 3						Phase 3											
Scenario 3: Hibernation	Phase 1/2	Phase 2 → 3	Phase 3			Phase 1			Phase 2	Phase 3							Phase 1			
Scenario 4: Paradigm Shift	Phase 1/2	Phase 2 → 3	Phase 1			Phase 2		Phase 1	Phase 1		Phase 2		Phase 1			Phase 2		Phase 1		

- Assumes vehicle capacity is **2/3 for bus** and **1/2 for rail** starting June 1, 2020 until return to 100% planning capacity in Phase 4.

Factors influencing travel demand in each phase



Given the level of uncertainty, it is impossible to confidently predict future travel demand and ridership – however TransLink is establishing a framework for continuously refining estimates.

Note: The above factors are not exhaustive – provided for illustrative purposes to support discussion.

WFH = Work From Home
SFH = Study From Home

Translink: Cumulative 2020-2021 revenue forecast losses

(against pre-COVID baseline)

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(\$millions)	Scenario 1: Quick Recovery			Scenario 2: Lasting Impacts			Scenario 3: Hibernation			Scenario 4: Paradigm Shift		
	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1
	High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand	
Fare Revenue (@100% SH)	-368	-651	-412	-407	-778	-794	-601	-825	-793	-795	-881	-945
Fare Pass Programs	-67	-67	-33	-145	-145	-67	-145	-145	-67	-145	-145	-81
Fuel Tax	-70	-157	-185	-99	-177	-351	-99	-177	-351	-241	-260	-416
Parking Tax	-26	-57	-49	-36	-66	-95	-36	-66	-95	-90	-98	-113
Std Property Tax	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
DCC	-10	-10	-4	-13	-13	-7	-16	-16	-15	-19	-19	-10
Totals	<u>-544</u>	<u>-945</u>	<u>-687</u>	<u>-703</u>	<u>-1182</u>	<u>-1323</u>	<u>-900</u>	<u>-1232</u>	<u>-1315</u>	<u>-1285</u>	<u>-1406</u>	<u>-1568</u>