



**MAYORS'
COUNCIL**
On Regional Transportation



April 23, 2020

Public Meeting of the Mayors' Council

Presentation Slides for display on screen

Meeting held via videoconference (broadcast live on Mayors' Council [YouTube Channel](#))

Public Meeting Agenda

1. Preliminary Matters

- 1.1 Adoption of Agenda
- 1.2 Approval of Minutes (Feb 27, 2020)

2. Report of Translink Management

- 2.1 Update on COVID-19 Response and Recovery

3. Other Business

- 3.1 Next Meeting – May 28, 2020

4. Adjourn to closed session

Item 2.1

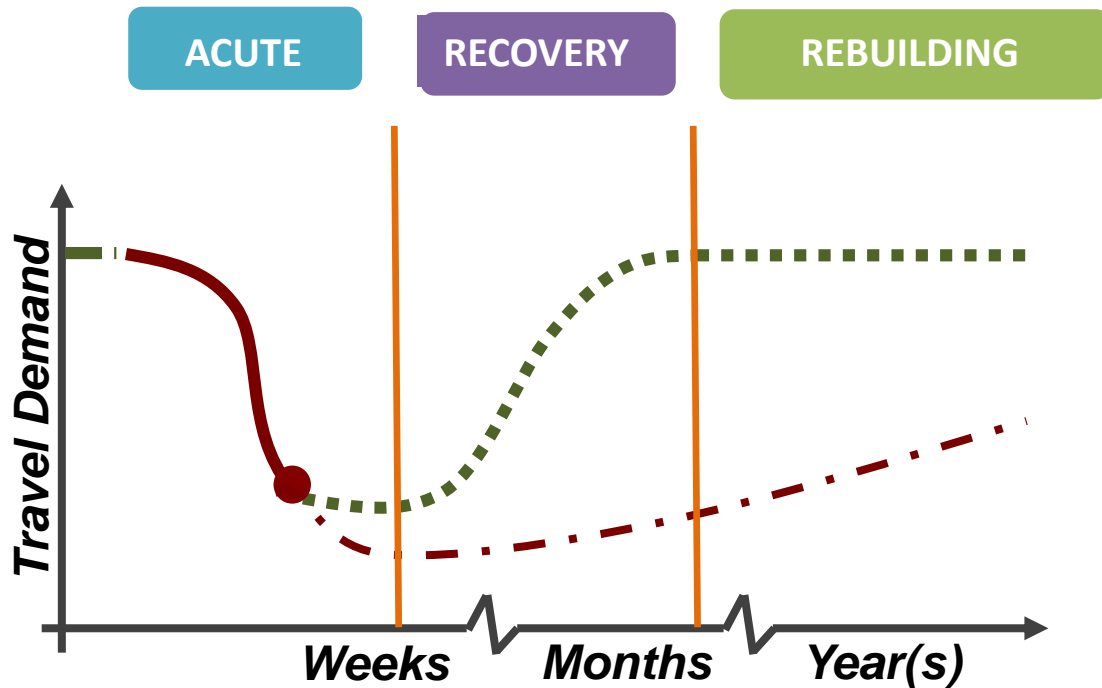
TransLink Management Report: Update on COVID-19 Response & Recovery

COVID-19 Response and Recovery

Agenda

- **Acute Phase:** Emergency Scale-Down (now)
- **Recovery Phase:** Scaling Back Up
- **Uncertain Futures:** Four Plausible Scenarios
- **Rebuilding Phase:** Long-Term Sustainability

COVID-19 Response Planning: Three discrete phases



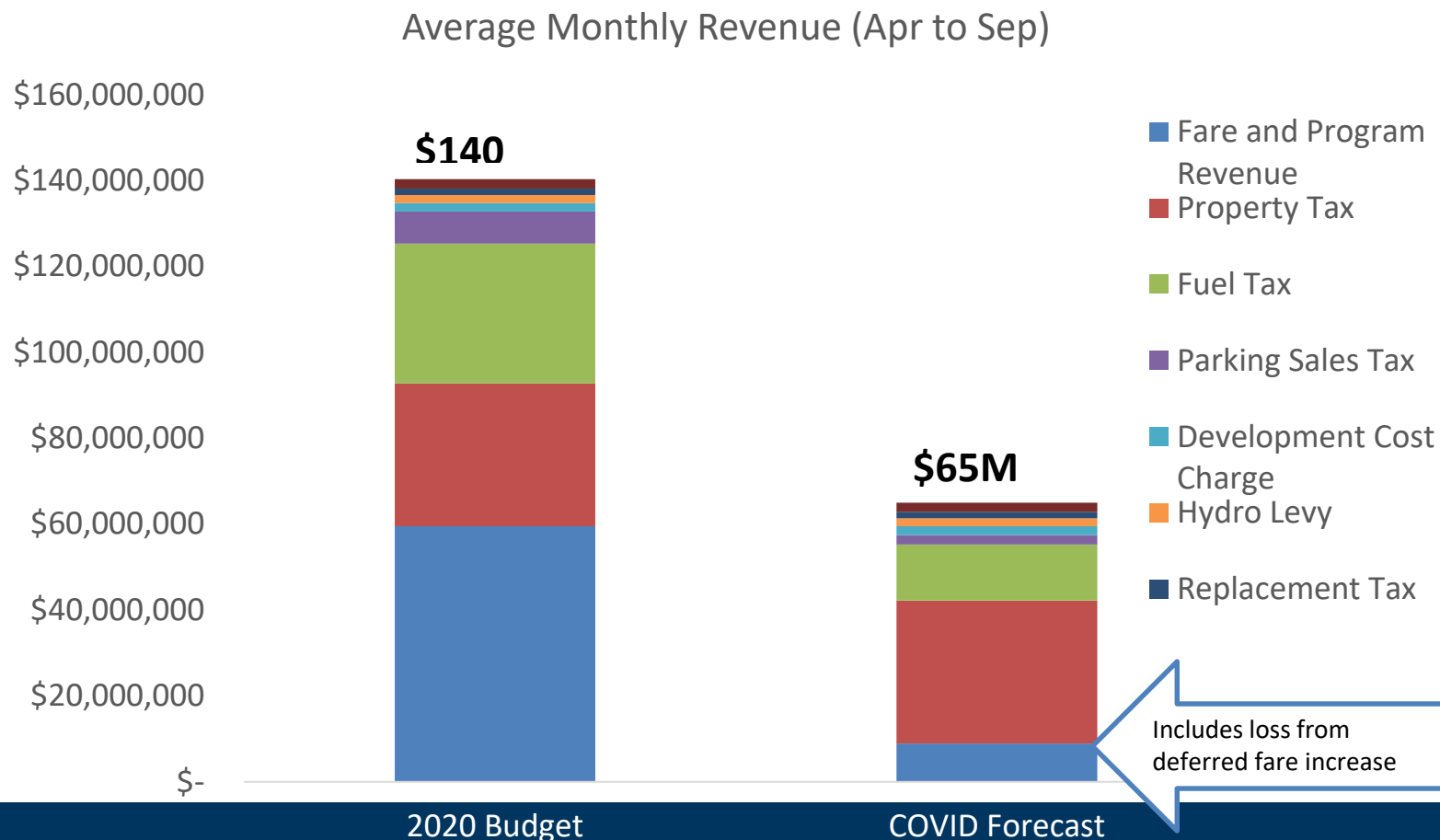
- Acute period** of physical distancing (4-18 months)
- *Transport Focus*: serve essential workers / trips
 - *Revenue Drivers*: physical distancing requirements

- 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

Financial challenge during acute phase

- During acute phase, collecting monthly revenues of \$65M (**\$75M lower** than budget);
- If distancing measures increased, monthly losses could grow from \$75M to \$90M.



COVID-19 Response and Recovery

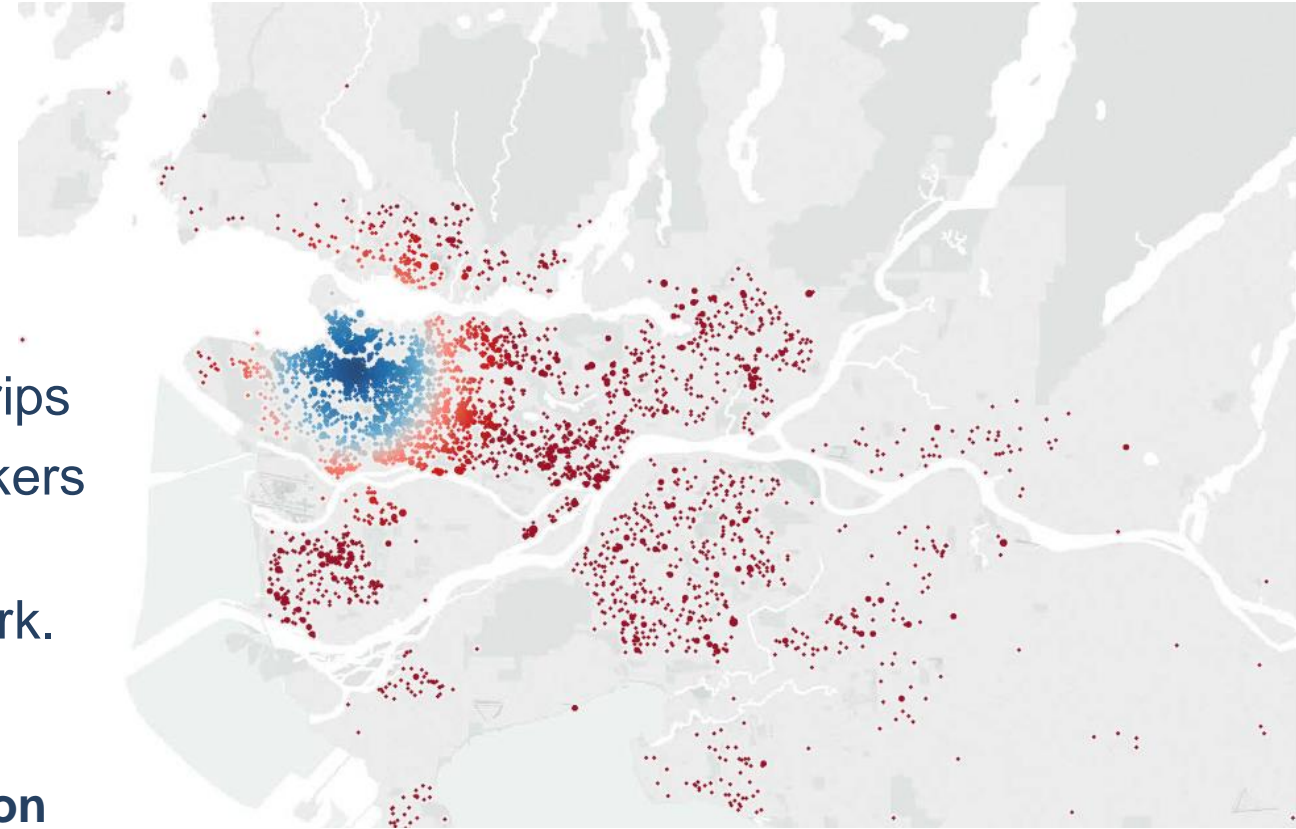
Acute Phase: Emergency Scale-Down

Emergency planning to ensure financial viability of TransLink while continuing to serve essential trips and set the region up for solid economic recovery

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

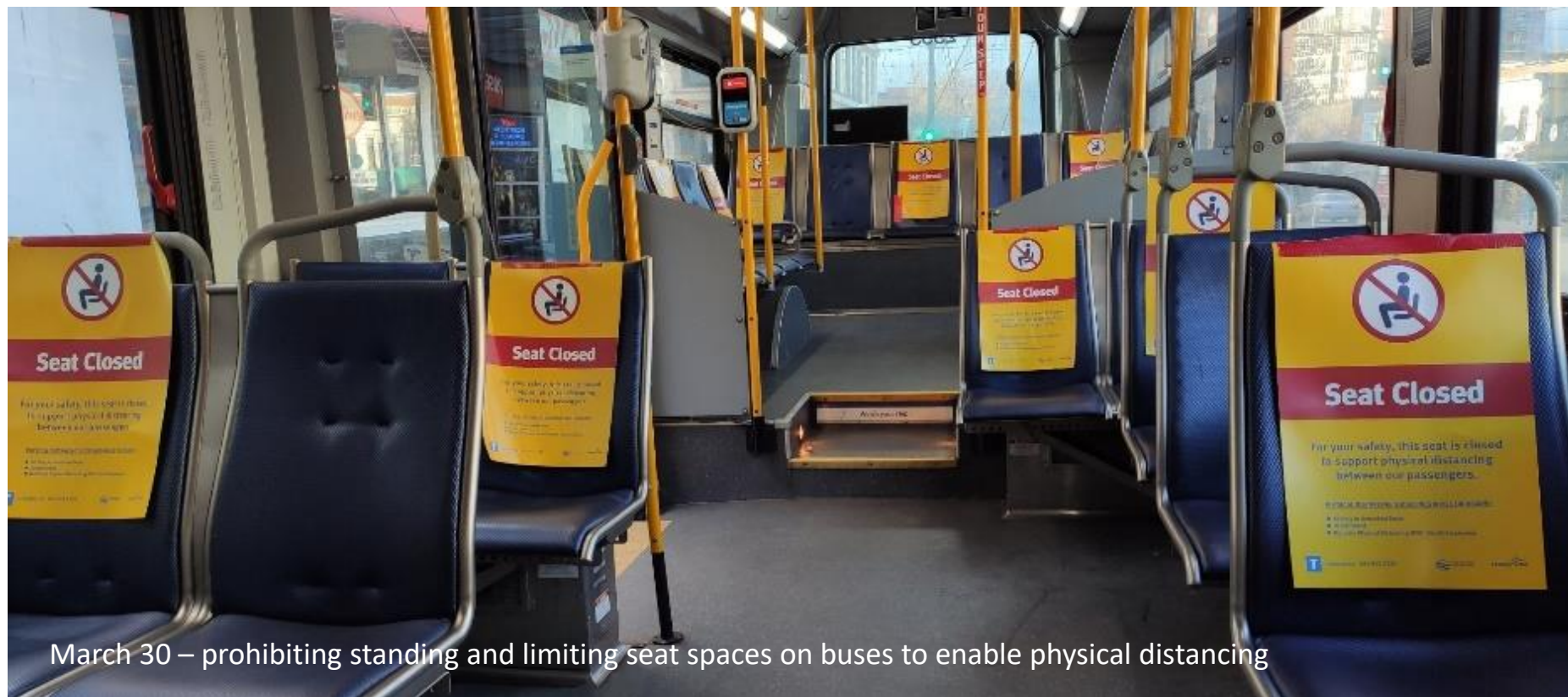
- Currently: 150,000 unique riders in a week
- Eight-in-ten current riders making essential trips
- Four-in-ten current riders are “essential” workers
- One-in-ten current users say that they do not have any other options to get to and from work.

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



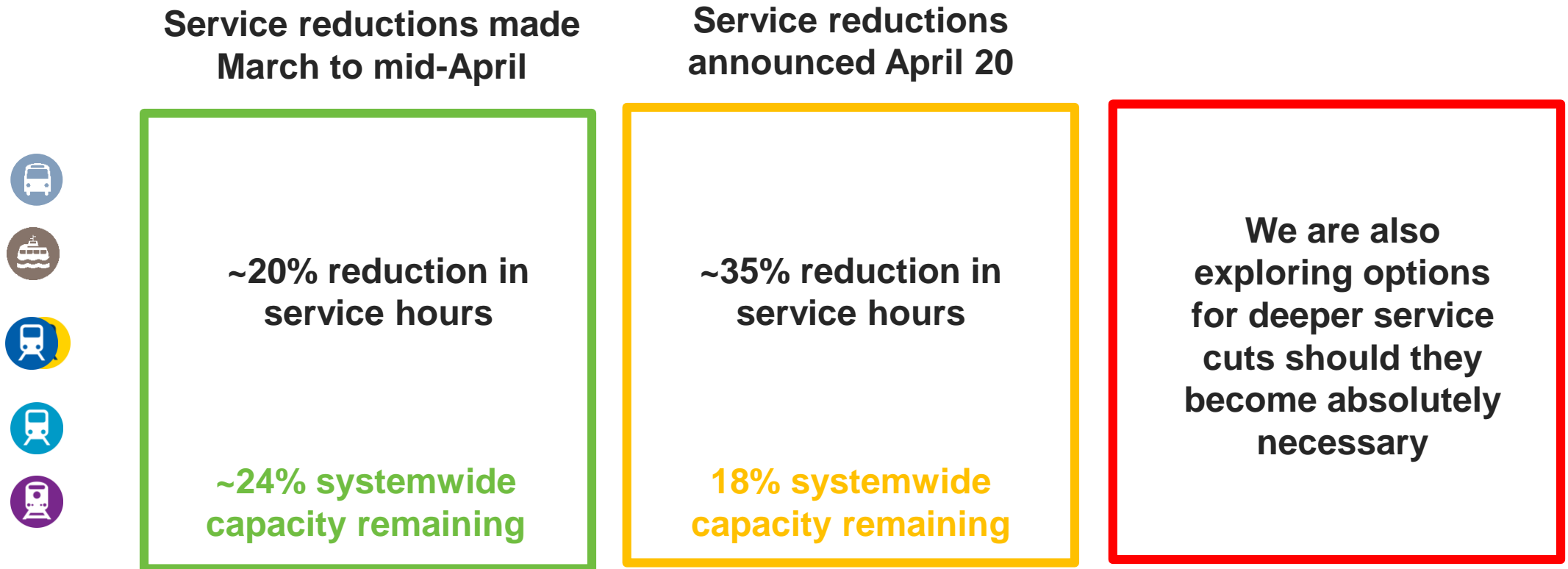
Home Location of 5214 VGH Employees - colour shows relative distance from VGH. Approximately 30% rely on transit to get to work. *Source: VGH 2016*

To support operator safety and public health we have taken measures to promote distancing on transit - this move has reduced transit capacity by 70%









March 30 – prohibiting standing and limiting seat spaces on buses to enable physical distancing

To slow the rate of revenue loss we must move ahead with large reductions in service.



We announced cuts this week that are now underway

Systemwide: Medium impacts to service span, high number of pass-ups, low impacts to geographic coverage

	Details	Reduction in Service	Fully Implemented By:
 Bus	65 routes suspended, frequency reductions on all remaining routes, reduced hours of service on some routes	-32% service hours	mid-May
 SeaBus	SeaBus sailings every 30-minutes and no service after 7:45 p.m.	-62% service hours	April 22
 Expo-Mill. Lines	Reduced peak, midday, evening, and weekend service	-40% car service km	April 22
 Canada Line	Reduced peak, midday, evening, and weekend service	-25% car service km	TBD
 WCE	Trains one, three, and five will continue running with fewer cars Trans two and four remain temporarily suspended	-80% car service km	April 22
 HandyDART	Scaled operations to meet existing demand	Based on demand	Existing Conditions

We are also exploring options for deeper service cuts should they become absolutely necessary

Transit Network with reductions announced for April/May

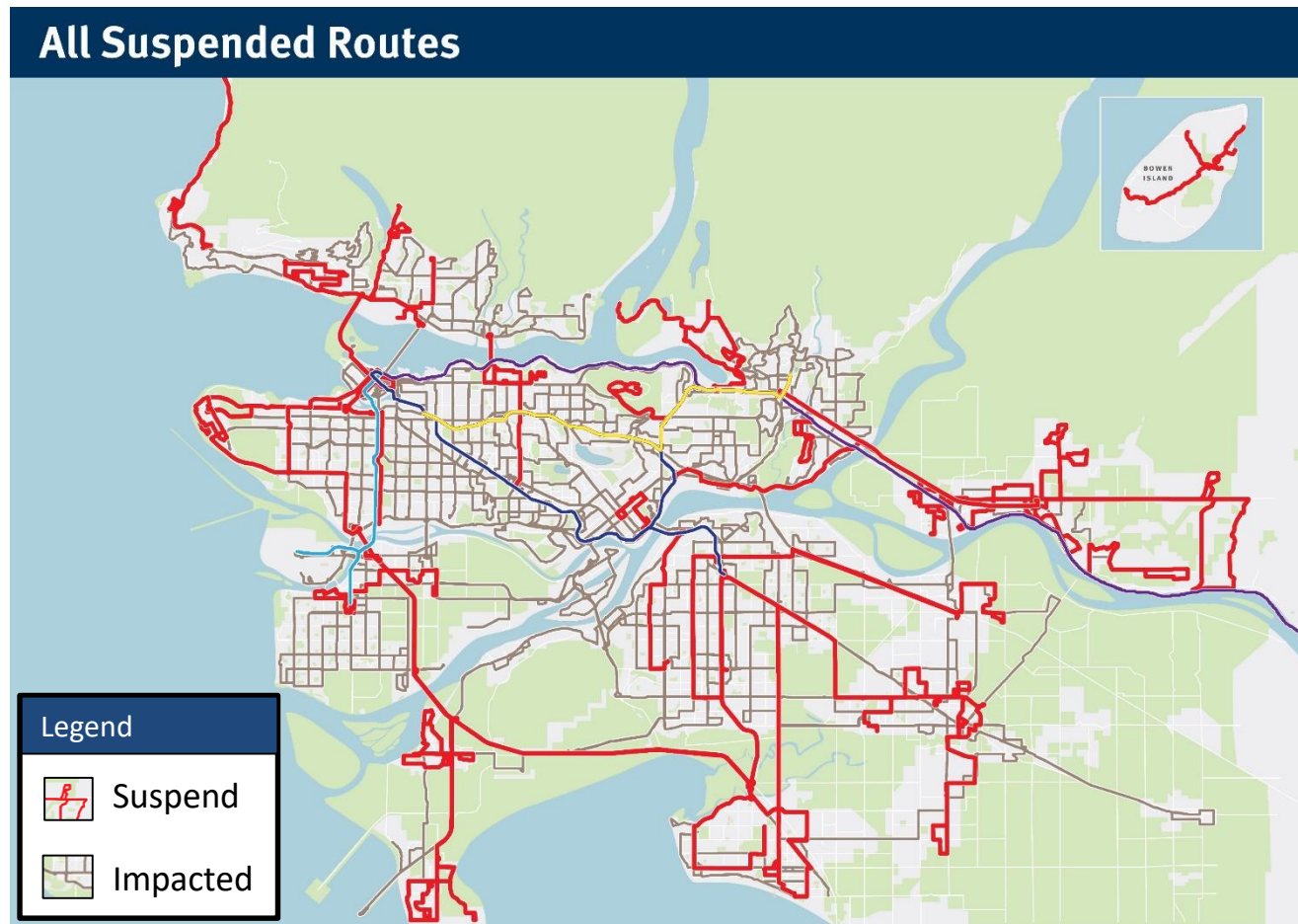
18 bus routes suspended beginning Friday (April 24):

- 15, 32, 50, 68, 105, 131, 132, 143, 222, 480, 414, R3.
- NightBus routes: N8, N15, N17, N22, N24, N35.

Expected route suspensions in early-to-mid May (precise timing TBD):

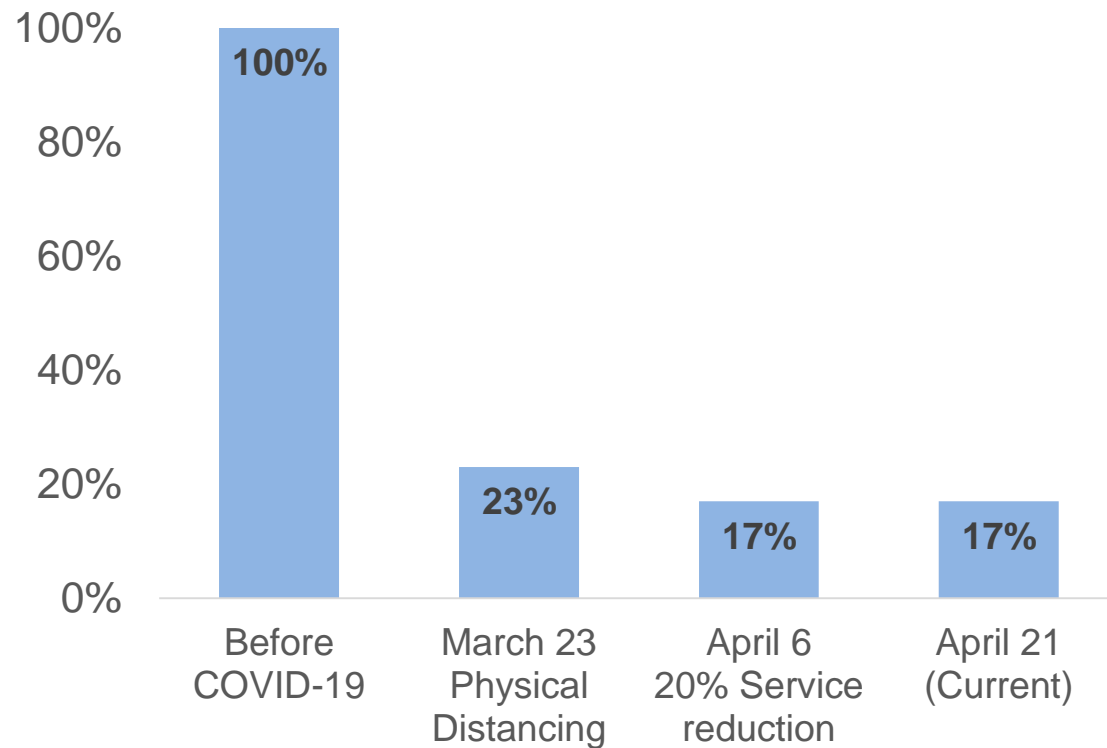
- 251, 252, 262, 280, 281, 282, 370, 563, 564, 044, 170, 181, 182, 231, 241, 247, 258, 345, 352, 354, 391, 393, 394, 395, 416, 509, 602, 603, 604, 606, 608, 614, 616, 617, 618, 619, 719, 722, 733, 741, 744, 748, 749, 791, 042, 150, 179.

20% of systemwide capacity remaining

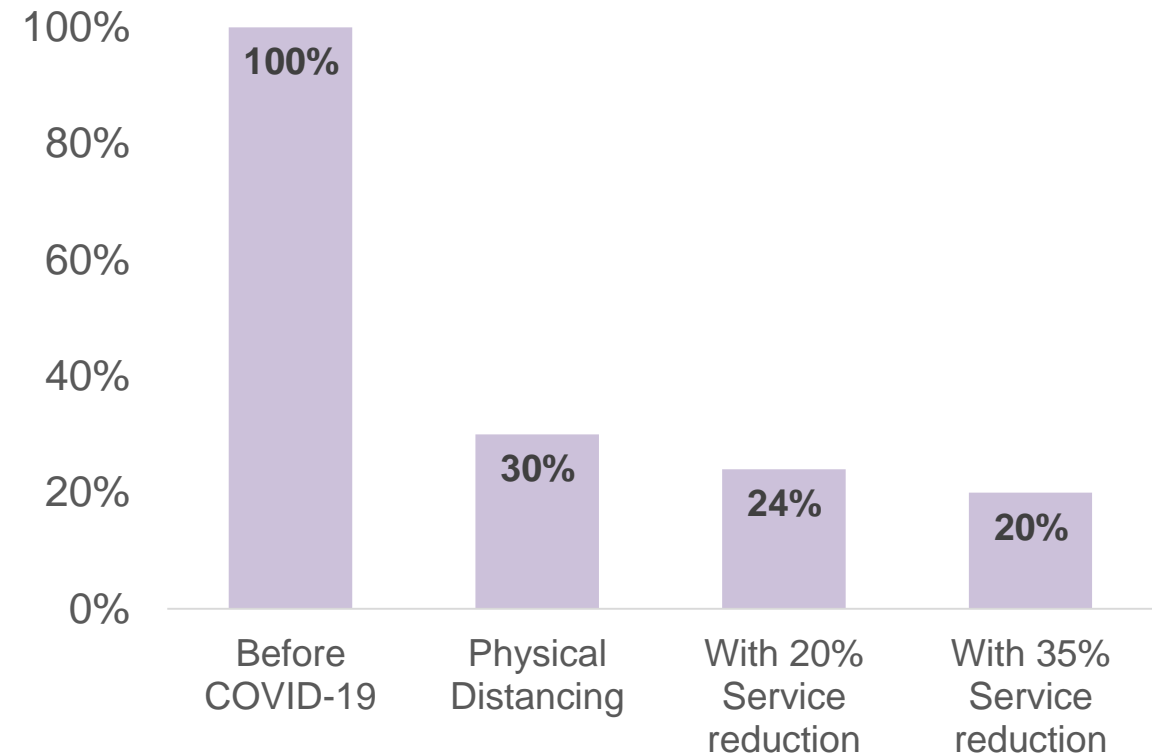


We have been working to match supply to demand, but crowding will still occur on many routes.

Ridership (demand)



Capacity (supply)



Matching Capacity to Demand with Physical Distancing Impacts Customer



April 22 – limiting passengers at King George to enable physical distancing

Essential workers dread transit cuts

Low-income residents, those on front lines will be hit the hardest

JENNIFER SALTMAN

Erin Fowler used to take the bus and SkyTrain to and from her job as a social worker at a Vancouver long-term care facility.

But late last month, TransLink began reducing service when the COVID-19 pandemic forced

people to stay home, and Fowler noticed she was unable to keep a safe physical distance from other passengers, first on the bus and then on the SkyTrain. Although she hasn't owned a vehicle in years, she managed to find one to use for commuting and stopped taking transit a couple of weeks ago.

"I'm doing this out of concern for myself, the people that I'm working with, and also their families," Fowler said.

She knows she's fortunate to have another transportation option, but many of her fellow essential service workers are among those who still rely on transit to get around during the pandemic, and Fowler worries that if the drastic cuts TransLink is planning for next month materialize, those workers will be hit hard.

"I just find this unbelievable, that they weren't able to come up with some kind of a sustainable plan," Fowler said. "The people that have less resources are the ones who are going to be hurt the most."

Although ridership is down, on average more than 80 per cent, and TransLink is projecting losses of \$75 million a month, about 75,000 people still use the transit system, which is designated an essential service, every weekday.

SEE TRANSIT ON A2

- Vancouver Sun, April 15 2020

With constrained capacity on the system, please consider travelling off-peak to give more room for essential service workers.

We are also reducing expenditures across all other areas



Debt-service savings from deferring some capital projects



Deferring 2020 Major Road Network operations, maintenance, rehab funding



Scaling down non-service operating expenditures



Drawing on critical reserves

COVID-19 Response and Recovery

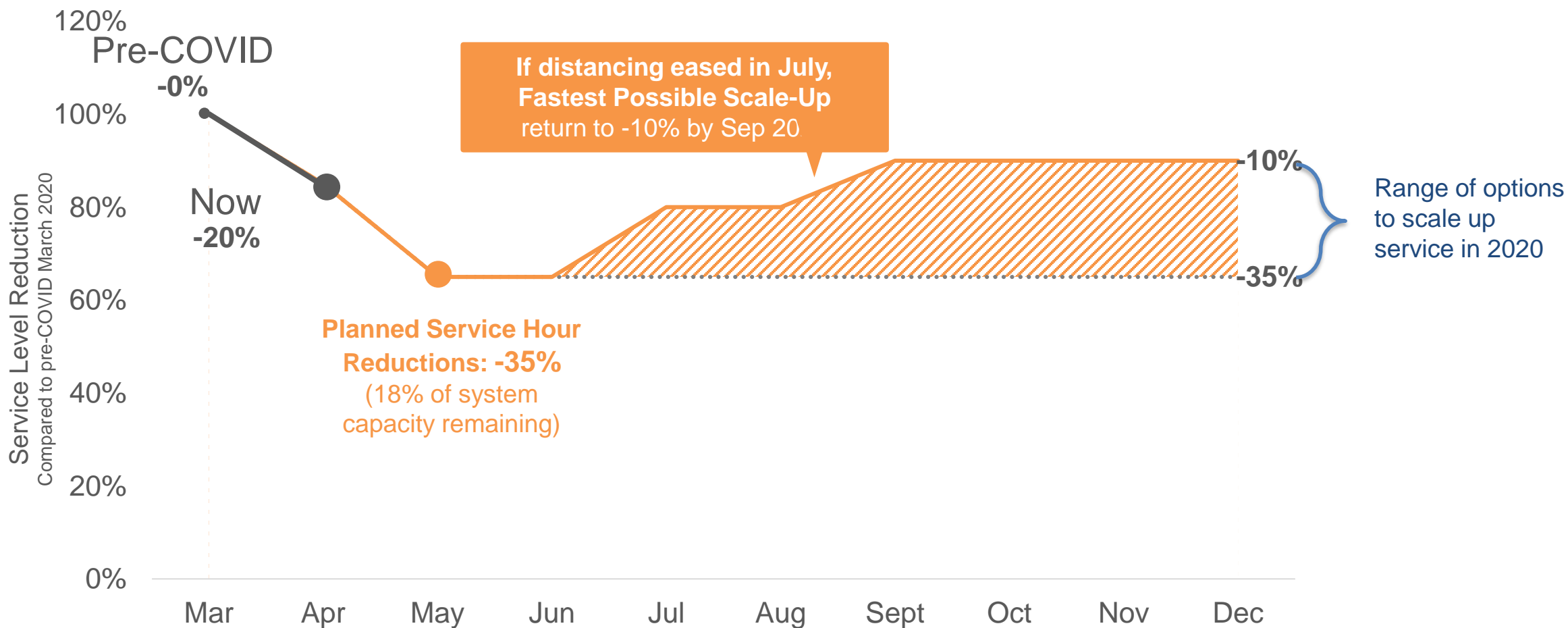
Recovery Phase: Scaling Back Up

As distancing requirements are eased, we need corresponding transit service increases to accommodate increased travel

The recovery phase starts as physical distancing measures begin to be eased

- Province will de-layer physical distancing in stages; may be re-introduced if there is a second wave of COVID-19
- Parts of the economy may re-open with some distancing still in place (e.g. in-restaurant dining with limits on number & distance between patrons)
- **Key Questions:**
 - What will be the public health guidance for transit operations?
 - What will people's travel preferences be?
 - What levels of transit service will be needed?

Pace and timing of transit service scale-up will follow public health guidance around distancing and opening of economy

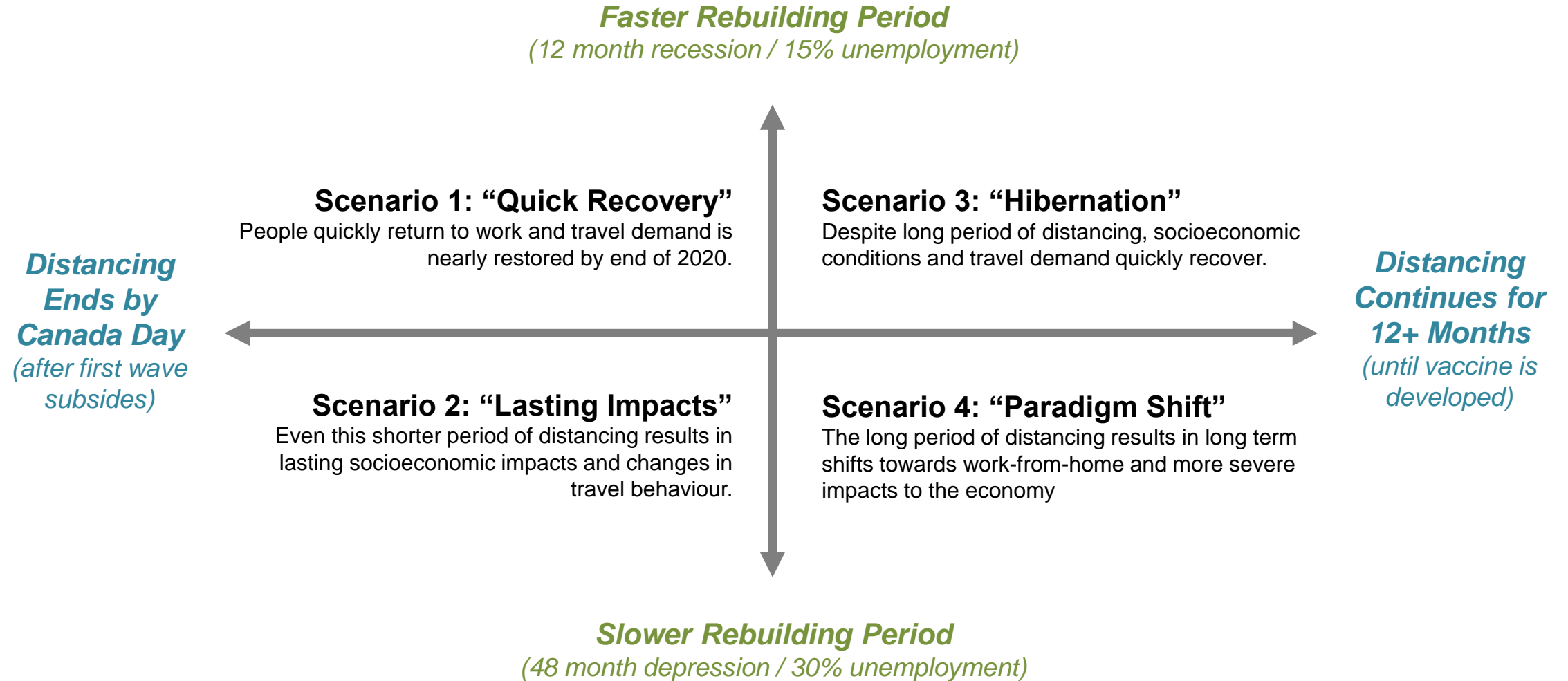


COVID-19 Response and Recovery

Uncertain Futures: 4 Plausible Scenarios

Making decisions in the context of
COVID-19 and high degrees of uncertainty

Scenarios: Four plausible COVID-19 scenarios



Scenarios: Four plausible COVID-19 scenarios

TransLink is facing a COVID-related **\$570-680M** revenue shortfall this year

	Scenario 1: Quick Recovery		Scenario 2: Lasting Impacts		Scenario 3: Hibernation		Scenario 4: Paradigm Shift	
	Duration	Revenue Impact	Duration	Revenue Impact	Duration	Revenue Impact	Duration	Revenue Impact
Acute period of physical distancing	Ends on Canada Day	-\$250M	Ends on Canada Day	-\$250M	Ends in 12 months	-\$890M	Ends in 18 months	-\$1,350M
Economy Re-opens	12-month recession	-\$460M	48-month depression	-\$1,830M	12-month recession	-\$475M	48-month depression	-\$1,900M
Approximate total (full impact period)		-\$710M		-\$2,070M		-\$1,370M		-\$3,250M
Approximate total (in 2020)		-\$570M		-\$650M		-\$680M		-680M

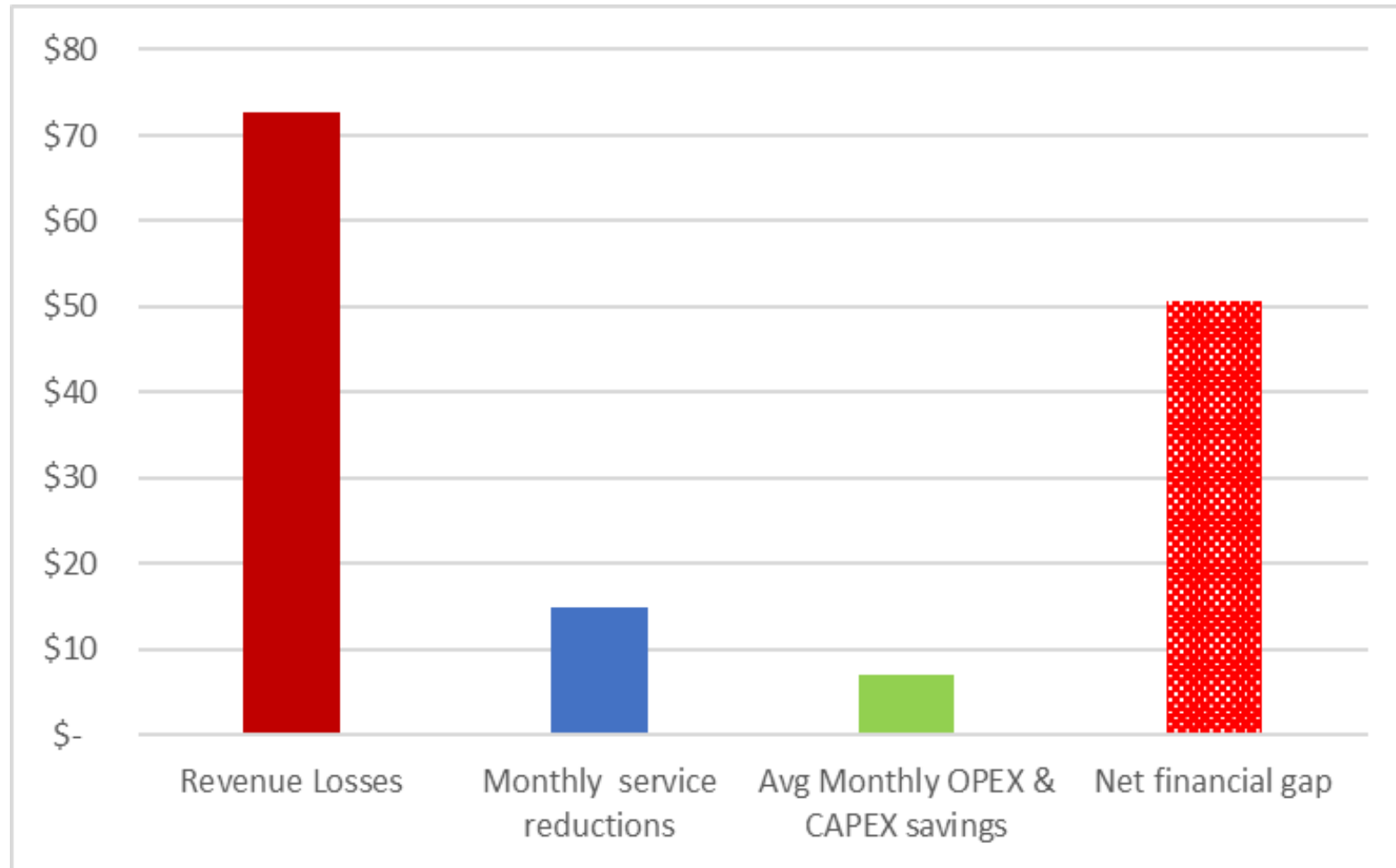
Scenarios vary by:

- Duration of physical distancing period (4-18 months); and
- Nature and length of post-pandemic economic downturn (12 month recession to 48 month depression).
- Revenue Impacts are for the current 10-Year Investment Plan

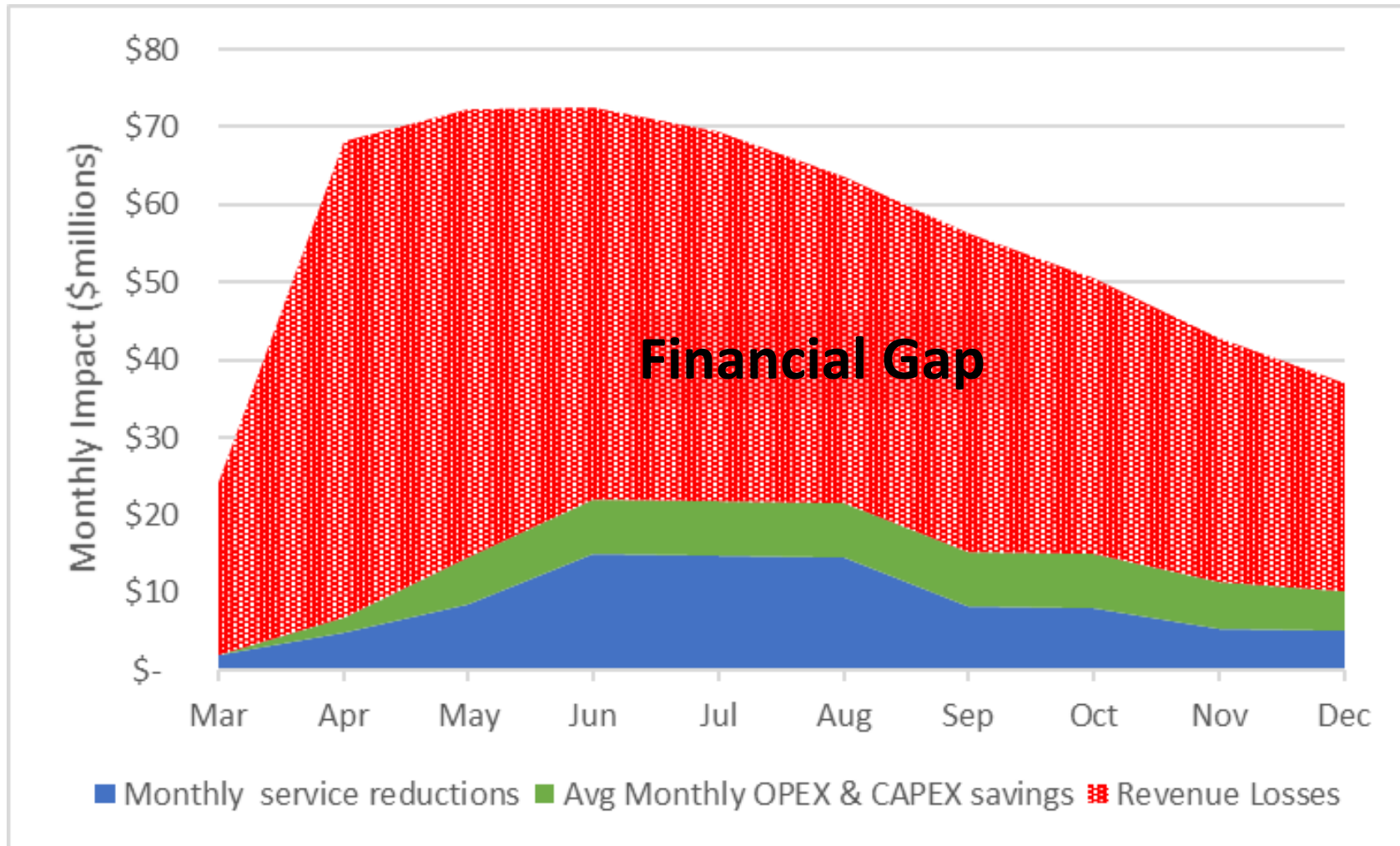
Numbers may not add due to rounding.



We are losing \$75M per month. We are reducing expenditures by \$25M per month leaving a gap of \$50M per month.



In the most optimistic scenario (Quick Recovery) we are facing a \$400M financial gap in 2020 (Revenue Loss versus Expenditure Reductions)



Senior government relief is needed to fill the gap during this acute phase and keep TransLink viable

- In late March, Canadian Urban Transit Association has requested a \$1.2B emergency fund, plus \$400M per month.
 - This would equate to ~\$45M to TransLink per month
- Today, Federation of Canadian Municipalities proposed a \$2.4B federal funding program to cover transit operating losses for 6 months.
- For context, the U.S Federal Government has provided \$25B to transit agencies as a part of the \$2T Coronavirus, Relief and Economic (CARES) Act. On a Canadian scale this would be equal to \$2.5B, with TransLink receiving \$300M if it were allocated based on ridership

COVID-19 Emergency Response Planning

Rebuilding Phase:

Leveraging stimulus dollars to deliver shovel-ready projects that help kick-start the economy, advance regional priorities, and set TransLink up for long-term financial sustainability

We will need to manage losses in 2021 and beyond

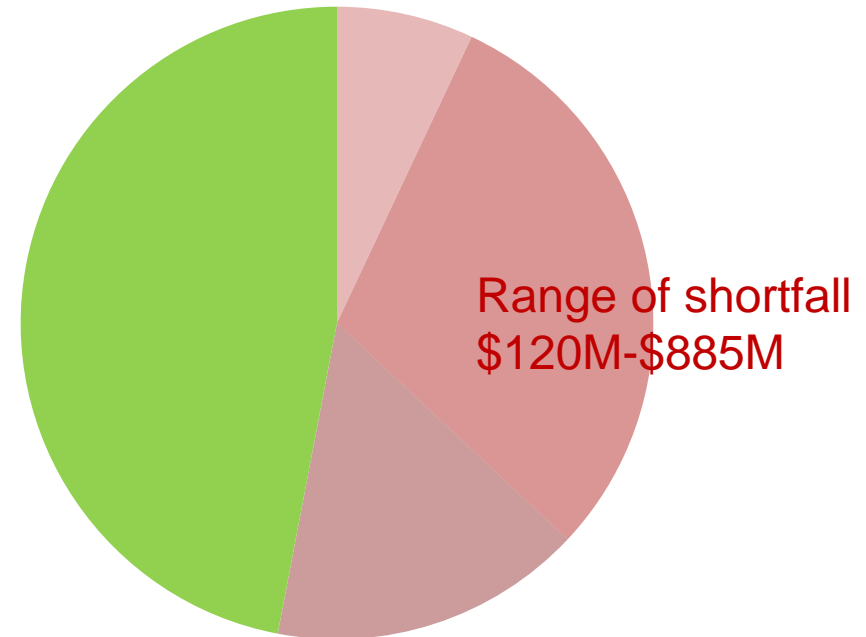
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Approximate total (full impact period)	-\$710M		-\$2,070M		-\$1,370M		-\$3,250M	
Approximate total (in 2020)	-\$570M		-\$650M		-\$680M		-680M	
Approximate total (in 2021)	-\$120M		-\$660M		-\$630M		-\$885M	

Numbers may not add due to rounding.

The Impact in 2021 Will also be Significant

- Based on different scenarios, our 2021 operating revenues could be \$120M-\$885M lower than anticipated
- The Mayors' Council in coordination with senior government will need to consider how to address future shortfalls
- 2021 Budget Challenges will be even larger if **2020 Financial Gap** is not filled

Anticipated pre-COVID 2021 operating revenue was \$1.6B



The acute phase will leave TransLink's reserves depleted; the next Investment Plan will need to replenish and rebuild



Rebalance investments and scale our operations to match our financial capacity



Access new stimulus funding and augment our own revenues



Assess existing and future capital projects

What's next

- Continue to work with the Province of BC on:
 - funding for the Recovery Phase
 - developing a plan for the Rebuilding Phase
- Support the Province of BC's call to the Government of Canada for a national approach to public transportation relief funding
- Support FCM, CUTA, and local community leaders who are joining our call for emergency relief funding to keep Canada's cities moving

News / Local News

COVID-19: Service reductions, layoffs, executive pay cuts begin this week at TransLink

Jennifer Saltman
1 day ago • 7 minute read










TransLink to significantly cut service if it doesn't get sign of government help


FRANCES BULA >
VANCOUVER
SPECIAL TO THE GLOBE AND MAIL
PUBLISHED APRIL 14, 2020





Abundant Transit BC started this petition to Justin Trudeau (Prime Minister of Canada/Premier ministre du Canada) and 1 other

We, the undersigned, are calling on the federal and provincial government to provide emergency funding for essential transit service.

5,512 have signed. Let's get to 7,500!



 Paramjit Chohan signed 6 minutes ago
 Jay Wallace signed 9 minutes ago

Thanks to your support this petition has a chance at winning! We only need 1,982 more signatures to reach the next goal - can you help?

Take the next step!

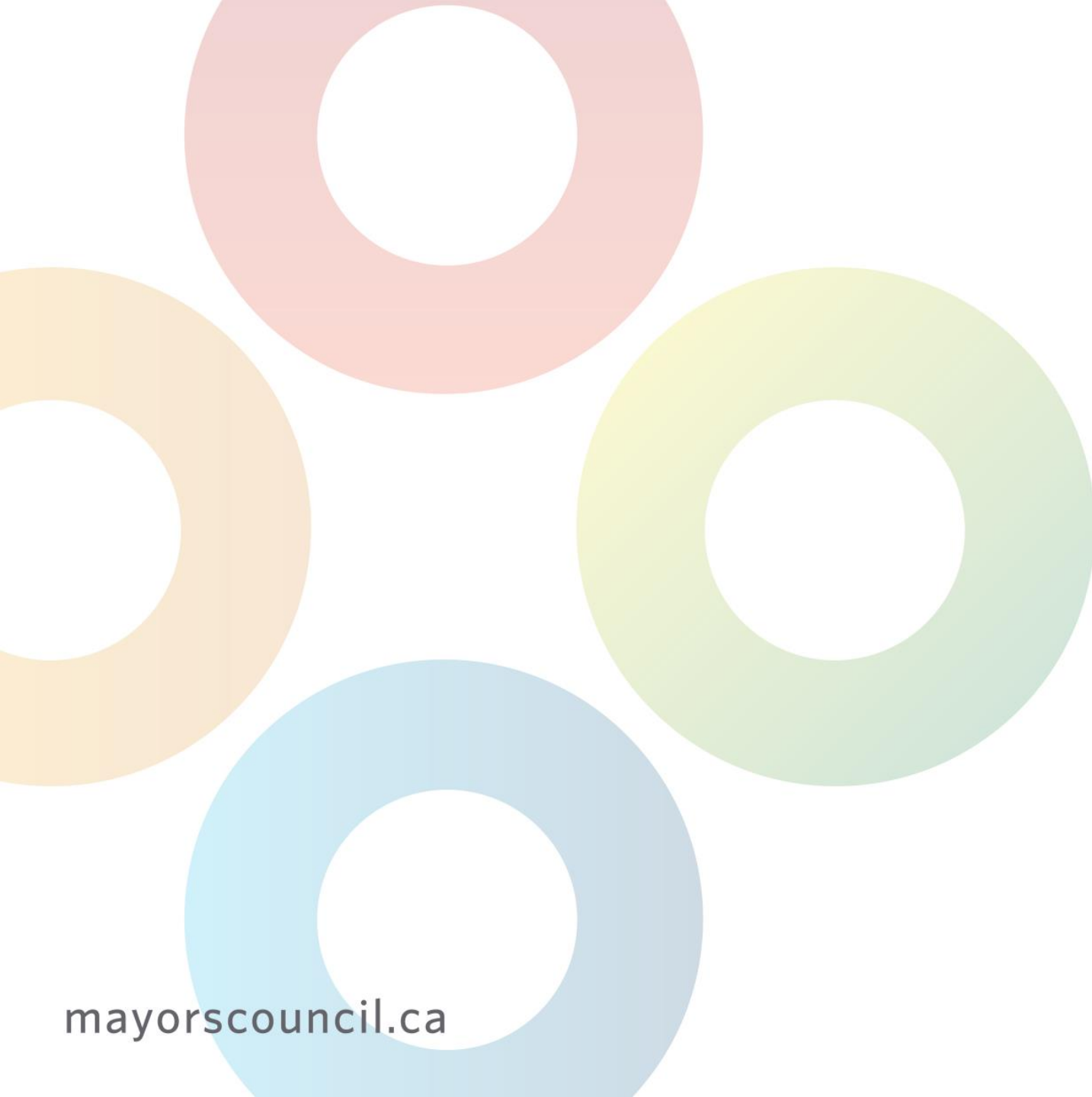
David Suzuki FDN @DavidSuzukiFDN · Apr 21
PRESS RELEASE: David Suzuki Foundation urges emergency transit funding
ow.ly/p6Zp50zkgWF

BC's Translink says it's losing \$75M every month. Toronto's TTC says ridership's dropped by ~80%.

We can't afford to lose transit in Canada. #cdnpoli #transit




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