



PRINCE GEORGE TRANSIT UPDATE

DECEMBER 21, 2020

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Overview

- COVID-19 Recovery Strategy
- Response Phase
 - Service Changes
 - Prince George Ridership Update
- Recovery Stage
- Rebuild Stage
 - Financial Update



COVID-19

- Respond Phase
 - Emergency scale down
- Recovery Phase
 - Scaling back up
- Rebuilding Phase
 - Long-term sustainability

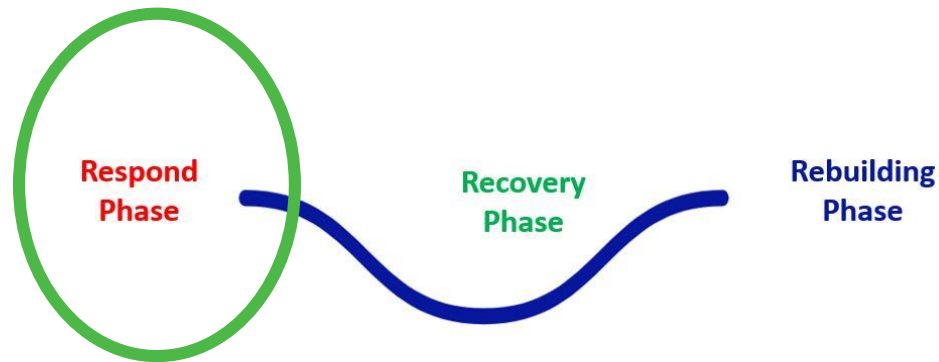
**Respond
Phase**

**Recovery
Phase**

**Rebuilding
Phase**



COVID-19 Response Phase



March – April: COVID 19 Response

- Significant Drop in Ridership
- Physical Distancing Protocols
 - Limited bus capacities to 40%- 50%
- Rear Door Loading
 - No Fare Collection
- Multiple systems reviewed service levels



Expansion Deferral and TIPs MOU

- BC Transit deferred 2020/21 service expansion
 - Bus resources are delayed with no certainty yet on delivery
 - Uncertainty with local and provincial budgets
 - Resources likely required to build ridership back to pre-COVID 19 levels
- Deferral allows local governments an opportunity to review current transit priorities
- The focus remains on stabilizing existing services and prioritizing the rescheduling of future expansion



Transit Improvement Process

Prince George Conventional Transit



YEAR 1 (2021/22)	Conventional Service	4000 hours	3 buses
YEAR 2 (2022/23)	Conventional Service	5000 hours	4 buses
YEAR 3 (2023/24)	???	??	??



Transit Improvement Process

Prince George Custom Transit



YEAR 1 (2021/22)	Custom Service	\$28,000	0 buses
YEAR 2 (2022/23)	Custom Service	??	0 buses
YEAR 3 (2023/24)	???	??	??



Service Changes



Service Reduction Implemented

Prince George Transit

Service Change

Effective **Sunday, March 29, 2020**



Transit schedules will be adjusted in response to COVID-19:

- ▶ Summer-level service will be in effect
- ▶ Service to schools and post-secondary institutions will be reduced



September Service Changes

- September 8 increased service to modified fall service levels
 - Reintroduced school trips for K-12 students
 - Did not reinstate additional RT 15 trips or RT 55 trips
- Introduced two “flex” buses that could be pushed into service if buses are starting to get full
 - Moved to one “flex” bus in October
 - No pass ups since September



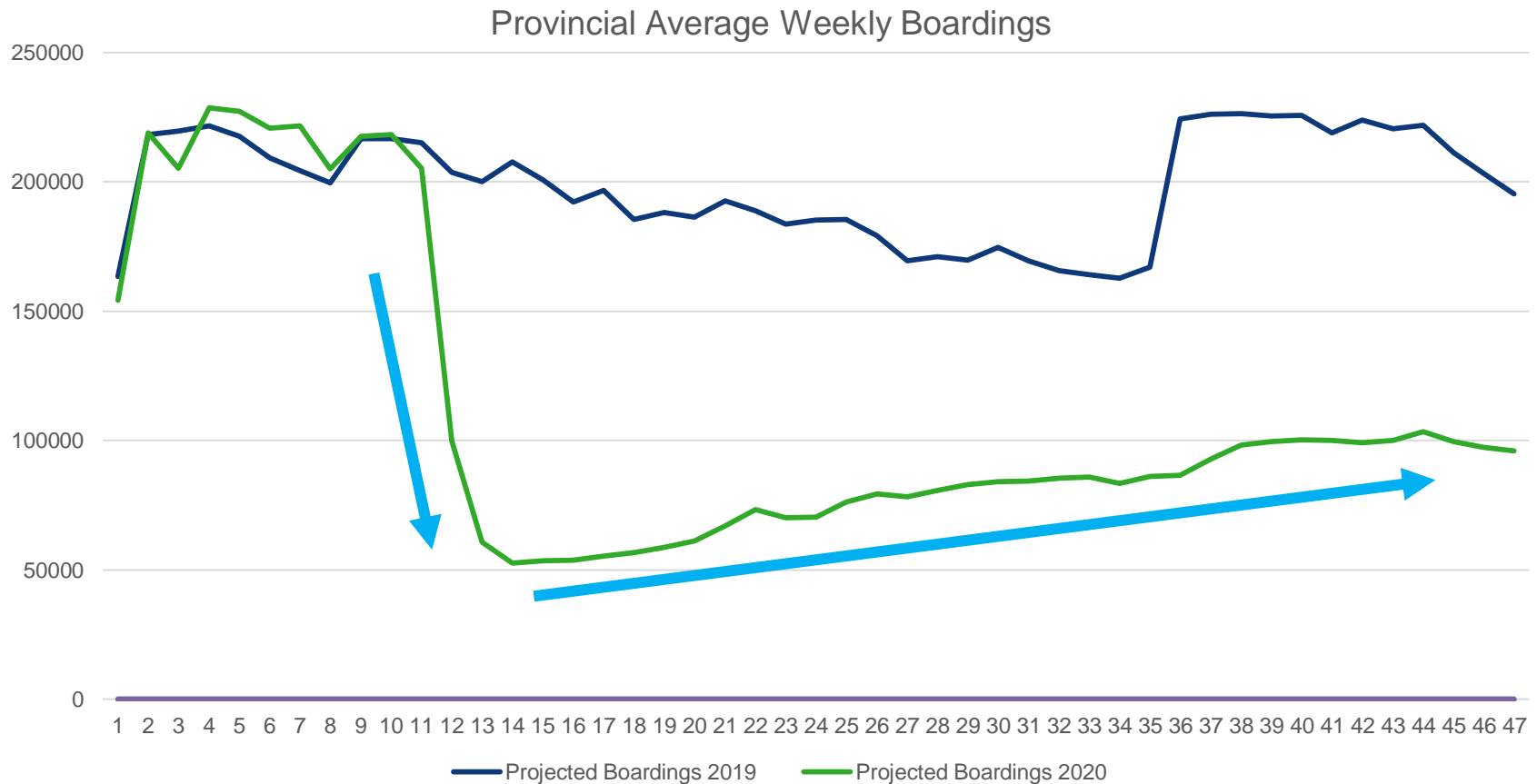
COVID-19

Impact on Ridership



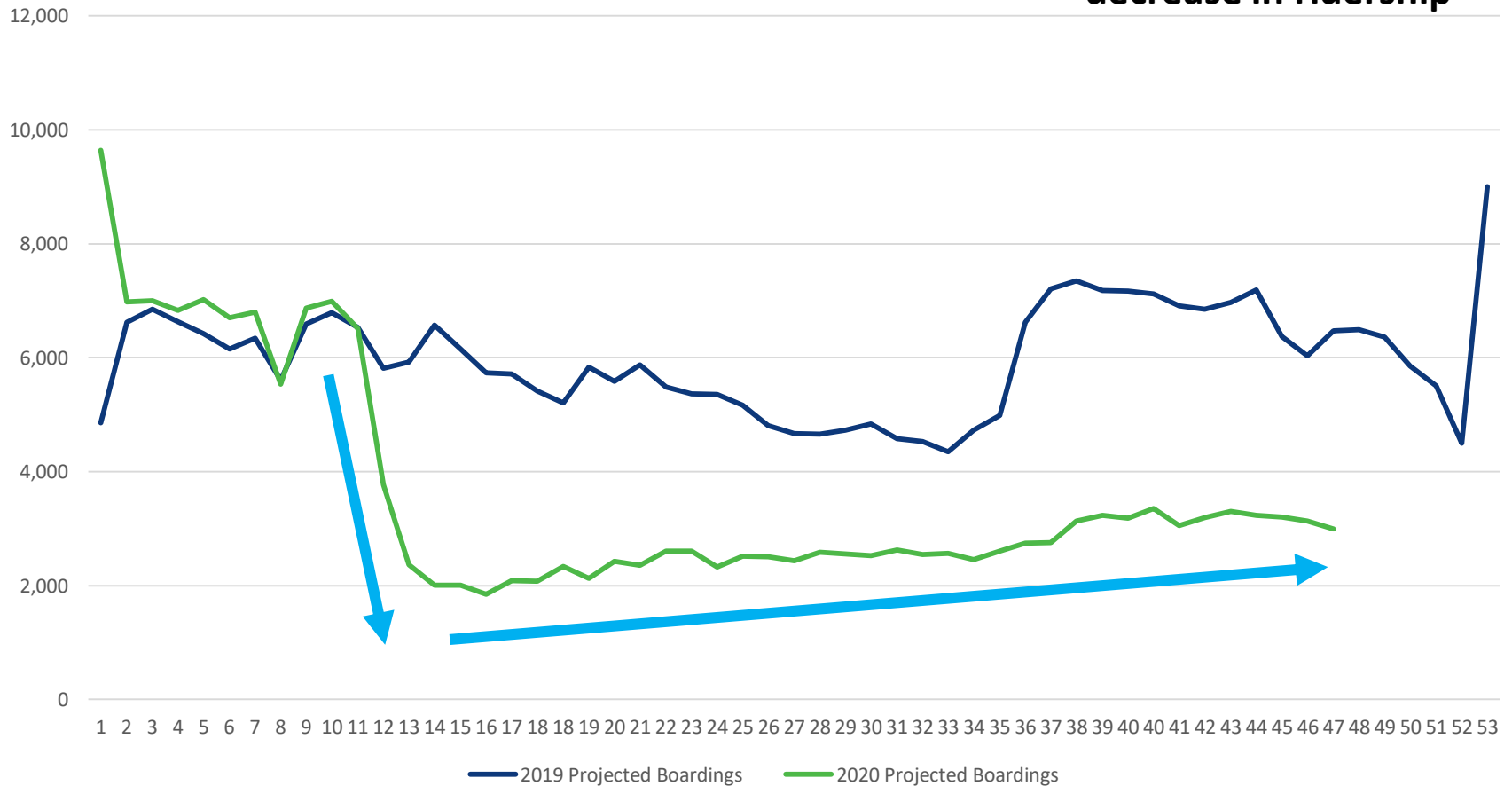
Provincial Ridership

44%
decrease in ridership



PRG Ridership

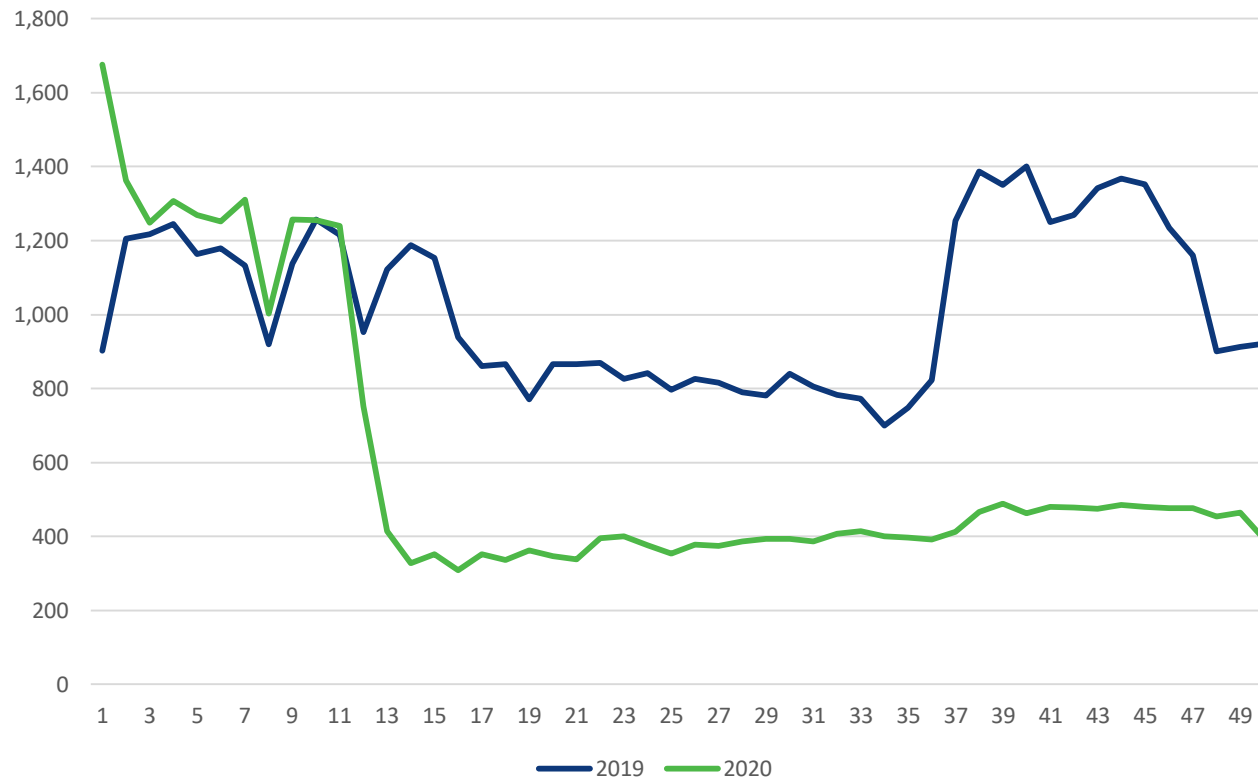
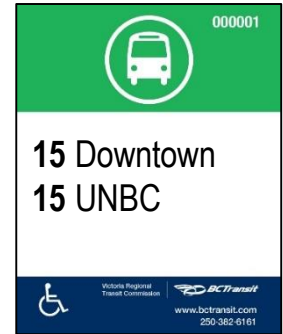
46%
decrease in ridership



RT 15 Ridership

2019 vs. 2020

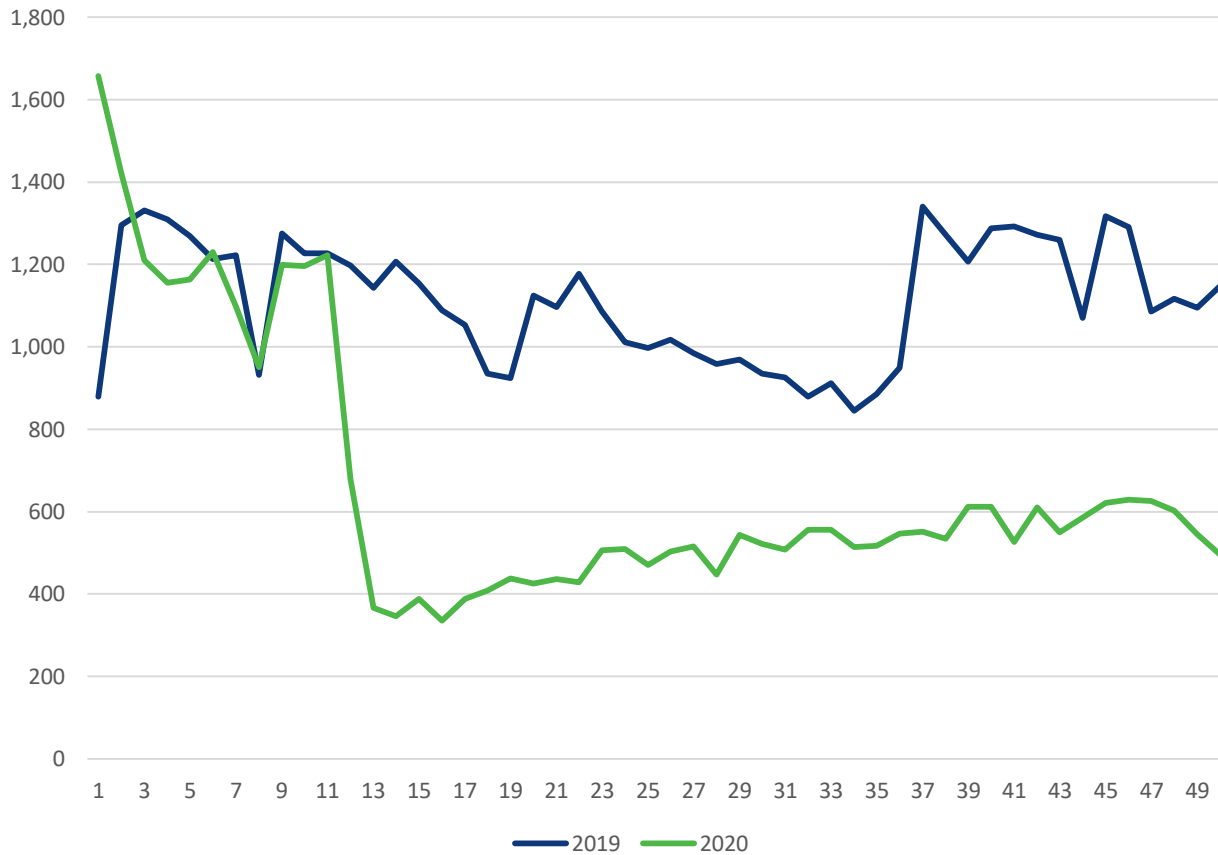
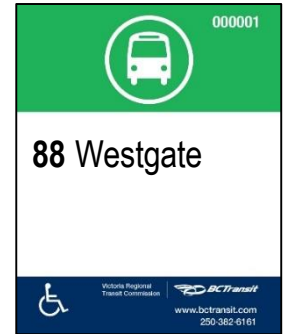
41%
decrease in ridership



RT 88 Ridership

2019 vs. 2020

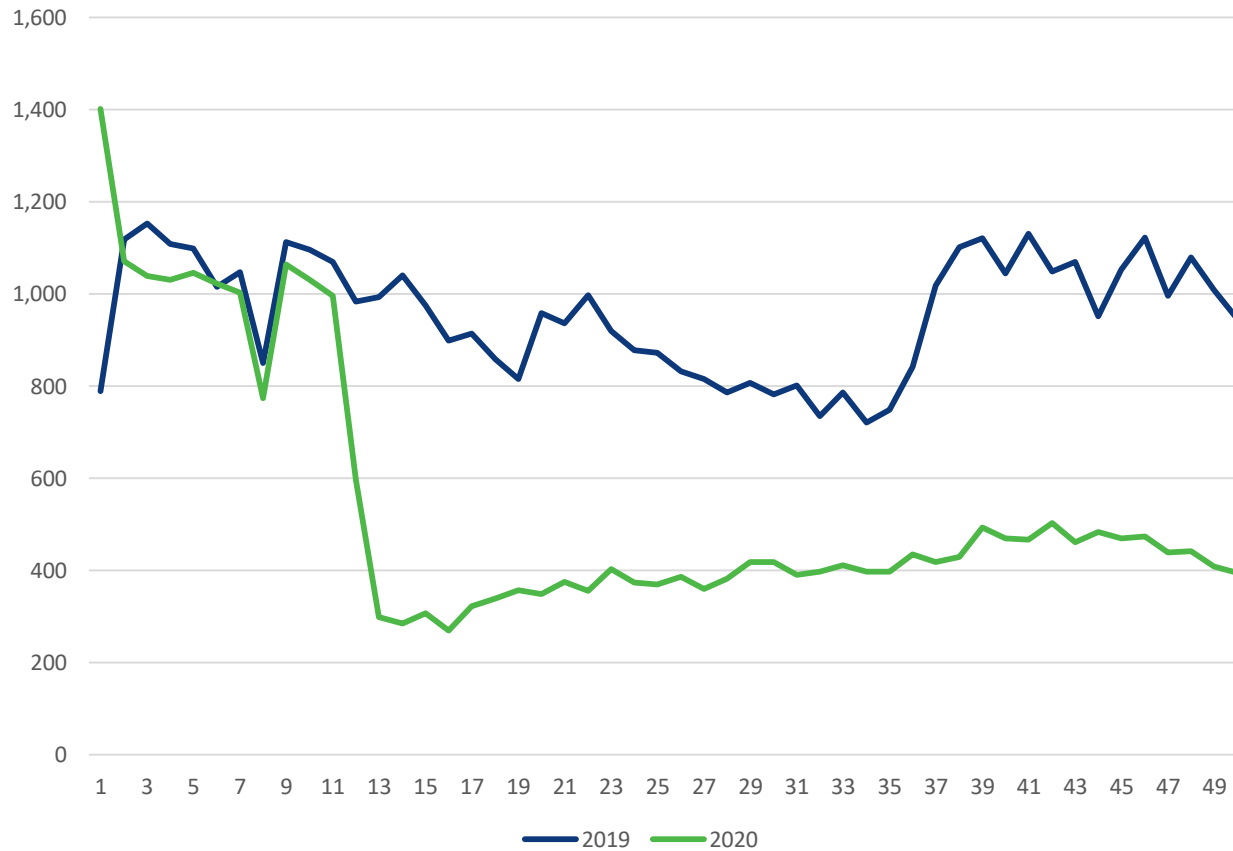
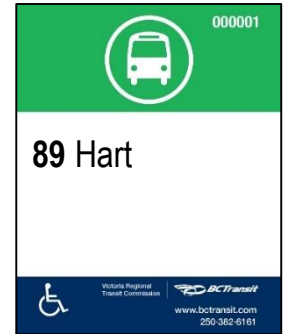
40%
decrease in ridership



RT 89 Ridership

2019 vs. 2020

43%
decrease in ridership



COVID-19 Recovery Phase



May – July – Path to Recovery

- Introduction of BC Restart Plan – May 6th
 - Phase 2 initiated May 15th
 - Phase 3 Initiated – June 24th
 - BC Transit Recovery Plan – alignment to BC Plan
- Ridership declines levelling off
- New procedures to better protect operators
- Front Door Loading & Fare Collection
- Increased Capacity to approx. 65%



Recovery Phase - Cont'd Measures

- Enhanced Cleaning
- Continued Capacity management
- Protective Barriers Installed in September
- Face Coverings



Recovery Phase : Scaling Back Up



COVID-19 Re-Build Phase



Re-Build Phase: Long-term Sustainability

- Creating customer confidence and a comfortable experience
 - Together We Ride Campaign
 - Signage at bus stops and on buses



Re-Build Phase: Long-term Sustainability

- Ridership growth to pre-Covid levels
- Optimization and re-allocating resources as needed
- Lease Fee Holiday
- Safe Restart Funding



Financial Update



Financial Update

- Service Changes to Date:
 - Primarily have achieved fuel and maintenance savings
 - Minimal Labour savings to date
 - Offset by COVID related expenses and cleaning costs
- Annual Operating Agreement Adjustments
 - BC Transit adjusted AOA's to account for revenue losses, reduced ridership and service level changes
 - To qualify for Safe restart funding, AOA Amendments must be signed by January 31, 2021



Financial Update

Revenue losses will be partially mitigated with:

- Operating Reserve Allocation
 - Approx. \$595,000
- Vehicle Lease Fee Holiday
 - Approx. \$460,000
- Additional Federal and provincial support (Safe Restart Funding):
\$2.2M over 2 years

PRINCE GEORGE CONVENTIONAL	
	OFFICIAL AOA 2020/21
TOTAL REVENUE	\$1,448,000
TOTAL OPERATING COSTS	\$7,705,475
TOTAL COSTS (including Local Government Share of Lease Fees)	\$8,217,600
NET LOCAL GOVERNMENT SHARE OF COSTS	\$1,602,791
SAFE RESTART ALLOCATION	\$2,243,386

PRINCE GEORGE COMMUNITY BUS	
	OFFICIAL AOA 2020/21
TOTAL REVENUE	\$9,524
TOTAL OPERATING COSTS	\$356,409
TOTAL COSTS (including Local Government Share of Lease Fee)	\$365,448
NET LOCAL GOVERNMENT SHARE OF COSTS	\$162,067
SAFE RESTART ALLOCATION	\$26,829

PRINCE GEORGE CUSTOM	
	OFFICIAL AOA 2020/21
TOTAL REVENUE	\$31,550
TOTAL OPERATING COSTS	\$1,414,707
TOTAL COSTS (including Local Government Share of Lease Fees)	\$1,461,327
NET LOCAL GOVERNMENT SHARE OF COSTS	\$322,550
SAFE RESTART ALLOCATION	\$123,369



Questions?



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