

Southern California Association of Governments' Presentation on Coronavirus Regional Travel Impacts

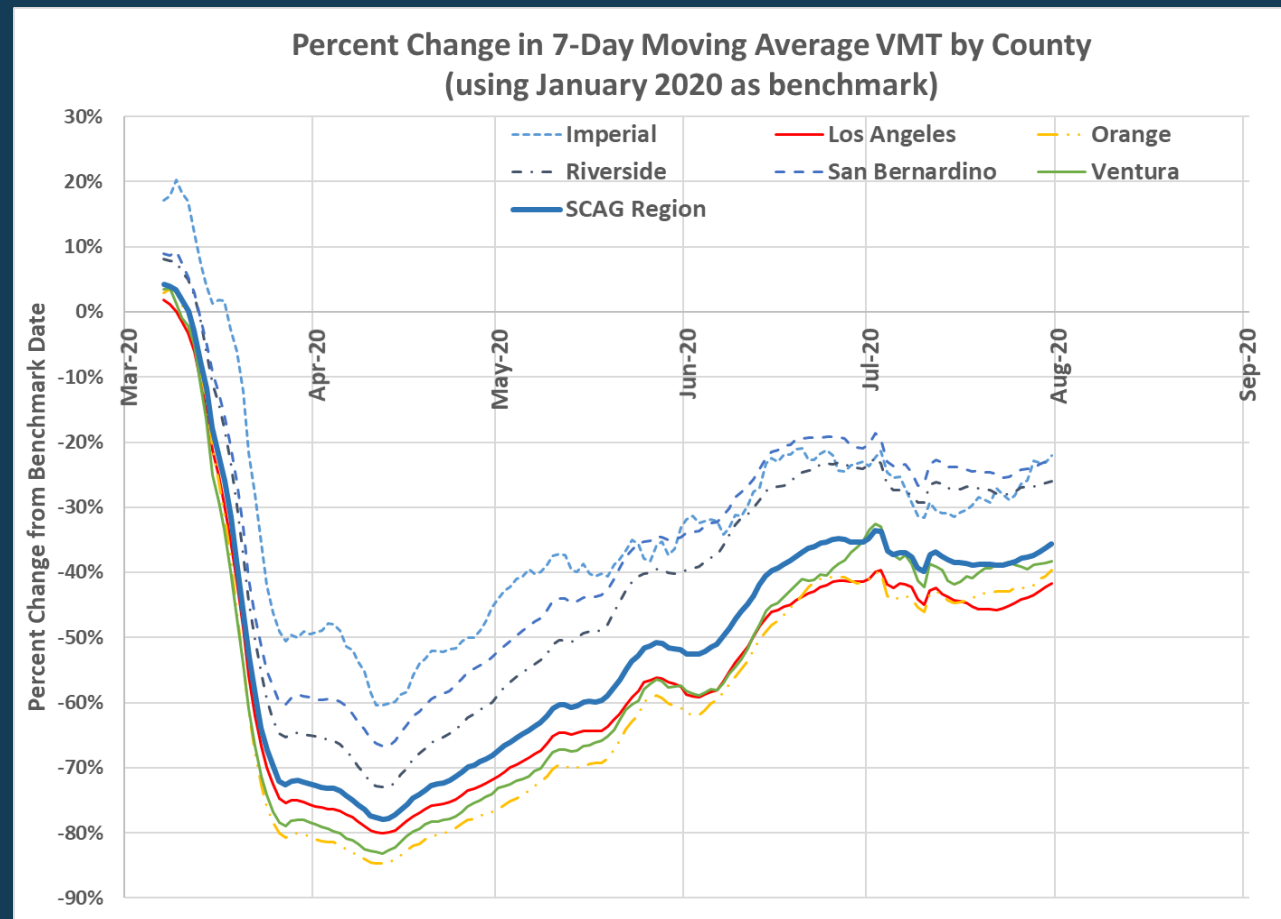
COVID-19 Transportation Impacts in the SCAG Region



The public response to the novel coronavirus (COVID-19) pandemic and the subsequent national, state, county, and local mandatory stay-at-home orders has significantly impacted transportation demand globally, nationally, regionally, and locally.

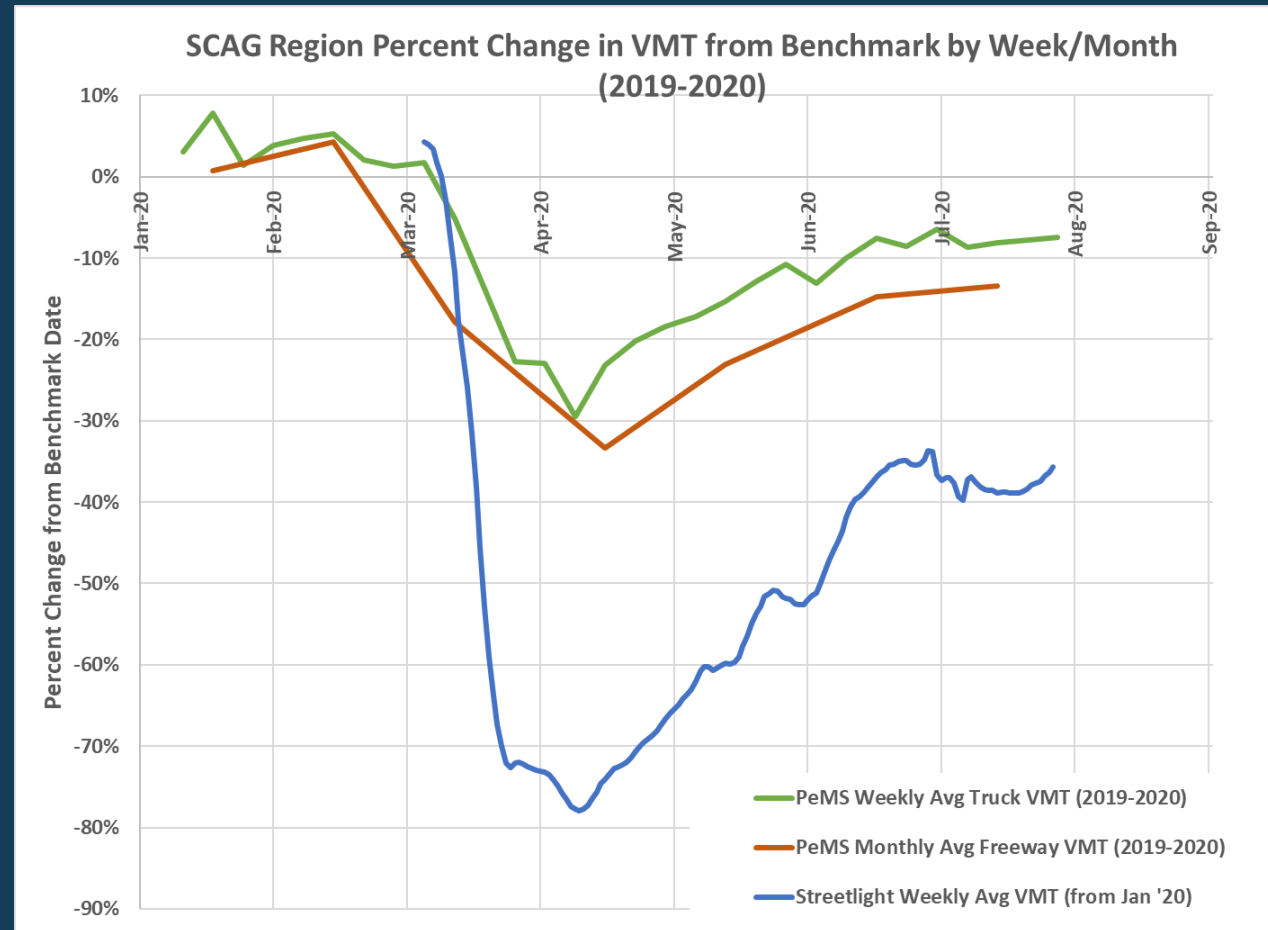
Vehicle Miles Traveled

Vehicle miles traveled (VMT) on the region's arterial and highway network declined by nearly 80 percent in early April (using January 2020 as benchmark).



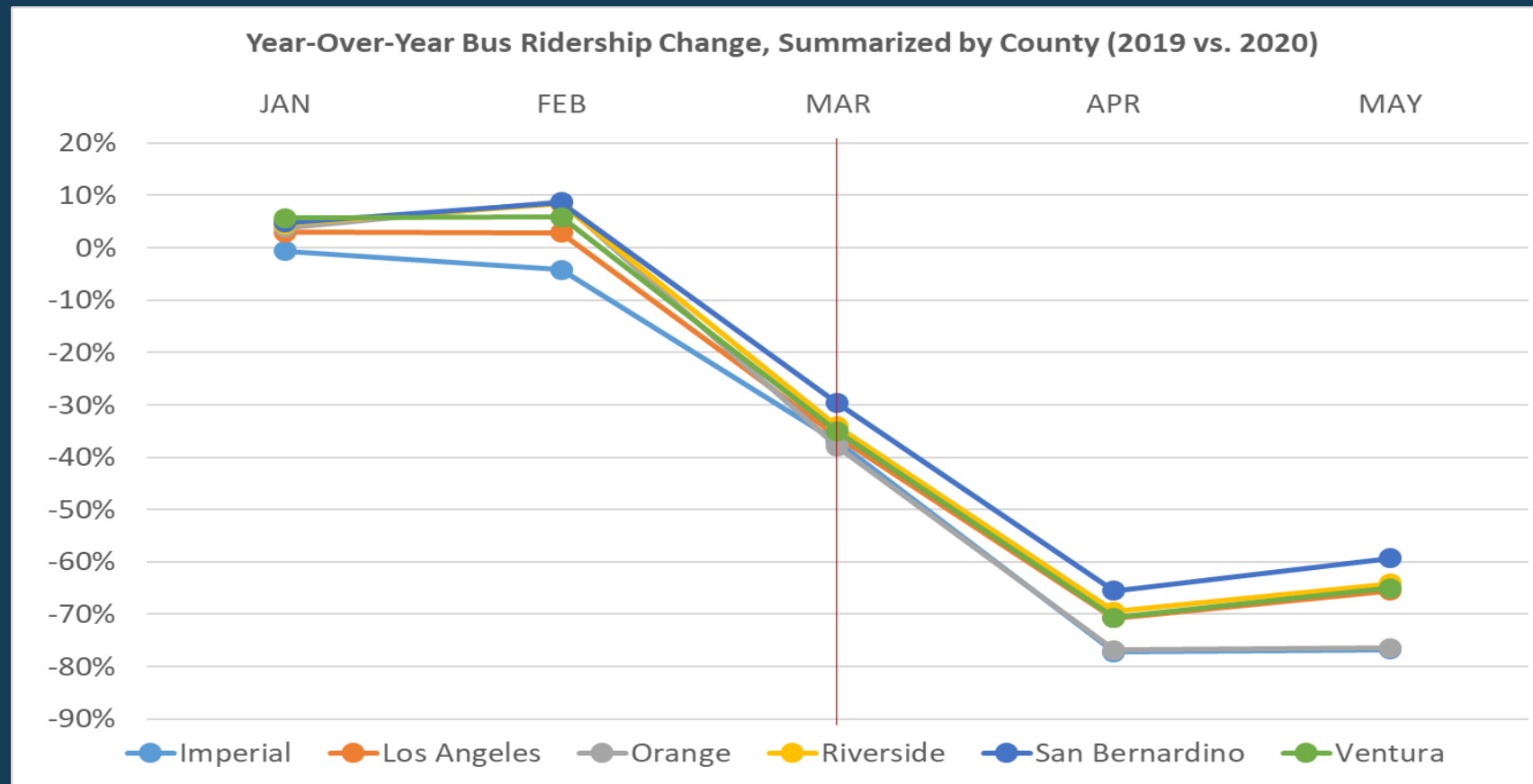
Vehicle Miles Traveled

VMT on the freeway network alone dropped by nearly 50 percent in early April over prior year. VMT began increasing again by mid-April.



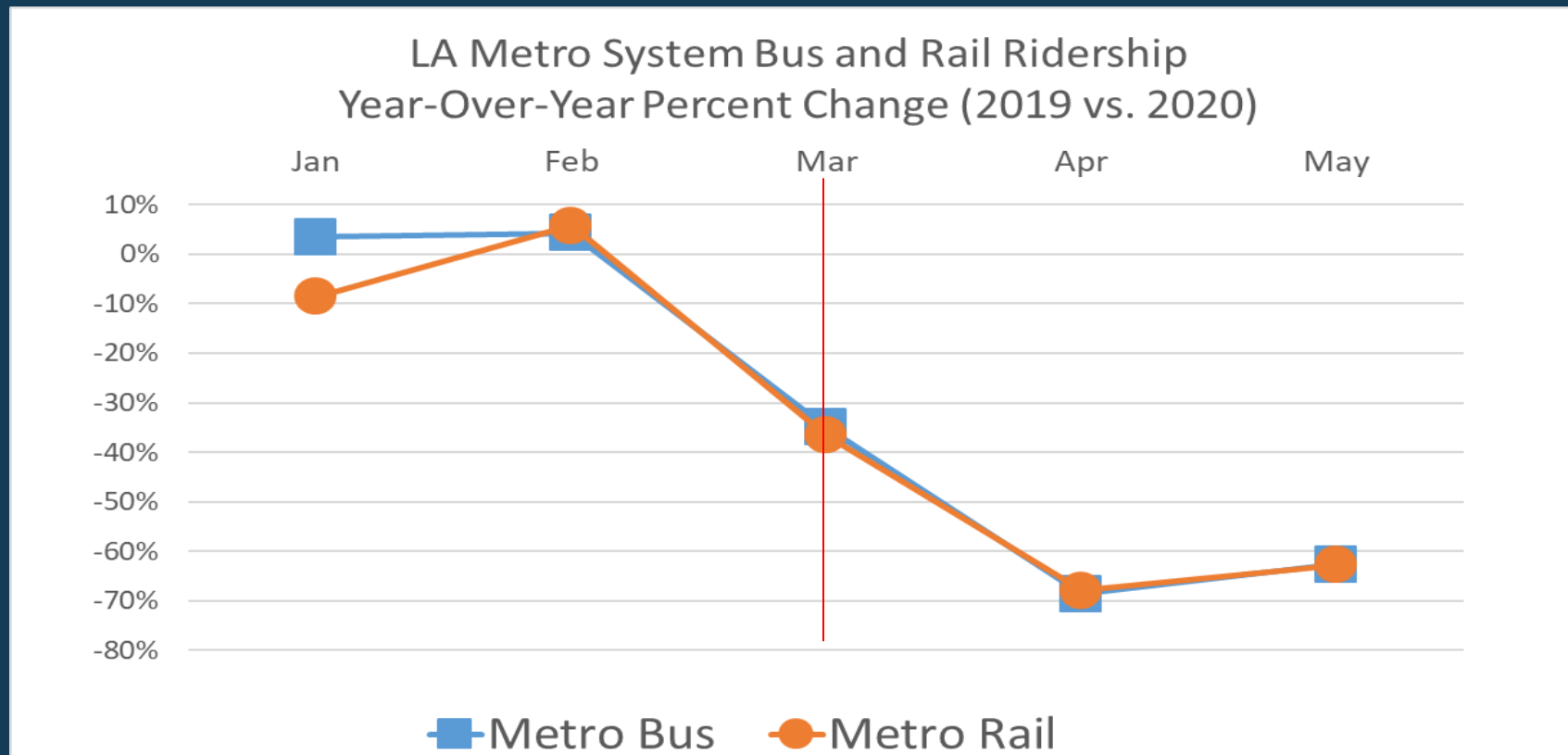
Transit: Bus Ridership

Overall bus ridership fell by over 71 percent in April 2020 compared to April 2019, and by 66.5 percent in May 2020. Imperial and Orange Counties experienced the steepest decline in bus ridership of 77 percent in April.



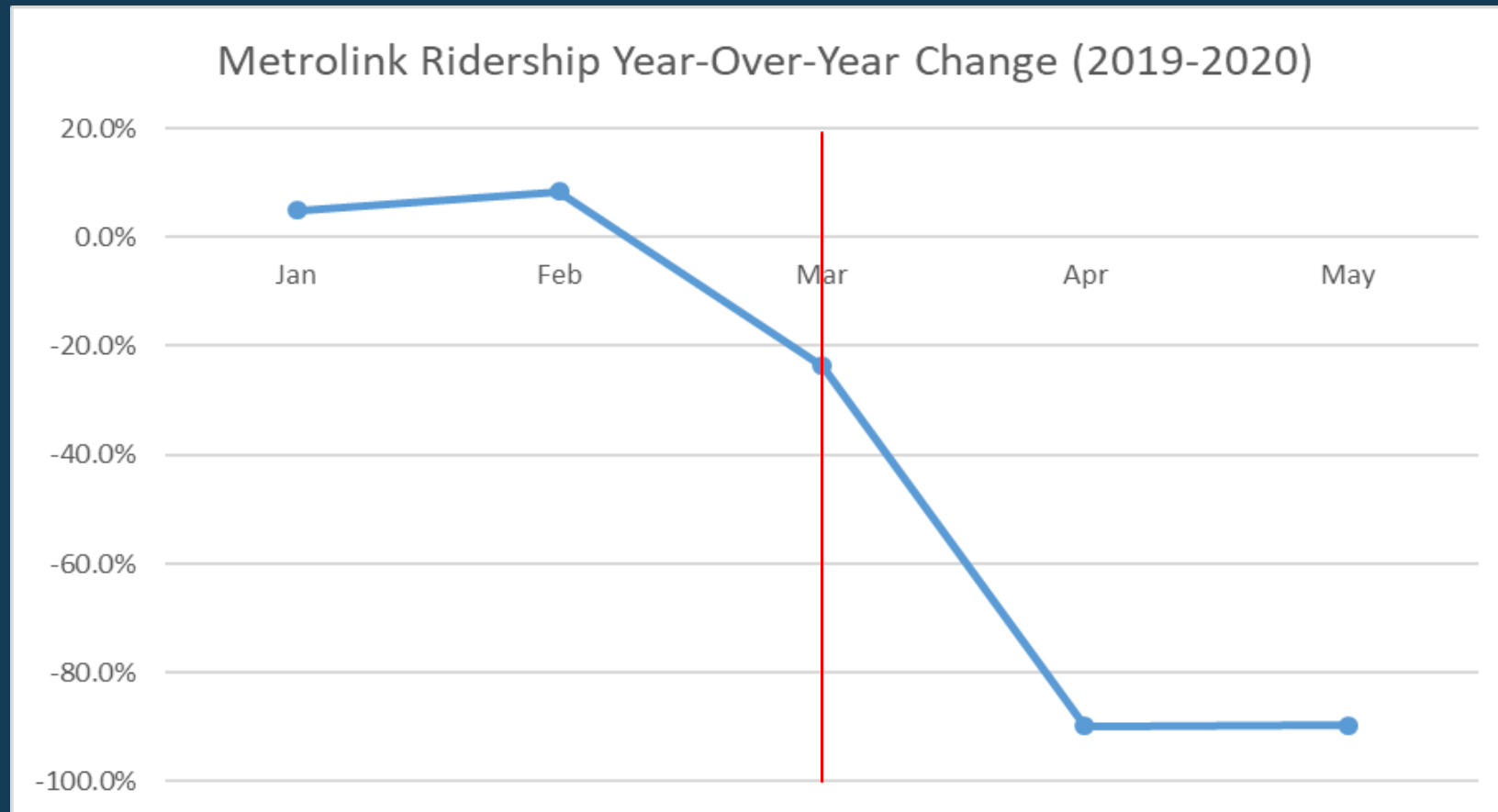
Transit: Los Angeles Metro

Los Angeles Metro reported its bus system ridership declined 68.6 percent and rail ridership declined 67.9 percent, year-over-year, April 2020 versus April 2019. Ridership fared a little better in May, dropping by about 63 percent for both bus and rail when comparing 2020 versus 2019.



Passenger Rail: Metrolink

Metrolink experienced a steep drop in ridership, losing about 90 percent of its ridership in April and May, when comparing 2020 to 2019.



Aviation: Air Passenger Traffic

Air passenger activity throughout the World, United States, and within the SCAG region, has been significantly impacted by the COVID-19 pandemic. Global air traffic was down 65 percent from March 2020 (15,012 flights) to April 2020 (5,275 flights).

Global Air Traffic from March 7, 2020 to April 7, 2020

MARCH 7, 2020



APRIL 7, 2020



Source: flightradar24.com

Aviation: Air Passenger Traffic

Similar to global air traffic, flights in North America have declined considerably. Air traffic in the United States was down 65 percent, as well from March (8,400 flights) to April (2,950 flights).

North American Air Traffic from March 7, 2020 to April 7, 2020

MARCH 7, 2020



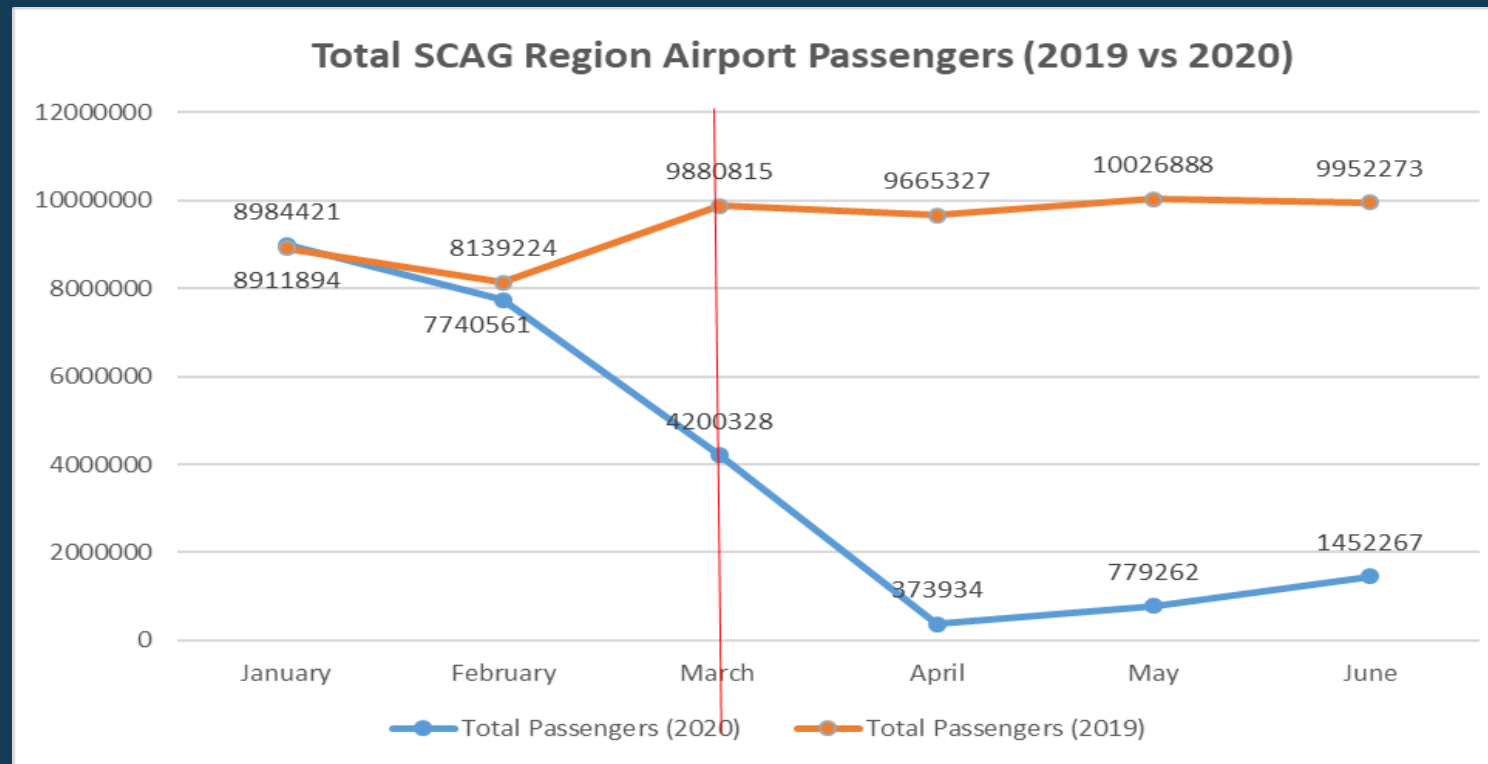
APRIL 7, 2020



Source: [flightradar24.com](https://www.flightradar24.com)

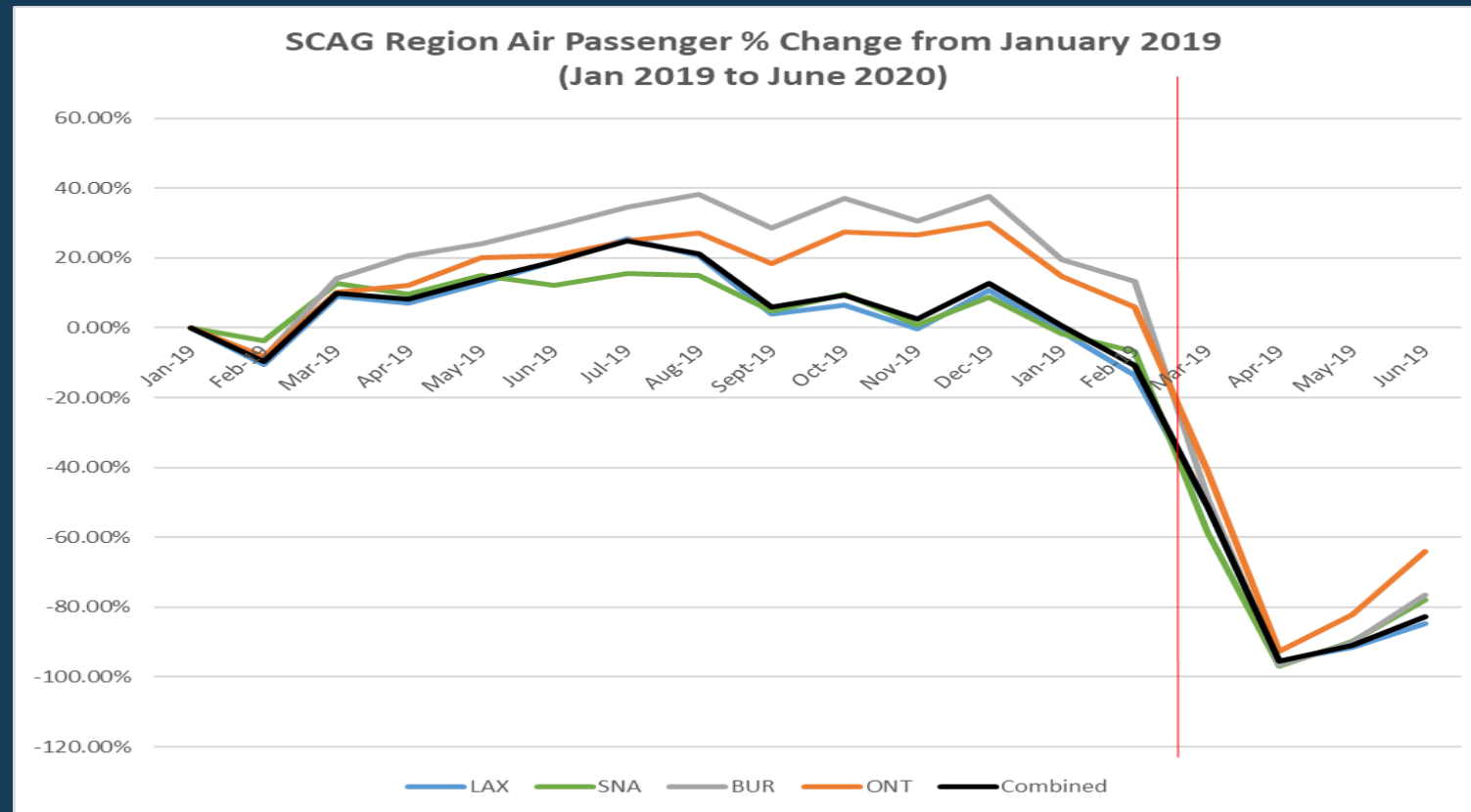
Aviation: Air Passenger Traffic

Air passenger traffic in the SCAG Region has declined significantly in the months following the COVID-19 outbreak. In comparison to last year, air passenger traffic was down almost 60 percent in March and 96 percent in April but experienced a slight recovery with May being down 92 percent and June 85 percent in comparison to 2019.



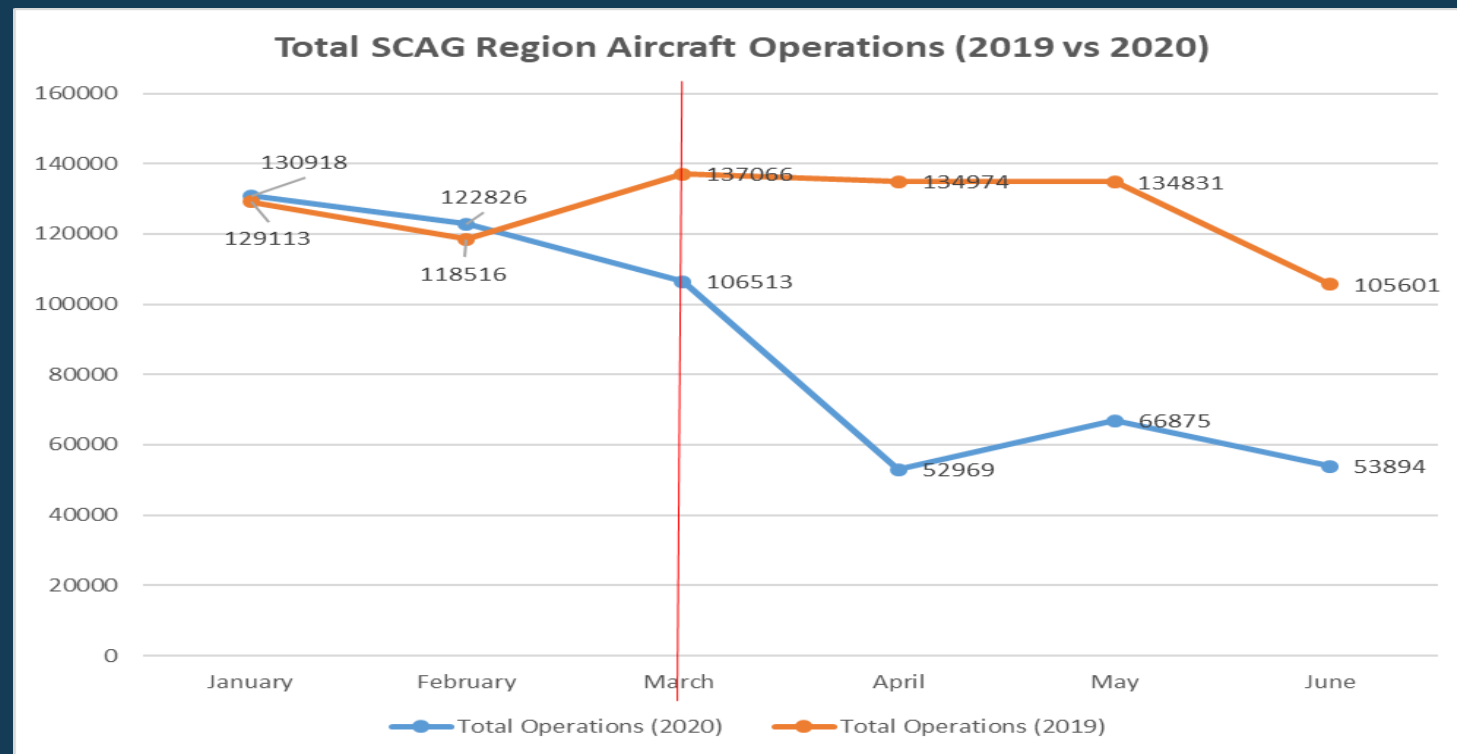
Aviation: Air Passenger Traffic

In comparison to January 2019, air passenger demand in the SCAG region was down over 80 percent by May following the March 2020 stay-at-home orders but has experienced a slight recovery from May onward.



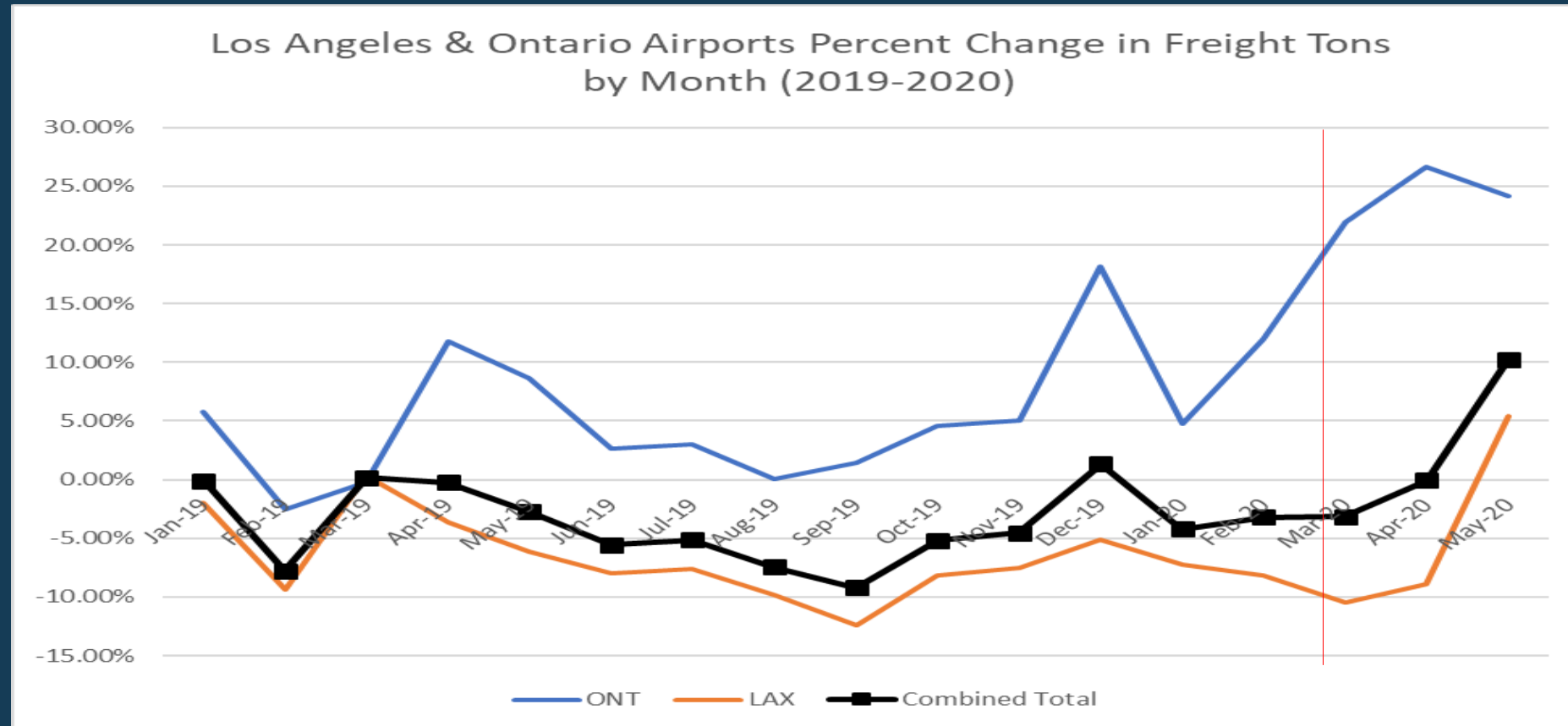
Aviation: Aircraft Operations

While air passenger demand has seen the greatest decreases, aircraft operations in the SCAG region have not been affected to the same extent, most likely due to airlines operating at lower load factors. Overall, aircraft operations were down 22 percent in March 2020 vs March 2019, and 61 percent in April 2019 vs April 2020. By May, aircraft operations in the region were down by 50 percent in comparison to 2019.



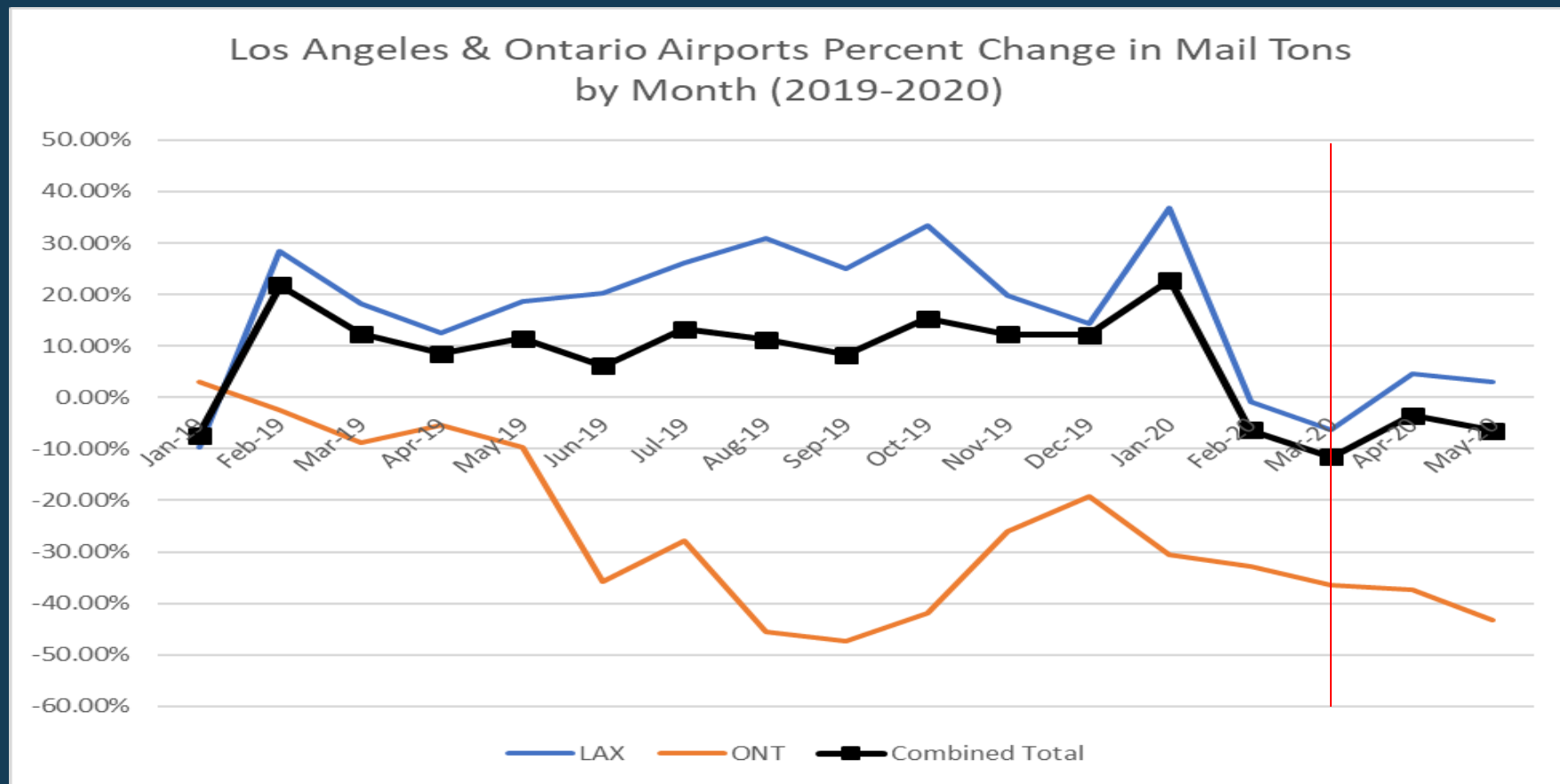
Freight Indicators: Air Freight and Mail Cargo

Recent impacts on air freight has been mixed, primarily relating to domestic versus international performance. Domestic freight has played an important role in the supply chain during the COVID-19 pandemic.



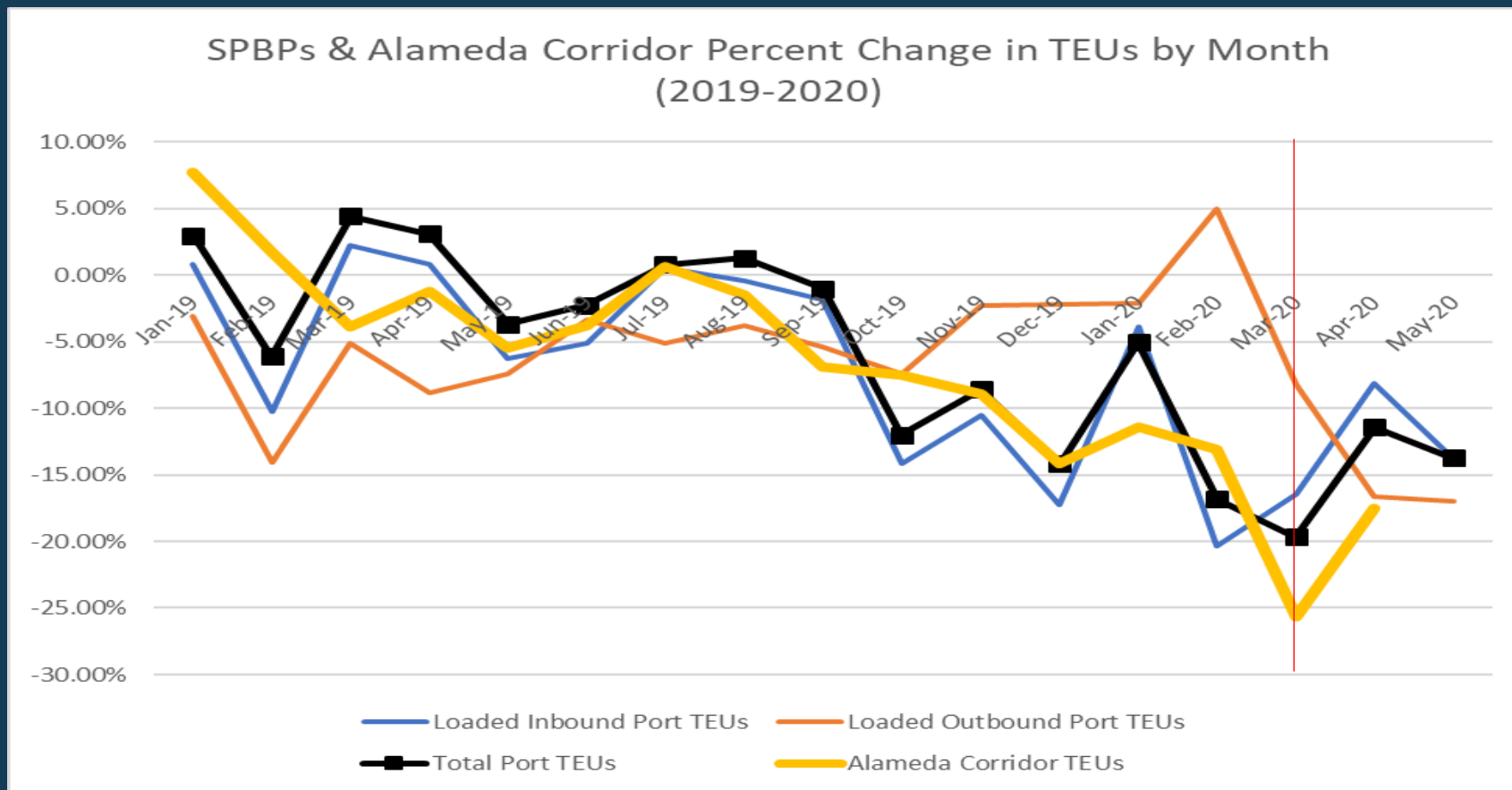
Freight Indicators: Air Freight and Mail Cargo

For mail tons, the impact of the pandemic during March and April was much less severe versus international maritime shipments and other freight modes.



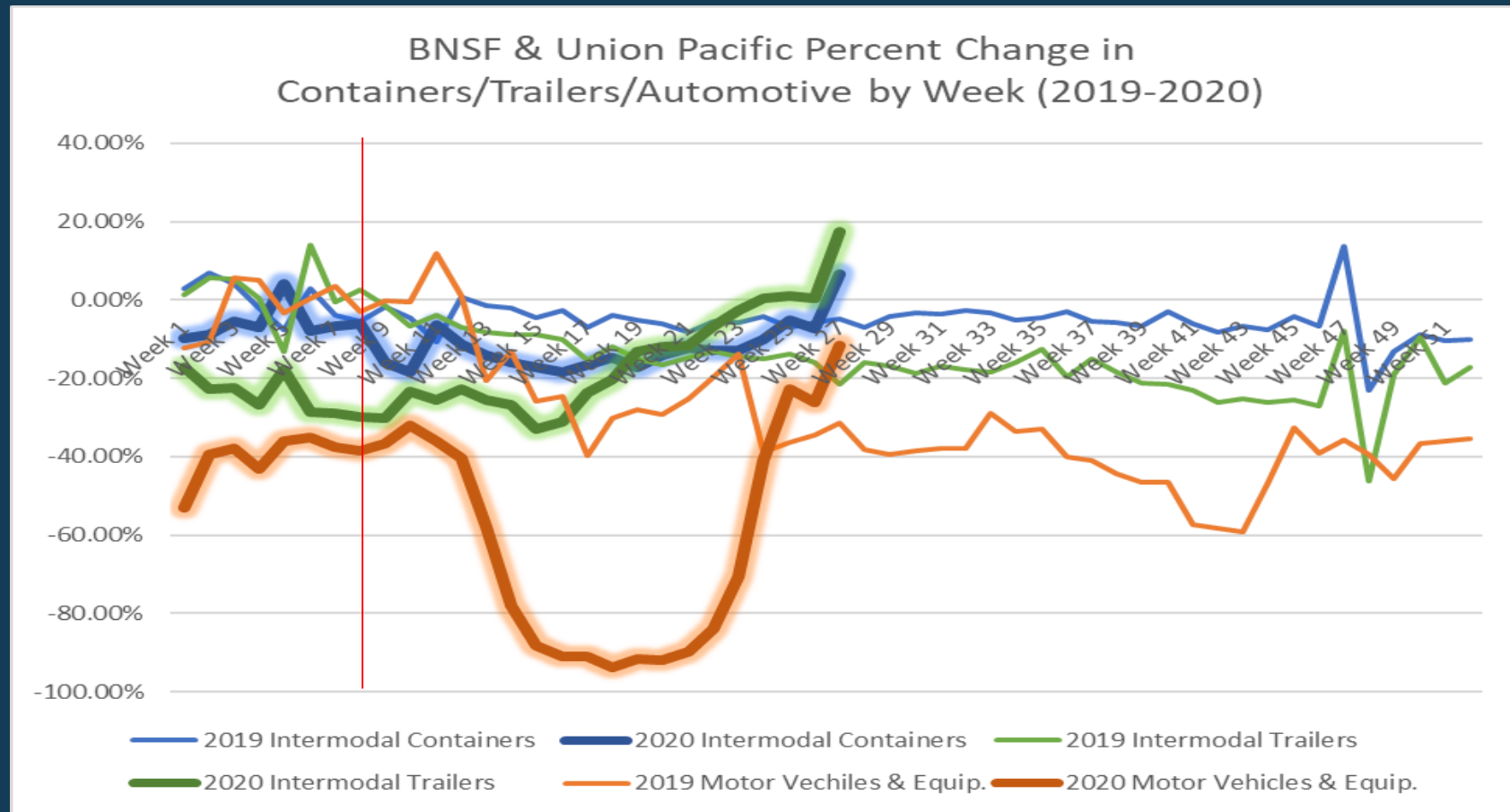
Freight Indicators: Shipping Trends

For 2020, declines have accelerated with March being the low point, primarily driven by China's earlier lockdown of its economy beginning in late January through early April.



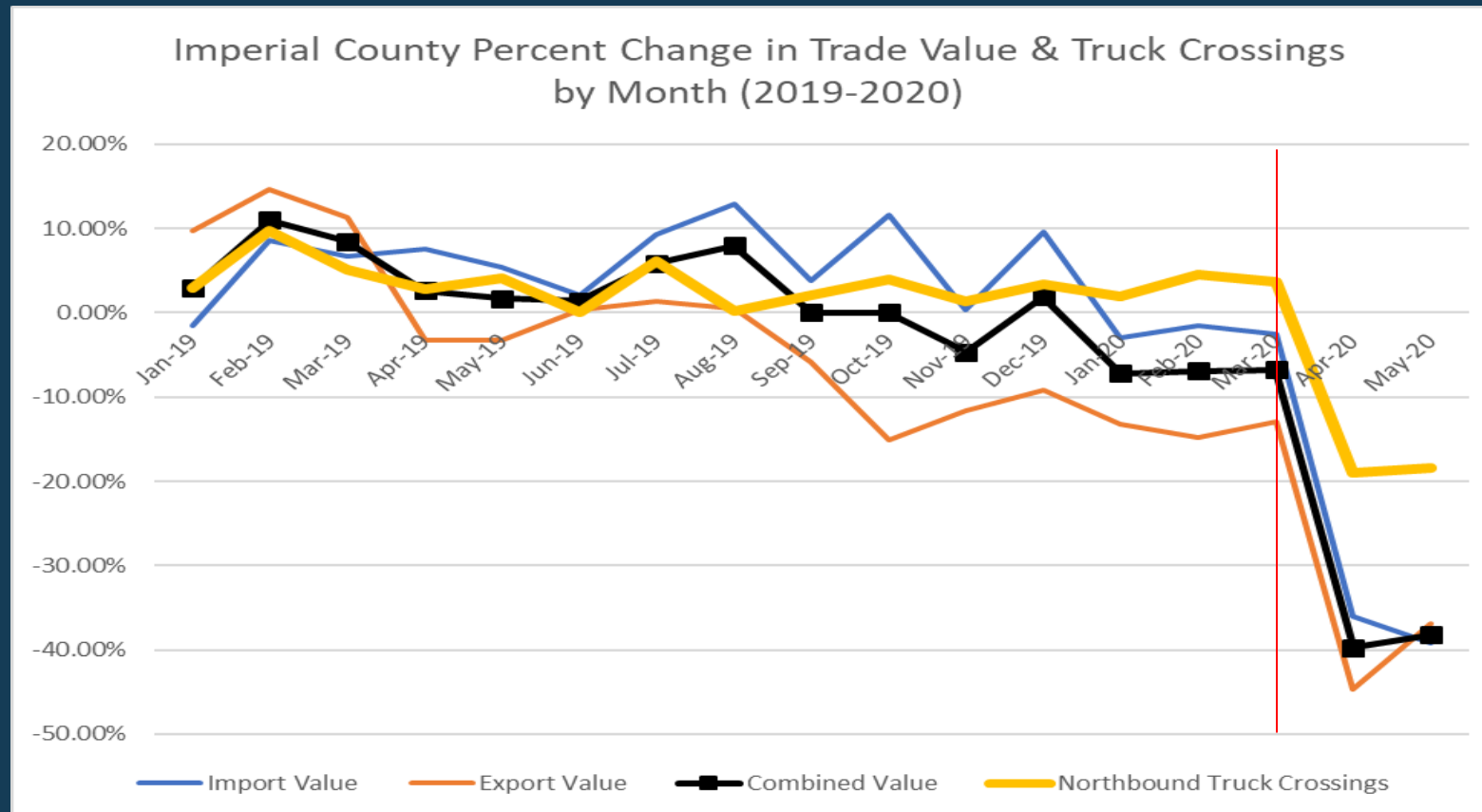
Freight Indicators: Class I Rail Operator

Class I rail volumes for intermodal and automotive declined greatly through April, although upward trends have begun to surface.



Freight Indicators: Boarder Truck Crossings

Cross-border trade value and truck activity has witnessed a substantial decline as a result of the COVID-19 pandemic. Compared to seaport trade, the greatest impact occurred in April.



Thank you!

